

## **MOUND TO KING'S BUILDINGS – QUALITY BIKE CORRIDOR (QBiC)**

### ***August 2012 Spokes comments to CEC on largely-completed works***

#### **Unfinished parts of QBiC**

1. Causewayside north bound carriageway, north of Sciennes House PI – absence of white line to demarcate cycle path from road.
2. Causewayside north bound carriageway opposite Summerhall Sq – degraded, red surfacing and white line need replacement/repainting.
3. Buccleuch St, north bound carriageway, opposite West Crosscauseway – degraded, red surfacing needs replacing; white line in poor condition, needs repainting.
4. Potterow – north bound carriageway. Gap in cycle lane for approx 200m from opposite Marshall St to bend in the road.
5. Forrest Rd – some of red surfacing/white line in poor condition and needs replacing
6. Mound – north bound carriageway, bend in road opposite Bank St. Red surfacing and white line badly eroded at this potentially dangerous location where cyclists can get trapped between vehicles and the wall.
7. Mound – north bound carriageway, opposite National Gallery to foot of Mound. Eroded red surfacing and white line.
8. Mound/Princes St junction. Signs erected to allow sharing of footpath between cyclists and pedestrians to allow left turn by cyclists into Princes St. White lines on footpath with bicycle symbols on the road and footpath required to make position clear to both cyclists and pedestrians.

#### **Design Problems with QBiC as Implemented**

1. Causewayside/Mayfield Ter – southbound carriageway. Failure to include cycle lane combined with numerous parked cars creates a difficult cycling environment which is not compatible with quality bike corridor status. 20 mph designation is not enforced and widely ignored by motor traffic
2. Mayfield Ter – advance stop lines for traffic exiting from Relugas and St Albans Rd junctions create uncertainty for cyclists especially when (as is the case most of the time) the parking spaces are not used.
3. Melville Drive – west bound carriageway, close to Hope Park/Summerhall junction. Removal of cycle lane (presumably to allow space for the new bus lane on the east bound carriageway) is very cycle unfriendly and not compatible with quality bike corridor status especially since the bus lane opposite is no improvement for cyclists over the previous cycle lane on that side of the road.

4. Cycle lane on north bound carriageway on George IV Bridge outside of Missoni Hotel. Changes made here do not appear to work and cycle lane is frequently blocked by traffic waiting at the traffic lights.
5. Cycle lanes on Mayfield Rd in both directions are of good quality but are frequently blocked by parked cars during non peak hours. A double yellow line would have been more compatible with quality bike corridor status

Richard Grant 17:19 (37 minutes ago) to Phil, Chris, me, scotlandsa, imaxwell, Peter, Shane

**Phil/Chris**

**As discussed at the recent meeting with SPOKES, I attach a note of what appears to me to be small unfinished bits of the QBiC. Most of the QBiC has been implemented to a high standard and it would be a pity if these small gaps were overlooked. I would be grateful if you could forward this list to your colleagues who were responsible for implementation of QBiC and for advice on whether they are to be rectified in any final, tidying up of outstanding elements of QBiC and, if not, why not.**

**I have also attached a note on SPOKES view of the weaknesses of the design of this QBiC within the framework of the quality bike corridor concept as set out in ATAP. I hope these comments will be of value as ATAP is rolled out further and additional QBiCs are implemented.**

**I hope this is helpful and I would like to thank you and your colleagues for the constructive way in which consultation on this QBiC was handled.**

**Best wishes**

**Richard Grant**

**(On behalf of SPOKES)**

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**11.10.12 Council response re 'unfinished sections'...**

**1 – to be done soon**

**4 – there was inadequate width**

**8 – being done separately as part of tram project**

**2,3,5,6,7 – these were not specified in the QBiC project. The council will look at the white lining here and renew this. The red surfacing will be replaced by red chips at a later date, but there is currently nothing in the budget for this.**