

PICARDY PLACE TRAFFIC REGULATION ORDERS - TRO/18/64 A and B Dec 2018

SPOKES RESPONSE

From: **Martin McDonnell** <mcdbristol116@gmail.com>

Date: Mon, Dec 17, 2018 at 3:51 PM

Subject: TRO/18/64 A and B Picardy Place - Proposed traffic regulation orders

To: Traffic Orders <trafficorders@edinburgh.gov.uk>

Cc: Charles Martin <Charles.Martin@edinburgh.gov.uk>, James McQuaker <James.McQuaker@edinburgh.gov.uk>, Martin McDonnell <mcdbristol116@gmail.com>, <activetravel@edinburgh.gov.uk>

Dear Sir/Madam

Spokes has always opposed the concept of the gyratory at Picardy. We recognise that that decision is taken, and this TRO is not an opportunity to change it. However, and given the fact of the gyratory, we do have the following detailed comments and queries on parts of the TRO.

1. Spokes supports the proposed banned left turn into Broughton Street from York Place. This will give better priority to people crossing Broughton Street and reduce the current potential conflict between vehicles turning into Broughton Street and cyclists waiting in the ASL.
2. Spokes has had various discussions with Officers re facilities for cyclists from Leith Street to access the Northbound cycleway to Leith Walk (outside the Omni Centre), since no access points have been provided on Leith Street itself. The TRO plans show a gap in the kerb between the cycleway on the south island and the ASL that would appear to provide access. There is also access shown to the West and East at the cycle crossing to the South of Little King Street. These proposals are not considered to be suitable for cycling by all ages and abilities and Spokes would like to see ongoing consideration of alternatives and close monitoring of the facilities once operational. We would expect these facilities to be reviewed as part of the Transformation programme, together with consideration of a segregated cycleway between Calton Road and Waterloo Place.
3. Spokes supports the proposal to make Cathedral Lane one-way NorthEast to SouthWest and requests that consideration is given to a cycling exemption.
4. Spokes understands that the proposed works around the periphery of Picardy Place are already under construction and planned to be delivered early in 2019. We are concerned as to the extent to which the cycling provision will be usable at this time, and when the outstanding facilities on York Place, Picardy Place North and South islands, the link to London Road will be completed and the Leith Street cycleway opened. During the intervening time, we are concerned that cyclists may not be able to make a safe and convenient route through the area. Please advise as to the schedule of these further developments and the cycling provision pending their full completion. For example, prior to the connection to London Road, how will cyclists access and leave the Omni cycleway at the North-East end?
5. The points made in item 4. also apply to the availability of the crossings to the islands.

Martin McDonnell