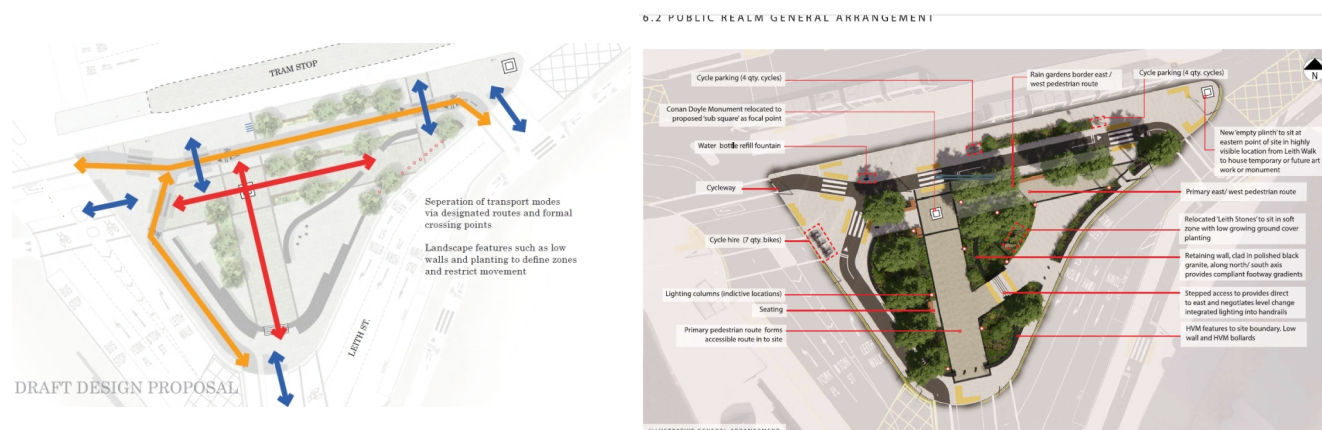


Item 7.2 Picardy Place Island, Public Realm Improvement Project

Spokes, the Lothian Cycle Campaign, welcomes the opportunity to comment on the above proposal and urges the committee members to commit to an investigation into how the needs of people who need to cycle to the north of the Picardy Place Island can be met. We have comments on other issues here, included at the end.

The Draft Design Proposal below shows cycle routes in orange, main pedestrian movement in red, and pedestrian crossings in blue. This has been incorporated into the Public Realm General Arrangement (below right). There is no safe cycling access to the businesses on Union Place (off the top of the illustrations) or to Union Street and Gayfield Square (above and to the right of the illustration). Indeed, there is no northbound cycle crossing from York Place until Annandale Street, some 450m away.



Spokes first raised this issue in response to the **2017** Picardy Place consultation (see point 6 in <http://www.spokes.org.uk/wp-content/uploads/2012/03/1711-PicPI-Spokes-response-v3-FINAL.pdf>) and we have been told in turn, on various occasions subsequently, that:

- changes could not be incorporated in the initial Edinburgh St James (ESJ) design but could be included in subsequent projects, that in any case would be reconfiguring the adjacent island to the North East (top right)
- Trams to Newhaven project could not change the ESJ design (however, during the works they then included a cycle crossing from The Playhouse to the NE island. This crossing is due to be removed)
- in this report (point 4.4) :

“Due to the public realm work already carried out during the construction of the St James Centre on Leith Street/Picardy place and the construction of the Picardy tram stop, it was concluded that the designs would focus only on the site and that there would be no changes to the existing cycle paths or pedestrian crossing points in the area.”

This statement confirmed what we had previously ascertained and had pointed out to senior officers in September as an ongoing omission and a major disconnect between the projects. We have not as yet received feedback and are looking to this meeting of the Transport and Environment Committee to instigate appropriate action so that the omission can be addressed.

