

3 aspects of the plans for West Crosscauseway and its environs concern me:

1. Loss of cycle lanes on Buccleuch Street / Chapel Street – I can see the desire to slow down the through traffic on Buccleuch and Chapel Streets by introducing a raised table and narrowing the carriageway. However, the main effect of this is to force the cyclists out of their dedicated cycle lane and to merge with the general traffic. The speed limit here will be 20 mph, and I guess traffic will normally travel at about this speed. Most cyclists go quite a bit more slowly than this (12 to 15 mph), so by merging with the rest of the traffic, they will be forcing the traffic to slow down. I don't think using cyclists in this way to act as "living traffic calming" is safe. Better to maintain the dedicated cycle lanes, separating them from the main carriageway by a small kerb, thus narrowing the main carriageway for mainstream traffic, and hopefully achieving the same aim as the CDT plans.
2. The removal of the bus stops on Chapel Street - It does seem slightly perverse when creating a much more pedestrian friendly environment to make it more difficult for them to arrive there. The next bus stops are $\frac{1}{4}$ kilometre away, a significant distance for many people, and especially for anyone who is at all disabled, and the elderly. Buses stopping on the carriageway will slow the through traffic, which appears to be the aim here, and the extra space made available by narrowing the carriageway can be used to build bus boarders. The cycle lane would have to pass inside these, so care would have to be taken over the design of this aspect to minimise cycle / pedestrian conflict, but it should be possible.
3. The need for large vehicles to make a turning manoeuvre in the eastern half of West Crosscauseway and Quarry Close – The roads are extremely narrow here, and though it may be technically possible to turn a 7.9 metre vehicle here, it requires great skill from the driver to do so without damaging the vehicle or the buildings. It can probably only be safely executed with the assistance of a banksman. Much better to maintain through traffic, one way, east to west, as it is at present, but introduce measures to reduce the amount of traffic using this road. This could be done by banning the right turn from Nicolson Street into West Crosscauseway. (The vast majority of vehicles using the street have made this turn). Road engineering as in the diagram below could be used to reinforce the ban. It would mean more traffic turning right into Hope Park Terrace, so it might be necessary to introduce a right filter phase to the traffic lights there to ensure that all the traffic is able to clear the junction. A further reduction in through traffic could be achieved by banning the right turn out of West Crosscauseway onto Chapel Street. It might be possible to introduce a contraflow cycle lane on West Crosscauseway at the same time, but there are some very narrow parts of the street which make this difficult. All this could be tried out on a temporary basis (a one year trial for example) to see if it had the desired effect, and adjustments / improvements could be made before it became permanent.

