

Mr D Du Feu
SPOKES

davedufeu@gmail.com

Date 10 March 2015

Your ref

Our ref TP/15/001/3/CS

Dear Mr Du Feu

MARCHMONT TO KING'S BUILDINGS CYCLE ROUTE IMPROVEMENTS

Thank you for providing comments during the recent consultation exercise for the Marchmont to King's Buildings Cycle Route on behalf of Spokes. Please find some information below in relation to the comments which you provided.

Introductory Comments

Following your suggestion to ensure maximum use of waiting and loading restrictions etc to avoid vehicles encroaching into cycle space, a review of kerbside parking and loading along the route is being carried out. As such, this may result in further changes to parking and loading restrictions adjacent to the cycle lane.

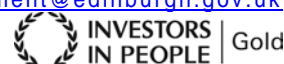
However, I can advise that, as part of this review, a decision has been taken to remove proposed new loading restrictions at locations where it is expected that loading/unloading activity is unlikely to take place eg on sections of the route where there are no residential or business frontagers. This decision is largely based on a desire to minimise the number of new traffic signs required and thereby prevent unnecessary street clutter.

Prior to any new waiting and loading restrictions coming into effect, discussions will be held with the Council's Parking section to confirm promotion and subsequent enforcement of the new restrictions along the route. In addition, any comments received about illegal parking or loading once the scheme is complete will be passed to the Council's parking enforcement contractor, to increase street visits.

Callum Smith, Senior Professional Officer, (Projects Development), Services for Communities

Transport, C2, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG

Tel 0131 469 3592 Fax 0131 529 6201 transport.projectsdevelopment@edinburgh.gov.uk



Mandatory cycle lanes are not generally used in areas where vehicles are permitted to enter or cross the lane eg side road entries, parking and loading bays etc. These lanes are most useful where there are few side road entries and no parking or loading requirements along the route. However, if following the review of kerbside parking/loading sections of the route are identified as being suitable for mandatory lanes, these will be considered.

Cycle lanes within the scheme have been included at a width of 1.5m, which is standard for new lanes within the city. Due to the limited road width on the streets which form the route, unfortunately there is not scope to increase the width of cycle lanes to 1.75m.

With regard to reducing the kerb radius at corners, this has been proposed at a number of junctions along the route where this is considered to be appropriate, however it is not proposed to alter the kerblines at every junction.

The majority of the Marchmont to King's Buildings cycle route has been included within the proposed network of 20mph streets which was approved by the Council's Transport and Environment Committee on 13 January 2015. The only part of the route not included is the section on Blackford Avenue and West Mains Road between Blackford Junction and King's Buildings. This section will continue to have a 30mph limit.

I can confirm that, as per your suggestion, the route improvements will now extend eastwards on West Mains Road to link to the West Mains Road/Mayfield Road junction and those improvements delivered previously as part of the George IV Bridge to King's Buildings cycle scheme.

Marchmont Road (including Melville Drive Junction)

The suggestion to continue the northbound cycle lane as far as the give-way line at the junction with Melville Drive is currently being considered as part of the design process, and this is being discussed with our Road Safety section.

A safety margin will be provided as far as possible between parking bays and the cycle lane to offer increased protection from vehicle doors opening. This is seen as a better option than having no cycle lane.

Kilgraston Road

No further removal of parking provision on Kilgraston Road is proposed.

Given Kilgraston Road is an important local through route to Marchmont and central Edinburgh, and is used by a relatively high number of vehicles, it is not proposed to close this road to all vehicular traffic except buses.

It is not proposed to provide a mandatory cycle lane on Kilgraston Road as it is expected that the lane will occasionally be overrun eg where two wider vehicles need to pass.

Dick Place/Blackford Road/Kilgraston Road Junction

Potential improvements to Kilgraston Road/Dick Place/Blackford Road have been considered, however no further changes to the design are proposed at this location.

Kilgraston Road/Grange Loan Junction

I can confirm that reducing vehicle speeds through the area will be a major consideration when the detailed design for this section is undertaken. This will include looking at tightening the corner or use of hatching etc. In addition, an independent safety audit will form part of the design process, and this will highlight any safety concerns. Should the proposed layout be implemented, a further audit will be carried out following completion of the scheme when the new layout is operational. Again, any safety issues or concerns highlighted would be considered.

I can confirm that the cyclists will be able to travel east on Grange Loan from the west or south by way of a cycle bypass through the proposed new island.

With regards to your concerns over a potential pinch point being created, the new layout on Kilgraston Road will include sufficient width for a northbound vehicle and cycle to pass the top of the new island together. In addition, the existing pinch-point between the build-outs to the south of the junction with Whitehouse Terrace will also be removed.

