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to: trafficorders@edinburgh.gov.uk
cc: PG <spokes-lothian-planning@googlegroups.com>,
date: 3 Mar 2022, 21:59
subject: TRO/21/31 | Newbattle Terrace | Spokes South Edinburgh Comment

To whom it may concern,

Please find below Spokes South Edinburgh's comments on the Newbattle Terrace TRO/21/31.

Firstly we support the overall ambition to improve Newbattle Terrace, especially if the safety of the junctions and narrowest section at Pitsligo Road and Eden Terrace are being improved. We hope these implement the Cycling by Design 2021 update and Edinburgh Street Design Guidance. The road is a busy east / west link and at times is hostile for vulnerable road users due to the existing design and road surface condition.

However there appear to only be plans, with no accompanying text file (order, statement of reasons, etc) included in the TRO so we can't make a full judgement on the proposals especially as they appear reduced from the previously seen scheme.

We note that it isn't clear what happens at Pitsligo Road. Earlier plans had several configurations: first to make Pitsligo Road one-way, then one-way with cycle contraflow, then two-way, and various permutations of traffic lights and pedestrian crossings.

The latest (Jan 2021) recommendation was as follows;

- *Pitsligo Road will remain two-way over its entire length*
- *There will no longer be a stand-alone pedestrian crossing on Newbattle Terrace*
- *The narrowing at the junction of Newbattle and Pitsligo will remain, with a minimum of 2-metre-wide footpaths*
- *The junction of Newbattle and Pitsligo will be a 3-way traffic signal junction with pedestrian crossing points on all arms*

However none of this appears on the latest plans, apart from the narrowing of Newbattle Terrace; double yellow lines are shown continuous along all the roads at that junction. Therefore can we ask what is being done here? Pitsligo Road could form part of a quiet route linking Greenbank and Dalry-Roseburn (via Leamington Terrace) when the latter project is completed meaning clarity on cycle safety improvement is required.

We support the overall reduction in car parking spaces from 75 to 63. It is also good to see street trees reinstated at the east end and along the street. However we would like to see cycle parking enhancements by inclusion of on-street CycleHoop hangars for residents, whilst visitors to the homes, cinema or shops should be provided with secure cycle parking as per Edinburgh Street Design Guidance. The CycleHoop hangars on Falcon Rd & Avenue are all full. Have CEC checked how big the waiting lists are and if extra capacity could be provided here?

Finally we hope this scheme can provide a catalyst to improve the section of the Meadows to Greenbank Quiet Route at the point it uses Newbattle Terrace. The tight junction to/from Canaan Lane has poor visibility and very narrow pavements. Spokes SE would support improving this by reallocating road space in line with the hierarchy of road users, widening pavements and improving visibility and safety for cyclists. As per the works recently completed on Lauder Rd at the crossing of Grange Rd.

Kind regards,

John Robson on behalf of Spokes South Edinburgh
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