

# Roseburn to Leith Walk Cycle Route

## SPOKES Queries on Consultation Proposals

**SPOKES compliments the council on their ambition in producing these proposals, which we warmly welcome. The number of queries simply reflects the importance which SPOKES attaches to making sure that we get this scheme right.**

### Introduction – some general considerations

1. What are the council's assumptions on the number of cyclists likely to use this scheme and the age and cycling ability of the users?
2. One-way, segregated/protected cycle lanes are, in general, preferable to two combined lanes on one side of the road, as they go with the flow of the traffic and facilitate access and exit. These avoid the problem of motorists moving out from a side road having to look for cyclists in both directions and perhaps failing to do so. They also avoid possible problems with dazzle from car headlights for cyclists travelling against the flow of traffic and, indeed, possible problems of dazzle for cars from bike lights. We understand that the two-lane option may be necessary where tram lines are also present, but there may be opportunities for changing the double lanes into single lanes where this constraint is not present.
3. The junctions of the proposed cycle lane with side roads and other necessary crossings are clearly central to the success of the scheme as a whole. The plans make extensive use of "Copenhagen style junctions". As this term is not generally understood, even by cyclists, it would be helpful to clarify what precisely the council has in mind for these junctions and what measures will be used at other junctions to prevent motor traffic from crossing the cycle lane in a dangerous manner

4. The phasing of lights at junctions needs to ensure that cyclists can make all the necessary turns along the route without interference from traffic. However, we are not sure if this is possible in all cases and would welcome clarification of their proposed operation.
5. Cyclists will want to get on and off the route at intermediate points. It is not always clear from the plans how the design of the junctions allows for this or whether the optimum solution has been identified.
6. The route links with many roads which are used by many cyclists, for example, Dalry Road, the North Bridge, Leith Street and Leith Walk, Waterloo Place. It is not clear in all cases how this will work in a satisfactory way.
7. We note the extensive use of “tramline” paving. If it is a statutory necessity, we would like to discuss how various practical problems with it can be mitigated. Some cyclists find it unsettling and there have been reports of it causing slipping accidents. There are also related concerns about so called “dropped kerbs”.
8. What are the design widths for the cycle lanes?
9. Are there any future maintenance issues (such as leaf clearing and winter gritting) that should be considered in the design process?
10. We would like to better understand how the cycle lanes will interact with bus stops.
11. Is there a related plan for improvements to cycle parking along the route?

## **Specific Queries linked to particular sections of the route**

### **Roseburn Terrace area**

1. We anticipate that cyclists arriving at Roseburn Terrace from the Corstorphine Road and travelling eastwards will want to access the two-way protected cycle lane directly, rather than via the planned deviation starting at Murrayfield Gardens and cutting across Murrayfield Avenue, Coltbridge Avenue and the small bridge over the Water of Leith. Will this be possible and if so where exactly?
2. Could you clarify the precise purpose of this deviation - although we agree that the start of the route should be designed to allow for easy access to the roads mentioned above and the access to the Water of Leith path.
3. Cyclists travelling westwards towards Corstorphine Road, or intending to travel south-westwards through Roseburn Park and associated paths, will need to use the planned toucan crossing facilities linking into Roseburn Gardens and the southern side of Roseburn Terrace. We think that the crossing may need to be slightly diagonal to avoid cyclists having to move into the “wrong” lane in Roseburn Gardens, with possible conflict with cars.
4. There is also a “no right turn” sign shown on the plan for the exit from Roseburn Gardens into Roseburn Terrace. Is this just for cars, as a “no right turn” for cyclists would prevent them from joining the cycle lane?
5. How is it intended that cyclists access Roseburn Street from the new route? Is there scope for a toucan crossing here linked to the proposed pedestrian crossing?
6. There might be a danger than the road closure on Roseburn Place could encourage 3-point turns in Roseburn Crescent. It might be possible to avoid the need for a road blockage by making Roseburn Gardens 1 way southwards (except for cycles) with no access from the A8 eastbound.

## **Wester Coates area**

- 1.** At Wester Coates Terrace would it be possible to smooth out the angle of the west-side of the “offset” linked to the Copenhagen style junction to improve sight lines for cyclists? There is plenty of space.
- 2.** At Wester Coates Road, would it be possible to consider closing this road at the junction with Wester Coates as this junction will be the main access route to the busy Roseburn Path?
- 3.** There is a Copenhagen style junction proposed for Balbirnie Place and a gap to allow cyclists to get access to or exit from the protected cycle lane. A similar design solution has been adopted for the junction with Stanhope St. However, in both cases, there is no protection for cyclists having to cross the main road. At Stanhope Street the clear straight-across route is partially obstructed by parking opposite. Is there a case for a controlled crossing at, at least, one of these junctions?

## Haymarket Terrace area

1. Both Coates Gardens and Roseberry Crescent are to become one-way for motor traffic with contra-flow cycle lanes. Roseberry Crescent is part of the E/W route itself. It is not clear what the contra-flow cycle facilities will amount to since parking and loading will be allowed on both sides of the road.

