

6.1 Business Bulletin

Trams to Newhaven

Planters on the route often help to prevent pavement parking. If they are to be removed, consideration needs to be given to replacing them with bollards or cycle parking for a similar deterrent.

Given that it is now just under a year since revenue service began on Trams to Newhaven, we are disappointed that officer time and money are being spent on matters such as planters when the cycleway is yet to officially open.

West Edinburgh Transport Improvements

Whilst we strongly support bus priority measures across the city, it is immensely disappointing that active travel infrastructure is being removed from the project. This is a corridor that will see enormous housing growth and increased demand for walking and cycling. The consultant's report appears to imply that because it can be hard to value active travel infrastructure, the value should be considered as zero.

From previous experience, such as the Rutland Square section of CCWEL, projects that are descoped will generally not be delivered. There is no allocated officer resource or funding for the descoped elements which will need to compete with other elements of the Active Travel Investment Plan.

7/7/7 Bus Lanes

Spokes supports expanding bus lane hours to provide enhanced bus priority and to protect cyclists from vehicles in bus lanes. However, we are disappointed by the exceptional length of time that this proposal has taken. An initial consultation was undertaken nearly five years ago whilst other cities such as London have gone much further, much quicker.

Given the relatively low cost of implementing this project and that similar trials have already been undertaken in other cities, we would urge for a broader implementation to be prioritised as soon as possible.

Circulation Plan

Spokes is disappointed to see the delayed and still uncertain timescale for the measures to remove private through traffic from the city centre through modal filtering. This is particularly concerning given the very small time scale since the previous report was taken to committee.

The Cowgate was already converted to one-way operation for several years during the construction of the Virgin Hotel. This can presumably be replicated very quickly with operational issues already known.

Delays to implementing the Bridges Corridor changes are particularly disappointing and will presumably delay the ability to reallocate carriageway space to walking, wheeling, and cycling.

7.5 George Street & First New Town – Operational Plan

[See separate Spokes written deputation](#)

7.6 Review of London Road junction and Picardy Place

We're disappointed that reintroducing the left turn will require at least a ten second reduction in the length of the pedestrian and cycle crossing time.

We're also concerned about the risk for pedestrians and cyclists who wait adjacent to the kerbline as well as pedestrians in the middle of the carriageway. A swept path analysis does not appear to have been undertaken.