

CCWEL phase 2, Haymarket to Randolph Place

Final Orders...

[http://www.edinburgh.gov.uk/downloads/download/2874/city\\_centre\\_east\\_to\\_west\\_cycle\\_link\\_ccwel\\_road\\_orders](http://www.edinburgh.gov.uk/downloads/download/2874/city_centre_east_to_west_cycle_link_ccwel_road_orders)

Spokes response – note that extensive consultation over the previous year on the draft orders had resolved most of our concerns. We are not submitting a formal objection for that reason, and to minimise any further delays.

to trafficorders

9 June 2019

Dear Sir/Madam

I am writing on behalf of SPOKES to offer two comments on these orders. These are not intended to be objections.

Firstly, we would like to comment on the phasing of the traffic lights at the junction between Melville St and Queensferry St. These will require to be modified to take account of the CCWEL cycleway which crosses Queensferry St between Melville St and Randolph Place. We had previously been told that there would be a separate phase in the sequence of lights for cyclists but we have recently been given to understand that this phase will be for both cyclists and pedestrians which could easily create conflict between these 2 sets of users. We do, however, appreciate the benefits of reducing the waiting time at traffic lights and we would like to suggest, as a compromise, that the cyclist/pedestrian phase should be take place after each of the traffic phases rather than after all of the traffic phases at happens currently. It would be reasonable that the cyclist/pedestrian phase should be demand responsive.

Our second point relates to the proposed contra flow cycle lane at the north end of Canning St. We strongly support this proposal but we have consistently argued that it should be a segregated cycle lane to prevent parking and loading which could block the space on the proposed cycle lane (protected only by painted lines on the road) and force cyclists into the space used by traffic travelling in the opposite direction. This is still our view and, in the future, the number of cyclists using this part of the route could increase substantially if the City Centre Transformation Project proposals for Lothian Road are accepted. However, if the current proposals are implemented, the continuing 24 hour prohibition on waiting and loading on the eastern side of Canning St needs to be reinforced by improved signage and enforcement. At present, the double blip on the pavement has largely worn away and needs to be repainted and clear signage on Canning St should be installed (as is the case round the corner on Shandwick Place). Traffic wardens should be required to be particularly vigilant here given the obvious temptation to break the law by suppliers to the public house on the corner of Canning St and Shandwick Place since there is no apparent nearby loading space.

Yours sincerely

Richard Grant