Although it is expected that there will be an increased number of vehicles turning left into Whitehouse Terrace from Kilgraston Road, it is expected that the proposed layout on the south-west corner, which includes a new raised table, will reduce vehicle speeds.

Grange Loan/Blackford Avenue Junction

I can confirm that the westbound cycle lane on Grange Loan at the Blackford Avenue junction has been changed and will no longer continue past the entry to the section of Grange Loan east of Blackford Avenue. This addresses the concerns over encouraging cyclists to take an unsuitable line through the bend.

Oswald Road/Kilgraston Road Junction

It is anticipated that the proposed layout at the Oswald Road/Kilgraston Road junction will have a negligible impact for cyclists, as the raised table will physically slow down those vehicles who are continuing westbound on Oswald Road. Vehicles should also be travelling at lower speeds as Oswald Road forms part of the proposed 20mph speed limit area in this part of the city. As mentioned above, an independent road safety audit will form part of the design process and this will highlight any safety concerns.

We are aware of the existing drainage problem at this location. As part of the design process, a topographical survey is being carried out, and the survey results will be used to ensure that this problem is addressed.

Blackford Avenue/Oswald Road Junction

I can confirm that the kerblines on the south west corner has been altered as suggested.

Blackford Avenue

Given the lack of residential or business frontages on Blackford Avenue between Oswald Road and South Oswald Road, it is not proposed to introduce loading restrictions. There would be little benefit in adding loading restrictions here, but there would be the added cost of providing signage and impact on street clutter, and we are not aware of any problems caused by vehicles stopping at this location.

The proposed single yellow line restriction between Grange Terrace and St Alban's Road will be changed to a double yellow line.

A bus box and Clearway marking has now been added at the outbound bus stop immediately south of St Alban's Road.

I have discussed with our Traffic Signals section the possibility of phasing the early start cycle signals with the pedestrian crossing on Blackford Avenue (north of Blackford Junction), however this is not something which will be pursued as it would potentially have an adverse effect on the pedestrian crossing, and would offer little benefit for cyclists given the distance the crossing is from the main junction.

Blackford Junction

With regards the southbound approach to the junction on Blackford Avenue, I can confirm the following:

- the cycle lane will be extended further south to the start of the bus box to discourage vehicles from cutting in;
- the cycle lane will be made mandatory;
- red chip surfacing will be added to the cycle lane, and this will also continue through the bus box; and
- changes to the kerblines to the south of the bridge will also be investigated.

The prohibition of the right-turn from Blackford Avenue into West Savile Terrace has been considered by the project team, however it is not proposed that this is pursued.

Blackford Avenue (south-east)

The removal of parking on the north side of Blackford Avenue between Blackford Junction and Observatory Road is being considered to enable a southbound mandatory cycle lane to be provided. We are currently in the process of collecting data on the level and nature of parking demand, and this will be used to inform a final decision.

The design for the westbound approach to the junction is still in the process of being finalised, as the scope for moving the existing Disabled parking bay is being investigated. A new northbound bus stop is also being introduced at this location which will also need to be factored in. Spokes' concerns over the layout included within the consultation drawings will be taken into account in finalising the design for this part of the route.

West Mains Road

Further design work is currently being carried out to identify measures to improve the way the West Mains Road/Langton Road area operates for cyclists and pedestrians, as we are aware that the existing facilities could operate better. This additional design work will consider the approaches to the junction (on and off-road), and also the phasing of the lights themselves.

The width of the islands proposed at the entrance to King's Buildings has been reduced to remove the pinch-point for cyclists continuing eastbound on West Mains Road. I can also confirm that a second island will be added to protect cyclists using Gate 2 (James Dewar Road), as I understand that an increased number of cyclists now use this access following changes to the internal road network within the campus. As such, double yellow line restrictions will be provided on West Mains Road between Max Born Crescent and James Dewar Road, which will remove any potential pinch-points caused by parked vehicles.

In addition, the route improvements will now extend eastwards on West Mains Road to link to the West Mains Road/Mayfield Road junction and those improvements delivered previously as part of the George IV Bridge to King's Buildings cycle scheme. This can be achieved by introducing a single yellow line restriction on the north side of West Mains Road, with off-peak loading only permitted.

A full list of the comments and suggestions which were received during the consultation exercise is available on the 'Marchmont to King's Buildings Cycle Route' section of the Council's Consultation Hub at <https://consultationhub.edinburgh.gov.uk> along with information on what happens next.

Should you require any further information on the scheme, please do not hesitate to contact me. Thank you again for your contribution during the consultation.

Yours sincerely



Callum Smith
Senior Professional Officer
(Projects Development)