

Marchmont to King's Buildings Cycle Route  
Improvements

**Consultation Summary Report**

November 2014

## **Background**

The Council is currently developing a scheme to enhance cycling provision between Marchmont and the University of Edinburgh King's Buildings campus. This scheme supports cycling policies detailed in the Local Transport Strategy and Active Travel Action Plan.

The route between Marchmont and King's Buildings already attracts a significant number of cyclists, many travelling to, and between, the University's campuses. The proposals aim to improve conditions for these cyclists, and encourage more people to cycle along this corridor.

The proposed improvements include:

- new on-street cycle lanes
- extended hours for parking and loading restrictions to reduce the amount of time that cycle lanes may be blocked by parked or loading vehicles
- northbound (uphill) cycle lane on Kilgraston Road where it is too narrow for cycle lanes in both directions
- a new road layout in the area around Kilgraston Road/Grange Loan/Blackford Avenue and Oswald Road. This will help to reduce existing conflicts between vehicles and cyclists in the area (and improve pedestrian crossing opportunities)
- a trial of early start cycle signals at Blackford Junction is also proposed. This would give cyclists time to move off in advance of general traffic, and would be the first time that this has been used in the city.

A non-statutory period of public consultation was carried out between Monday 6 October and Sunday 26 October 2014.

## **Consultation Exercise**

In early October, approximately 1,600 information leaflets were distributed to residents and businesses along the corridor. This leaflet provided details of the scheme, information on public displays and a Freepost return slip on which support for, or opposition to, the plan could be expressed along with any additional comments.

The scheme was also advertised throughout the University of Edinburgh by way of posters and a further 1,000 information leaflets.

Plans of the scheme were displayed at both Newington Library and the King's Building campus for a two week period in October. Detailed plans of the scheme were also available for viewing on the Council's consultation website.

A drop-in session was held at the King's Buildings campus on Thursday 23 October 2014 for the benefit of students and University staff.

For the duration of the consultation, people wishing to comment could:

- return Freepost slips indicating support or opposition and any other comments
- email comments to [CyclingProjects.Consultation@edinburgh.gov.uk](mailto:CyclingProjects.Consultation@edinburgh.gov.uk)
- complete an online survey ; or
- provide comments at the staffed drop-in session

## Responses

In total **301** responses were received by email, online survey and Freepost return.

Comments were provided by a number of organisations with an interest in the scheme, including:

- the University of Edinburgh
- Spokes
- Grange/Prestonfield Community Council
- Marchmont/Sciennes Community Council
- Lothian Buses

## General Summary

The 301 responses which were received during the consultation period can be divided as follows:

<b>Freepost Returns</b>	n
Strongly Support	44
Support	15
Neutral	9
Oppose	8
Strongly Oppose	19
<b>Total</b>	<b>95</b>

<b>Emails</b>	n
Support	21
Oppose	4
Neutral/Unclear	12
<b>Total</b>	<b>37</b>

<b>Online Survey</b>	n
Strongly Support	95
Support	35
Neutral	11
Oppose	12
Strongly Oppose	16
<b>Total</b>	<b>169</b>

As such, of those who responded to the consultation:

- 69% of respondents supported the scheme
- 20% of respondents opposed the scheme
- 11% of respondents neither supported or opposed the scheme, or it was unclear from their response whether they supported or opposed the scheme.

## **Consultation Findings**

During the consultation process, a number of comments were frequently raised. The five most popular comments are summarised below:

- **comments relating to proposed new layout at Kilgraston Road/Grange Loan/Blackford Avenue/Oswald Road area (n=50)**

A significant number of comments were received in relation to the proposed new layout in this area, which aims to create a 'one-way' system to reduce conflicts between vehicles and cyclists, and to improve pedestrian crossing opportunities.

As certain traffic movements would no longer be possible under the new layout (e.g. Whitehouse Terrace to Grange Loan), a number of respondents objected to the increase in journey times, and subsequent increase in vehicle emissions (n=20)

Seventeen respondents also expressed concern that vehicle speeds would increase through this area, particularly on the southbound bend into Grange Loan from Kilgraston Road. As such, additional traffic calming measures were suggested by several respondents to address this.

