

# **TRO/21/32 - Meadows to George Street**

## **Stakeholder Consultation**

Spokes is extremely supportive of this project and its aims. If delivered successfully, it would represent a step-change in active travel infrastructure in the area.

### **Detailed Comments**

ANPR enforcement of the bus gate is critical to the success of the scheme. Non-enforcement will result in significant non-compliance as seen at the east of Princes Street.

Similarly, access to Forrest Road must be controlled by a bollard or legal powers sought to enforce by ANPR. If not, it will be used as a rat-run and fail to prioritise pedestrians or cyclists.

You should be able to turn to and from the cycleway from as many streets as possible. In particular, the Royal Mile and Market Street as well as Teviot place.

Given Victoria Street is now two-way, the gap for access from the cycleway should also be two-way.

Where an uncontrolled/dropped crossing of the carriageway is proposed, the cycleway crossing should not be raised, similar to CCWEL.

Combining loading areas on George IV Bridge near Chambers St could reduce 'dead' footway space when loading is taking place.

Banned turn signage for Forrest Road should clearly exempt cycles.

"Pedestrian and Cycle Zone" signage should be used rather than "Pedestrian Zone" on Forrest Road.

We're very disappointed to see the removal of a segregated connection on Teviot Place.