

20/04058/PA Newhaven Lindsay Road tram stop – Spokes objection

Comments were submitted at 10:39 PM on 14 Oct 2020 from Mr Martin McDonnell.

Application Summary

Address: Newhaven Tram Stop Lindsay Road Edinburgh

Proposal: Erection of tram stop, including tram stop shelter, overhead line equipment (OLE), street lighting, hard landscaping and associated infrastructure

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

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 have the opportunity to discuss detail design before too long. Spokes made a detailed response to the April 2018 consultation. Hardly any of our comments seem to have been taken on board.

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 its extremities.

In particular, regarding the Newhaven tram terminus, The Western Harbour already contains a large number of flats and more on the way in this area. Many of these are quite a long walking distance from the tram stop but an easy cycle ride. There is also a large cycle catchment area in other directions around the tram stop. Further, if tram staff are to start their shift here there will be an additional demand for cycle parking. Some cycle parking was shown in previous consultations, but now there appears to be no cycle storage whatsoever in these drawings. Cycle parking and lockable cycle storage need to be provided for potentially many cyclists, together with a bike hire dock.

2. Newhaven Tram Terminal. There appears to be no cycle access to the tram stop. Safe and convenient access to/from Lindsay Road, Sandpiper Drive and the cycle network at Hawthornvale is essential.

3. The tram stop appears to be accessible via a wide (2,5m) footway. However the rest area building obstructs the path narrowing it to only about 1m. This is unacceptable for what will be a busy footway and where people may need to be bringing their bikes. There also seems to be an unnecessarily narrow footway (2.5m) across the end of the tracks and joining the other footway at a blind corner created by the rest area building.

4. The footway to the north of the tram stop changes from a light to a dark shading for a short distance on the drawings but it is not clear what this signifies.

5. Lots of footways are shown as grey shaded and some are very wide - up to about 5m. Spokes had understood that cycleways would be provided throughout this area but no cycle facilities are shown on these drawings.

6. In the Newhaven area (GA sheet 3), Melrose Drive crosses the tram tracks at a dangerously acute angle (about 30 degrees) between Pole Type C and Pole Type B. A cycleway should be provided crossing at least at a 60degree angle.

Martin McDonnell for Spokes the Lothian Cycle Campaign