A number of respondents stated that they felt the proposed new layout in this area is unnecessary, and would offer no benefit for cyclists (n=13)

- **cycle lanes should be segregated (n=20)**

There was a strong feeling that new cycle infrastructure should be off-road or segregated in order to encourage cycling. West Mains Road in particular was mentioned by a number of respondents as being suitable for segregated cycle paths, while several respondents also suggested closing part of the Kilgraston Road/Grange Loan/Blackford Avenue/Oswald Road area to general traffic and allowing bus and cycle access only. Similarly, four respondents (including Spokes) suggested closing Kilgraston Road to all traffic except buses and cycles.

- **surface repairs and ongoing maintenance of cycle lanes and markings is needed (n=16)**

The poor condition of the areas at the side of the road where the proposed new cycle lanes would be was mentioned by many existing users of the route. Several cyclists mentioned that potholes were becoming very hazardous for cyclists, particularly during hours of darkness, and that resurfacing of areas which cyclists are likely to use should be made a priority.

- **cycle lanes should not be provided in 'door zone' beside parked vehicles (n=14)**
- **steps should be taken to encourage/educate cyclists to improve their behaviour/safety (n=12)**

Those that provided this comment were concerned about the behaviour of cyclists along the corridor, with cycling on pavements and ignoring traffic lights mentioned regularly. There was also concern over visibility and safety, with several respondents stating that more needs to be done to encourage cyclists to wear helmets and high-visibility clothing, and equip their bicycles with lights.

- **the new cycle route should use quieter roads e.g. Findhorn Place, Lauder Road, Hatton Place (n=12)**

A number of respondents suggested that a quieter route between Marchmont and the King's Buildings campus be utilised. Lauder Road, Findhorn Place, Hatton Place and Lovers Loan were all mentioned.

In addition, there was an extremely wide range of other comments which were made by respondents in relation to the scheme. These are listed in Appendix 1, ranked by location and the number of comments received.

## **Next Steps**

The project team will consider all comments which were submitted, and decide on changes to the preferred design based on this feedback. Responses to stakeholder organisations and those who provided detailed comments will then be issued in December 2014.

Once a preferred design has been finalised, the Council will begin the statutory Traffic Regulation Order process necessary to implement the proposed changes. The formal consultation stage of this process allows any interested party to have their say on the proposals, and it is a legal requirement that any objections are addressed or fully considered by the Council before proceeding further. It is currently anticipated that the statutory procedures will commence in January 2015.

For further information on the Marchmont to King's Buildings cycle route improvements, please contact:

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## **APPENDIX 1 – FULL LIST OF COMMENTS RECEIVED**

### **Marchmont Road**

- do not support changing zebra crossing to toucan crossing at Warrender Park Road (n=3)
- provide zebra crossing at Spottiswoode Road/Marchmont Crescent to benefit schoolchildren (n=2)
- double yellow lines outside 126 Marchmont Road should be changed to single yellow lines with no loading restrictions (n=1)
- provide new pedestrian crossing island outside Sainsbury's (n=1)
- the crossing of Melville Drive at Jawbone Walk should be upgraded to a toucan crossing, and the areas around the crossing improved (n=1)
- cycle path should be provided along Marchmont Crescent, Roseneath Street and Argyle Place to link with Middle Meadow Walk (n=1)
- the northbound cycle lane should continue to the end of Marchmont Road (n=1)
- consideration should be given to the large waste containers, and how these interact with the cycle lane (n=1)
- improve cycling connections onto Marchmont Road from side streets (n=1)
- a branch via Argyle Place, Chalmers Crescent and Beaufort Road should be added (n=1)
- increase the safety margin between the cycle lane and parking bays (n=1)
- design should mitigate issues with double-parking on Marchmont Road (n=1)

### **Kilgraston Road**

- uphill cycle lane should be removed / road is not wide enough for cycle lane (n=8)
- pedestrian crossing improvements (e.g. puffin crossing) should be provided (n=6)

