

TROs are Traffic Regulation Orders and a batch of them have recently been published in connection with changes due to the tram, along the whole route. Details are given below. I shall object on behalf of CTC Lothians, but individually you might want to also object, for example if your routes will be affected by the changes.

These details will also be going to Spokes members. I should add that a group from Spokes, including me from CTC, has regular meetings with TIE, where the TROs are being discussed, and solutions to some of the problems are being proposed - for example, left turns from The Mound into Princes St - a cycle 'bypass' is to be trialled shortly, and if successful, it will also be used for the left turn Lothian Rd into Shandwick Place/Rutland Sq, and at the foot of Dalry Rd into Haymarket. But we still need to object formally to the Orders.

Objections or comments can be submitted to info AT edinburghtrams.com by 20 March.

The general reference is TRO/09/60A.

Schedule 1, Part A

1 South St Andrew St, south of junction with Meuse Lane, to Princes St

Proposal is, closed to all traffic except trams. Reason seems to be that trams need a wide 'swing' to turn into Princes St. But cyclists will be seriously inconvenienced, en route to and from Waverley Br as well as Princes St. In practice there will be nothing to stop experienced cyclists using this bit of road, so long we keep out of the way of trams (one every 6 mins), BUT we believe we could be accommodated, by a slightly devious marked route similar to (and a mirror image of) the one proposed at the foot of North St Andrew St at Queen St, where trams do a similar swing, (and cyclists have to be accommodated because it's on NCN Route 1).

2 Constitution St, north of junc with Duke St (Foot of the Walk)

Proposal is, for bus and tram only from Duke St junction to the first side road, Laurie St, and from there to the next turning, Links Lane, the proposal is 1-way only, southbound. Reason seems to be that the street

is narrow, and the tram lines come too close to kerb to have room for a contraflow cycle lane.

In discussions, TIE have suggested an alternative route via the shopping centre in New Kirkgate, with problems of mixing directly with pedestrians. Alternative streets to east and west, namely Academy St on east side, and Henderson St on west, have problems too - the former is cobbled and rough, the latter has poor surfacing and involves a detour.

Schedule 2, Part A

This schedule involves banned turns. There are three which are of particular concern -
Left (L) from The Mound into Princes St;
L from Dalry Rd into Haymarket;
L from Lothian Rd into Shandwick Place.

TIE has promised a trial 'cycle bypass' at the first of these, to be implemented shortly, and if it works it can be extended to the other two.

Other banned turns where we feel cyclists could be exempted, and where hardship will otherwise occur, are:

L from Palmerston Pl into W Maitland St;
R from W Maitland St into Manor Place;
R from Princes St into Lothian Rd;
L from Shandwick Pl into Q'ferry Rd;
R from Canning St into Shandwick Pl.;
R from Shandwick Pl. into Stafford St.;
R from London Rd into Blenheim Pl. (leads to Royal Terrace)
R from Brunswick St into Leith Walk

In addition, right turns will be banned from most of the minor streets off Leith Walk, into Leith Walk.