

20/03986/PA Balfour Street Tram Stop – Spokes objection

Comments were submitted at 9:56 PM on 12 Oct 2020

Application Summary

Address: Tram Works Balfour Street Edinburgh
Proposal: Prior approval application relating to the Balfour Street Tram Stop.
Case Officer: Jackie McInnes

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Customer Details

Name: Mr Martin McDonnell

Comments Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: **I am responding on behalf of Spokes - the Lothian Cycle Campaign.**

This is the first time that we have seen this detail of design and so we are taking the opportunity to make some initial comments. We hope that we will soon have the opportunity to discuss detail design before too long.

Spokes objects to the proposals for the following reasons:

1. Cycle parking. Cycle parking should be provided close to all tram stops and especially at it's extremities. None is apparent in this proposal. This does not comply with the Planning and Design Statement section 5.26 (Incidentally this repeatedly refers to "cycle lands" rather than "cycle lanes".)
2. Straight ahead cyclists are not properly protected at either side of signalised junctions.
3. There appears to be no consideration for cyclists turning across the tramway at signalised junctions, such as the 2-stage right turn proposed at McDonald Rd. Evidence from the current tram system shows that special consideration needs to be given with marked out lanes or other safety measures.
4. It is not clear from the drawings whether the cycleway is generally separated from pedestrians by a kerb. Kerbs similar to those used at Leith Street we understood were agreed to be the standard for Leith Walk.
5. Tactile paving is used beside the cycleway in some areas but apparently not in others. We have concerns about the visibility of the cycleway where there are no tactiles.
6. It is not clear what is the surface treatment for the cycleways. It should be red chipped.
7. Cyclists need to have cycleways that are continuous across side roads and entrances - this does not appear to always be the case in the drawings (eg possibly Springfield St)
8. Pedestrians should have right of way across unsignalised side roads with continuous footway/paving.