- close Kilgraston Road to all vehicular traffic. This could be trialled on a temporary basis (n=4)
- provide activated speed limit signs on Kilgraston Road (n=3)
- the new cycle lane should be semi-segregated e.g. constructed at a higher level than the carriageway, or lined using raised-rib markings (n=3)
- no parking should be permitted at any time (n=2)
- footways should be widened or improved for pedestrians (n=2)
- the bus stop outside Marchmont St. Giles Church should be removed (n=1)
- double yellow lines should be extended into mouth of Monkwood Court (n=1)
- add cycle-plugs so only cyclists can leave Kilgraston Road into Blackford Road and Dick Place (n=1)
- improve east-west movements between Dick Place and Blackford Road (n=1)
- no loading should be allowed on west side of the road between Grange Loan and the layby opposite the church (n=1)

### **Kilgraston Road/Grange Loan/Blackford Avenue/Oswald Road Area**

#### *Layout/Routeing/General Comments*

- increased journey times for vehicles / increased emissions (n=20)
- concern over speed of vehicles around new 'one-way' system. Additional traffic calming measures needed to address (n=17)
- changes are unnecessary, and would offer no benefits for cyclists (n=13)
- the gyratory area should be made into formal one-way system (n=5)
- introduce traffic lights at Grange Loan/Kilgraston Road junction (n=5)
- further information on traffic displacement is required (n=4)



- add traffic calming and speed bumps to existing layout to reduce conflicts (n=3)
- one half of area should be made 'vehicles only' and one half should be made 'bikes only' (n=2)
- cyclists should be routed down Oswald Road and along Charterhall Road – this route is wider and safer (n=2)
- route for southbound traffic should follow South Oswald Road (with parking restrictions), with reordered priority at the junction with Blackford Avenue (n=2)
- roundabout should be introduced at the Kilgraston Road/Grange Loan junction (n=2)
- drainage issue at junction of Kilgraston Road and Oswald Road needs to be addressed (n=2)
- if new layout is implemented, this should be done on a temporary basis e.g. with planters (n=2)
- route does not take into account the large number of cyclists and pedestrians using Oswald Court (n=1)
- reverse camber on Kilgraston Road southbound at Grange Loan should be addressed (n=1)
- traffic should be encouraged to use Oswald Road under existing layout but with reordered junction at Blackford Avenue (n=1)
- a smaller kerb radius should be used instead of a build-out on the south-west corner of the Kilgraston Road/Grange Loan junction. This will encourage lower speeds and protect cyclists (n=1)
- cycling funds should not be used for this area, as measures aim to improve safety etc vehicles (n=1)
- reduce radius at the corner of Blackford Avenue and Oswald Road, as cars speed around this corner (n=1)

### *Cycle Facilities*

- east-west cycle movement should be accommodated through splitter island (n=8)

- concern over conflict between contraflow cyclists and southbound traffic at corner of Grange Loan. Mandatory cycle lane and/or segregation required (n=7)
- full-width cycle lanes should be marked through southbound corner into Grange Loan (n=5)
- care needs to be taken to ensure a pinch-point is not created for cyclists on Kilgraston Road northbound (n=3)
- a cycle-priority box should be provided at the Kilgraston Road/Oswald Road junction (n=1)
- realign kerbs at the reordered junction of Oswald Road and Kilgraston Road to reduce danger to northbound cyclists as far as possible. Alternatively, provide cycle-plug allowing cyclists only in westbound direction (n=1)
- Grange Loan/Blackford Avenue junction – cycle lane on north-east corner may encourage cyclists to take a bad line when keeping out from corner is the best option here (n=1)

### *Parking*

- concern over displacement of parking at the edge of the Controlled Parking Zone (e.g. knock-on effects for South Oswald Road), (n=6)
- extend Controlled Parking Zone into South Oswald Road to protect residents from parking displacement / parking should be protected for local residents (n=5)
- restrict car parking to the east side of Kilgraston Road between Grange Loan and Oswald Road (n=1)
- Oswald Road – parking should be removed from both sides of Kilgraston Road between Grange Loan and Oswald Road (n=1)
- Grange Loan – if this becomes one-way, parked vehicles will pull out blindly into the path of oncoming cyclists (n=1)

### *Pedestrian Crossings*

- pedestrian crossing improvements (e.g. signal-controlled crossing) should be provided on Kilgraston Road near Grange Loan (n=6)

