

'George Street and First New Town Design Project'

... Spokes Response to the [consultation](#) on proposals for the surrounding streets

North Hanover St

1. We strongly support the continuation of the two unidirectional cycle lanes from South Hanover St (as specified in the Meadows to George St proposals) into North Hanover St to make it easier for cyclists wishing to turn out of George St into either part of Hanover St to do so.
2. It is important that the cycle lanes are well designed to provide sufficient space to cyclists with a clear demarcation between them and the walkway. Key details on the proposed width of the cycle lanes and the height differential between the lanes and the footpath and road are not included in the consultation. We consider that there should be a minimum of 1.5m width for each of the lanes. The mock photo in the consultation suggest that there will be a height gap except where there are marked pedestrian crossings with we think is right, in principle, but we would welcome confirmation of this together with information on the detail.
3. It will be important to ensure that delivery vehicles use the designated delivery spaces and do not park on the space for pedestrians and cyclists. How will they be protected? Since Edinburgh Council accept that enforcement by traffic wardens alone is unlikely to be effective, further physical barriers will be required.
4. We are happy with the proposed surface treatment of the cycle lanes but we have noted that granite setts are to be used at the junction with Thistle St and across the carriageway as a whole. We strongly recommend that new, modern setts are used rather than old worn setts in poor condition which could be a cause of cycling accidents.

Frederick St (South)

5. There is nothing for cyclists in the design apart from the cycle stands at the Princes St end. These would be a welcome addition the limited cycle parking on Princes St but we think that the GNT should be doing more for cyclists on this important street and that consideration should be given to including unidirectional cycle lanes on each side of the road.
6. We welcome the resurfacing of this end of Frederick St which is very unsatisfactory at present. We also welcome the intention to use setts in the laybys rather than on the main carriageway.
7. While we welcome the use of laybys space for bus stops and a taxi rank, we question whether space for what is described, in the plan, as "general parking" is required unless there is a clear need for resident's spaces. Some planting may help to soften the overall design. It is also unclear where the restaurant and cafe build outs that spring up in the warmer months are to go.

Frederick St North

8. We anticipate that significant numbers of cyclists will wish use to use this route to move to and from George St and the north west section of the city. The proposed plans offer nothing for them, apart from a small amount of cycle parking.
9. We do welcome the removal of the perpendicular car parking which can be very unsafe for cyclists.
10. As a key route to the north-west, the street design should be similar to that proposed for the northern section of Hanover St, including the installation of bi-directional, segregated cycle lanes.
11. There is an existing, advance stop box at the junction with Queen St which should be retained and a lead-in added (made possible because of the change to parallel parking.)
12. Although we are not opposed to the resurfacing of the road this should be done with modern setts rather than recycling worn and damaged setts which, inevitably, provide a more challenging and unpleasant ride.

North Castle St

13. Although North Castle St is likely to be less used by cyclists as there is no direct link to a route to the north, there may well be cyclists who wish to get access to Queen St to turn into Wemyss Place and the Moray Feu area. There is an advance stop box at the junction with Queen St which should be retained and a lead-in added (made possible because of the change to parallel parking).
14. We welcome the proposal to change the kerbside parking from perpendicular to parallel parking spaces throughout the street. We also suggest that the granite setts proposed for the access area to Hill St and Young St should be modern granite setts rather than refurbished old setts.
15. Our main concern is to limit the traffic that is crossing George St into South Castle St since this should be delivery vehicles only. All other motor traffic must be required to turn around in the turning head specified in the plan. Motor traffic using the statue on George St as a de facto roundabout would be a safety hazard for cyclists.

On behalf of SPOKES Planning Group

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