

19/02604/FUL Gyle Centre Spokes objection

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cc: Spokes PG <spokes-lothian-planning@googlegroups.com>
date: 24 Mar 2020, 13:26
subject: **19/02604/FUL Gyle Centre Spokes objection**

Spokes objects to this revised application for the Gyle Centre.

We appreciate that efforts have been made to include a cycle route to and across the site, but what is proposed is not acceptable; the cycle route is proposed on the main thoroughfare through the car park, with very many junctions into the car parking areas, meaning large numbers of turning vehicles, both in and out, and consequent danger for cyclists. It is also incomplete, since it does not take cyclists the full width of the site, i.e. to the NE corner where the “railway” path from S Gyle Station enters the periphery.

Spokes Planning Group members have done site visits and we have spoken with a representative from Sustrans, who agree with us that what is proposed is not appropriate.

Our objectives are: to bring cyclists to the main entrances of the centre, especially the central one, from the NW corner (underpass of the A8), and from the NE corner, where the path from S Gyle Station reaches the perimeter of the Centre; and to link these to provide a through route for cycling commuters.

We are keen to bring as many cyclists as possible to the Centre (and we appreciate the additional cycle parking which is to be provided there); and we are also aware that many commuters will pass the Centre en route from the west (the A8 route) to the city, and will continue eastwards either via the S. Gyle Station railway path, or via S Gyle Broadway.

Our view, broadly, is the need for routes a) connecting the NW corner (underpass of the A8) to the underpass of S Gyle Broadway, via the main entrance; and
b) from the NW corner to the NE corner, via the Centre.

In principle, the area nearest to the buildings should be for pedestrians; next would be the cyclists; and beyond them, vehicular traffic; thus, vehicle crossings of the cycle routes and pedestrian routes should be kept to an absolute minimum, and where possible cyclists should be kept separate from pedestrians. A diagram of how this might be achieved is illustrated below.

A further possibility which should not be ruled out is that commuter cyclists might be taken *behind* the Centre, i.e. between the Centre and the railway. This is already almost possible via the services yard (we looked at this on the site visit, and there is sufficient land for cyclists to be accommodated there) - except for a short section behind Morrison’s, where site changes would be needed.

Signage:

The cycle routes will need to be very carefully signed in both directions. At present, lack of adequate signage and the higgledy-piggledy layout of the car-park makes navigating the site extremely difficult, and discourages cyclists from visiting the Centre at all.

We recently wrote to the Agent requesting a joint site visit, but we have not heard back (this may be because of current circumstances). A joint meeting would, we feel, be useful if it can be arranged.

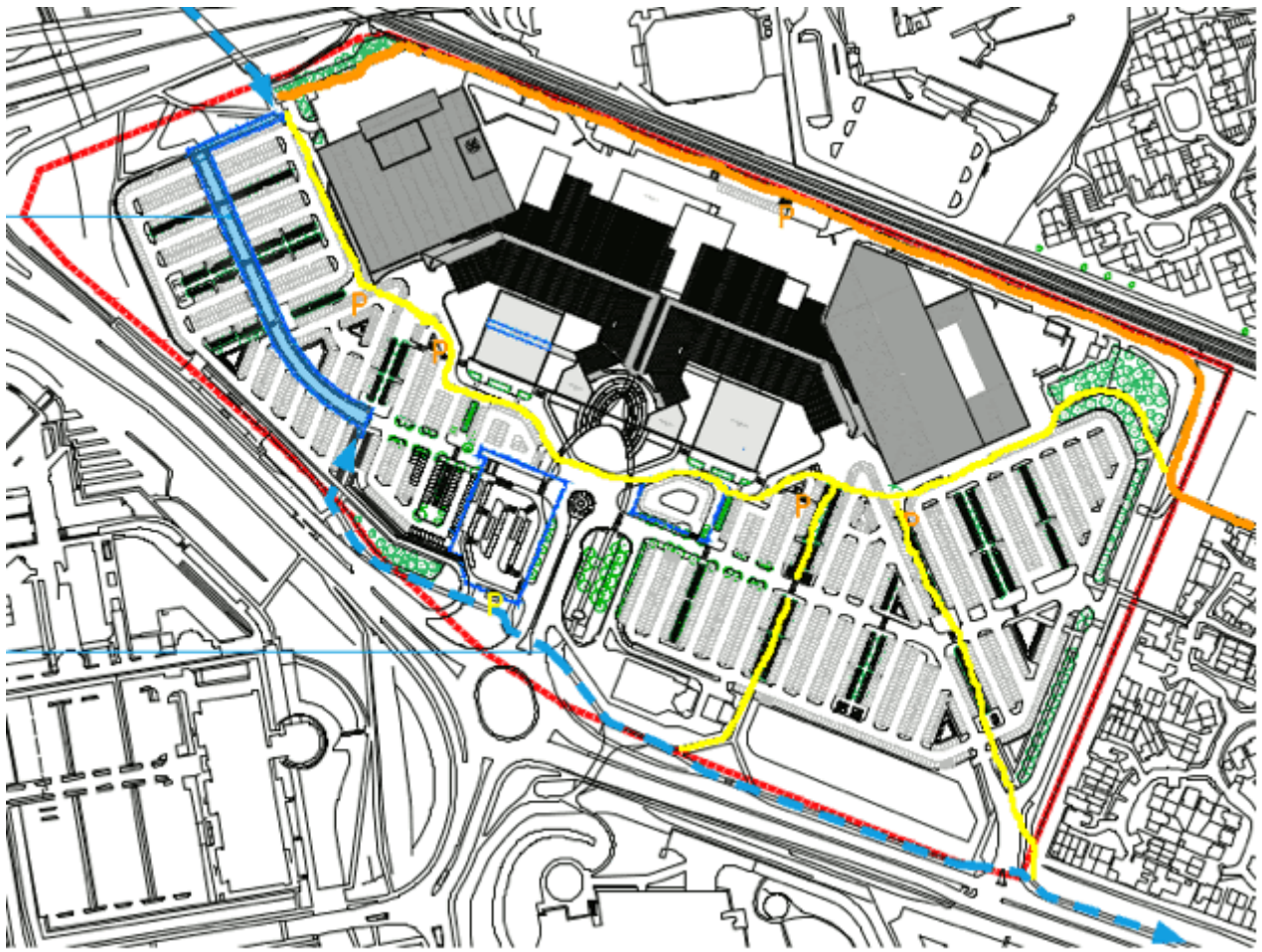


Diagram – our proposals:

The orange line is for commuters who want to go from one side of the Centre to the other without stopping at the Centre - for example, going between homes in western Edinburgh (Broomhall, south Corstorphine) and RBS Gogarburn, Ingliston or the Airport.

The yellow line is our route for cyclists wishing to go to the Centre. It runs close to the proposed cycle racks (marked P in orange) and away from the busy entrance road and approaches to the filling station.

Our route will mean taking away a few car parking spaces, but a dozen or so out of 2,300 is not a large number. (Some are disabled parking spaces, which would have to be moved a bit further from the entrance).

The thick light blue line is the developers' proposed route for cyclists.

Yours sincerely,
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