- concerns over pedestrian safety following reordering of Kilgraston Road/Oswald Road junction, as vehicles continuing westbound will not indicate left (n=4)
- provide controlled pedestrian crossing on Oswald Road near to Oswald Court (n=3)
- concern over crossing of Oswald Road for pedestrians with increased traffic, especially elderly persons crossing to bus stop (n=2)
- pedestrian refuge island is all that is needed to make Kilgraston Road/Grange Loan junction safer (n=1)
- provide pedestrian crossing on Grange Loan (n=1)
- pedestrian crossing improvements needed at the Blackford Avenue/Grange Loan junction (n=1)

#### *Public Transport*

- doubt whether Lothian Buses No. 41 service will manage to use proposed new layout (n=1)
- new layout will increase bus journey times (n=1)

#### **Blackford Avenue (north of Blackford Junction)**

- remove parking on both sides of Blackford Avenue between Grange Terrace and St. Albans Road (n=3)
- southbound cycle access to Blackford Junction should be improved (e.g. kerb realignment, cycle lane extensions, bus stop removal), (n=3)
- retain short length of uncontrolled parking outside Blackford Post Office (n=2)
- timing of signalised pedestrian crossing near shops should take account of early-start cycle signals at Blackford Junction to ensure cyclists are not stopped (n=2)
- cycle lane on Blackford Avenue southbound should extend from Grange Loan to Grange Terrace (n=2)
- provide mandatory cycle lane between railway bridge and Blackford Junction (n=1)
- Blackford Avenue north of Blackford Junction should be made a 'bike street' where cars can drive one-way with caution (n=1)

- no loading should be allowed anytime between Oswald Road and South Oswald Road. Cycle lane should be mandatory here (n=1)
- bus stop near St. Albans Road should have a 'clearway' marking (n=1)
- provide cycle lane past Blackford Post Office (n=1)
- The Avenue store should have a loading bay next to the bus stop (n=1)
- on the southbound approach to Blackford Junction, the approach to the Advance Cycle Stopline should be a central cycle lane, not on the left as at present (n=1)

### **Blackford Junction (Blackford Avenue/West Savile Terrace/Maurice Place/Charterhall Road)**

- provide simultaneous green lights for cyclists at the junction (n=2)
- early start cycle signals are unnecessary (n=2)
- change left-turn from Charterhall Road into Blackford Avenue into filter, with zebra crossing across filter lane (n=1)
- include buses in advance signals at the junction (n=1)
- junction should be changed to a Dutch-style roundabout (n=1)
- concerned that, with early start cycle signals, cyclists will be at pinch-point by the time general traffic catches up (n=1)
- consider banning right-turn for vehicles from Blackford Avenue (south) into West Savile Terrace (n=1)
- early start cycle signals may frustrate drivers further (n=1)
- design should slow vehicles at Blackford Junction e.g. zebra crossings (n=1)
- cyclists should be permitted to proceed with caution during pedestrian crossing phase (n=1)

### **Blackford Avenue (south of Blackford Junction)**

- provide segregated cycle path or shared foot/cycleway on north side of Blackford Avenue/West Mains Road between Blackford Junction and King's Buildings (n=5)
- remove parking rather than having cycle lane in door zone (n=3)

- concerns over increased parking restrictions on Blackford Avenue (n=3)
- northbound approach to Blackford Junction should be made one general traffic lane and one wide cycle lane to reduce conflicts (n=2)
- add arrows at the start of the cycle lane to direct vehicles away from the taper at the entry (n=1)
- remove all parking on uphill side of road, and provide cycle lanes in both directions (n=1)
- northbound cycle lane on approach to Blackford Junction should start earlier to reduce conflict with left-turning vehicles (n=1)
- traffic making right-turn from West Mains Road into Observatory Road causes long tailbacks, and cycle lane will exacerbate this. Remove parking to create additional space (n=1)
- Observatory Road – improvement needed to build-out island with cycle bypass. This is always surrounded by cars and can be dangerous when coming downhill (n=1)
- address conflict between cyclists and turning vehicles at Blackford Avenue/Observatory Road e.g. signage, yellow box marking (n=1)
- position of existing Disabled parking bay conflicts with proposals on northbound approach to the junction (n=1)