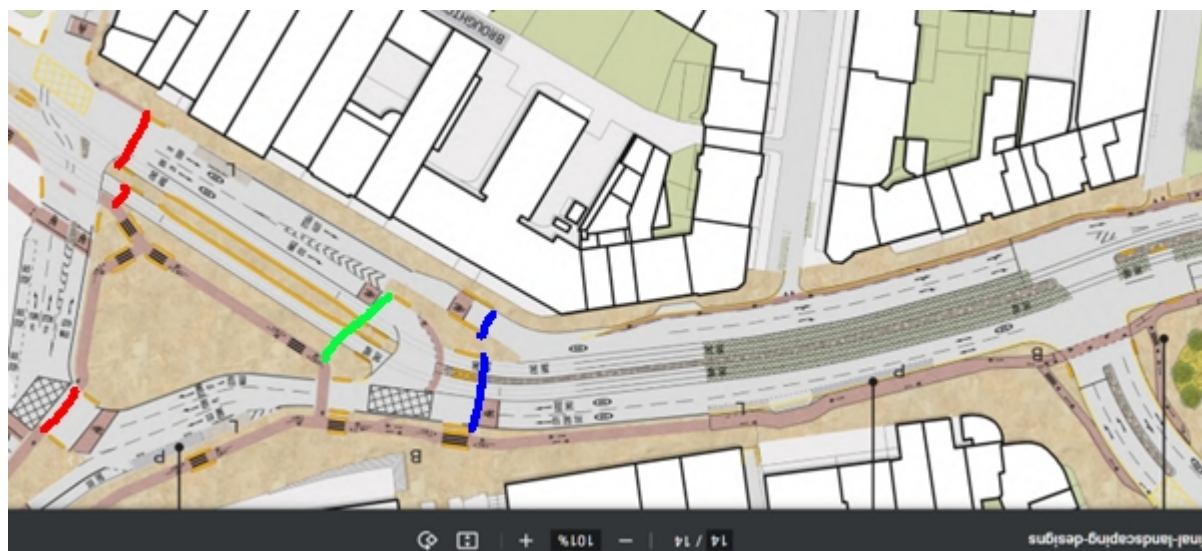
The Final Landscape Design below gives a clearer picture of the overall position, although it does not show clearly the cycle crossing to the SW island (outside John Lewis) or the one-way Toucan crossing to the island from the North that links to the cycleway from Broughton Street. For completeness I have added these (in red).

Cycle crossings must be provided from the main island to the NE island (as shown in Green) and from The Playhouse to the NE island (in Blue) to access the premises and streets at the North and North East of the drawing.

Under the present plans, cyclists coming from CCWEL (York Place), Leith Street and Leith Walk/London Road have absolutely no realistic route, let alone a safe route, to reaching those destinations!

Additionally, clear signage should be installed so that people can navigate across the island to their destinations – including the premises and streets to the North and North East, including Union Place, Union Street, Gayfield Square and that whole surrounding area.

We therefore repeat that we urge committee members to commit to an early investigation and action to cater for people who need to cycle to destinations to the north and north-east of the Picardy Place Island.



{Drawing rotated 180degrees to be of similar orientation to the other illustrations.}

Further Issues

1. **Pedestrian and cycling capacity.** Spokes is concerned that there is not sufficient space within the design for the free movement of the large number of people expected to use the island on foot and by bike. This is especially so when people exit from The Playhouse and disembark from the tram. We are not aware of any modelling of such movements and the space seems very constricted in places.
2. **Access to Broughton Street.** For people cycling from Leith Street, there is no segregated route to Broughton Street, and the on-carriageway route is extremely deterring, having to move to a central lane and then cross tramlines at a difficult angle. There is no hope whatsoever of the novice or the nervous feeling able to cycle here and, sadly, this cannot be altered at this late stage. However, in an attempt to reduce tramline risks for those who do use the on-carriageway route, a twisty route has been marked in white lining on the road surface. Unfortunately, this means that people cycling are directed away from the safest “primary position” route and put into danger initially from being undertaken and then trapped on re-joining the main traffic flow. Trams to Newhaven have agreed to address this issue but, yet, Spokes has seen no proposed design changes.
3. **Detailed design drawings.** Even at this very late stage, Spokes has yet to be shown detailed design drawings to confirm alignments with crossings; cycleway widths; segregation from pedestrian areas; materials to be used, and so on. How then can we usefully comment on the details, to try and avoid problems such as those seen on the Leith Walk cycleways? As one example, the cycleways should be clearly marked in red as with other cycleways in Edinburgh, but we do not know if this will be the case.
4. **Island western cycleway.** We have concerns re potential pedestrian use of the western cycleway. What measure will be taken to mitigate any risks?

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Spokes Planning Group
1/11/22