### **West Mains Road**

- new island creates pinch-point. Reduce south build-out east of the campus access and locate island further south (n=5)
- free commuter/student parking should be removed and a citybound cycle lane provided (n=1)
- existing shared use cycleway between Langton Road and King's Buildings should be retained but improved or refurbished (n=1)
- change sequence of traffic signals so that pedestrians and cyclists can go before vehicles exiting Langton Road (n=1)
- continuous cycle lanes are needed throughout West Mains Road, Max Born Crescent and Langton Road. The additional space required can be achieved by increasing parking restrictions and reducing build-outs (n=1)

- add in second Advance Cycle Stopline entry on eastbound approach to West Mains Road/Langton Road junction (n=1)
- better links between West Mains Road and Bruntsfield Place are needed (n=1)
- check proximity of parking to island on eastbound lane – this appears to be close and will impact on cyclists (n=1)

### **General Comments**

- cycle lanes should be segregated (n=20)
- surface repairs and ongoing maintenance of cycle lanes and markings is needed (n=16)
- cycle lanes should not be provided in 'door zone' beside parked vehicles (n=14)
- steps should be taken to encourage/educate cyclists to improve their behaviour/safety (n=12)
- the new cycle route should use quieter roads e.g. Findhorn Place, Lauder Road, Hatton Place (n=12)
- parking restrictions along route must be enforced (n=11)
- 20mph speed limit must be enforced (if this is introduced), (n=11)
- cycle lanes should be mandatory / no benefit in providing advisory cycle lanes, especially uphill lane on Kilgraston Road (n=10)
- cycle lanes should not be provided where vehicles are permitted to park at certain times of day (n=8)
- scale of improvements needs to be bigger / more radical (n=7)
- budget should be spent on fewer, more significant cycling projects rather than marginal improvements such as this scheme (n=7)
- money would be better spend on roads in Edinburgh (n=6)
- do not support increase in parking restrictions (n=6)
- parking and loading restrictions should be extended further to give more space for cyclists (n=6)
- concern over displacement of parking at the edge of the Controlled Parking Zone (n=6)

- do not support proposals for introducing 20mph speed limit (n=5)
- a cycle route using a new bridge over the South Suburban Railway should be constructed (n=5)
- full width cycle lanes should be marked through narrowings in road e.g. at traffic islands, and on southbound bend on Kilgraston Road into Grange Loan (n=4)
- cycle lanes should be continuous throughout (n=4)
- wider cycle lanes should be provided (n=4)
- traffic speeds should be reduced / support for proposed 20mph speed limit (n=3)
- red chips should not be used for coloured surfacing as these are too inconspicuous (n=3)
- roads along the route are too narrow for the proposed changes (n=3)
- the proposals for the 20mph scheme, including traffic calming measures, are unclear (n=2)
- at a time of austerity, projects should not be in favour of the minority (cyclists) over the majority (general traffic), (n=2)
- cycle lanes conflict with bus stops along the route – cycle bypasses should be provided (n=2)
- parking/loading restriction signplates should be attached to boundary walls where possible to reduce street clutter (n=2)
- increase the frequency of the Lothian Buses Service 41 (n=1)
- more cycle storage shelters are required (n=1)
- Resident Permit Parking holders should not have parking provision reduced (n=1)
- route should be clearly signed (n=1)
- cyclists have been given priority over vulnerable elderly and disabled residents, and there is already anti-social cycling in this area (n=1)
- consideration should be given to how this route can link to the Roseburn cycle path / North Edinburgh Path Network (n=1)

- cyclists should be able to turn left at a red light when there is no oncoming traffic (n=1)
- brighter street lights would be useful along the route (n=1)
- improvements to the Mayfield Road/Liberton Brae junction are more important than these improvements (n=1)
- the proposed improvements are not up to Family Network standard (n=1)
- bus stops on Blackford Avenue, Grange Loan and Kilgraston Road should be unimpeded – these are often blocked by parked cars (n=1)
- new parking/loading restriction signs will result in an excessive number of new signs (n=1)
- specific loading areas should be provided, rather than full lengths of areas over which loading is permitted (n=1)
- narrower cycle lanes should be provided on both sides of the road, rather than a wider cycle lane in only one direction (n=1)
- a safety margin should be provided between parked cars and the cycle lane (n=1)
- cycle lanes should be provided on the inside of parking bays i.e. between bays and the footway (n=1)