Whilst recognising that access to the relocated loading bays for the Haymarket Terrace shops will be required, we are concerned that vehicles will queue across the cycle lanes when exiting. Both these roads are used as rat runs by traffic seeking to by-pass the main Haymarket junction and this is likely to continue. We suggest the use of "Gateway Entrance Treatment" in Coates Gardens, as already proposed for Roseberry Crescent.

2. It would greatly help cyclists approaching from Dalry Road to reach the route safely if the entrance into Grosvenor Street from Haymarket Terrace were blocked for entering motor traffic. . This would also solve the current problem where cyclists travelling from Dalry Road towards West Maitland Street are cut across by traffic entering Grosvenor Street and would also remove the Dalry Road to Palmerston Place rat-run.
3. It is not clear how cyclists exiting and entering the cycle lane to and from Haymarket Yards will be able to make this manoeuvre safely and how it will phase in with the pedestrian crossings. It seems as if cyclists exiting and entering Haymarket Yards may have to cross pedestrian crossings in the pedestrian phase of the traffic lights .Is this the case and if so would it be better to have toucan crossings?
4. The relatively new cycle lane that leaves from outside the Haymarket Station drop-off point, suffers from a sudden change of width near where it meets the pedestrian crossing. It looks as though this width change could and should be achieved more gradually.

## Palmerston Place to Melville Street area

1. We feel that it would be better to have a Copenhagen-style junction at the junction between the two Crescents and Palmerston Place? This would give the safety benefit that traffic turning into the Crescents from Palmerston Place would have to “Give Way” to cyclists and maintain continuity.
2. At the Manor Place/ Melville Street junction for cyclists travelling west, there is a danger that cars coming along Melville Street in the same direction will turn into the cycle crossing “facility” (what exactly is proposed for this?) without cyclists seeing them because of the blind corner. It might be better to have the one-way protected cycle lanes continue into Manor Place with the crossing point opposite Bishops Walk, where the sight lines are better. The existing proposal also envisages turning across the “tramline” paving which could be dangerous.
3. How are the Melville Street and Melville Crescent public realm improvements going to be used here to protect cyclists from crossing and turning motor traffic at the junction with Walker Street?
4. The proposed contra flow cycle lane on Coates Crescent looks potentially dangerous for cyclists, given the narrowness of the road and that the car parking is on the south side. If the parking was on the north side it would avoid parking manoeuvres across the line of contra-flowing cyclists. It is also not clear how cyclists will cross Shandwick Place safely on a good alignment with the Canning Street whilst recognising that a lot of Coates Crescent traffic turns into Atholl Crescent. Note that there is also a cycling desire-line from Canning Street to Stafford Street that could be considered as part of this design process.

## **Melville Street to Charlotte Square**

- 1.** We would welcome details of the “advanced cycle crossing facilities” proposed here. For example, will they ensure that cyclists crossing over this junction have priority over cars turning into Queensferry Street or Drumsheugh Place?
- 2.** It is essential that the public realm improvements on Randolph Place include relaying with flat-top setts to produce a smooth surface? The current sets are badly worn and uneven.
- 3.** End-in parking in Randolph Place is dangerous for cyclists and feels incompatible with making public realm improvements to this street.
- 4.** The proposed route around Charlotte Square is unclear. What crossing facilities will be provided on the western side and what is a “subtle delineated cycleway”? More detail on the proposed cycle crossing facilities on the eastern side of the Square into both George Street and Rose Street would also be helpful.
- 5.** We emphasise the importance of the proposed West End Crossing from Hope Street to Lothian Road and see it as vital to the success of this route.

## **St Andrews Square to York Place**

- 1.** Could you clarify why a two-way cycle lane is proposed for North St David's Street ?
- 2.** Is it possible to reduce the amount of "tramline" paving used around St Andrews Square? Of particular concern is the extensive area of it on the corner of North St David Street and Queen Street. Is this also on a slope?
- 3.** Would it be possible to use this opportunity to make the existing toucan crossing of Queen Street into Dublin Street into a single stage?
- 4.** Improved cycle parking outside the Portrait Gallery at Queen Street would be helpful as there is nothing at the front and many more cyclists can be expected in future.
- 5.** Junction with Elder Street. This proposed junction will be very difficult for cyclists and could undermine the value of this part of the route – see separate objection to the recent planning application. Could a Copenhagen style junction be used here or at least an arrangement to allow cyclists to cross in a single manoeuvre, separate from pedestrians at the same time as the general traffic on York Place?
- 6.** The cycle lane stops abruptly. How will cyclists progress onto the normal roads given that this junction is very complex and dangerous? Eventually it should be designed to link into proposed improvements to Leith Walk but some satisfactory temporary arrangements will be required. For example, would it be possible to have toucan crossings to the top of Broughton Street and Picardy Place?



## **St Andrews Square to Princes Street**

1. It is not clear how cyclists would get on the proposed two-way protected cycle lane if they arrived from Princes Street travelling east or how they would cross over if they wanted to continue along Princes travelling west.
2. We would also welcome advice on how cyclists move off and onto the lane if they were travelling to and from Waverley Bridge and the station.
3. We have noted the short stretch of two-way protected cycle lane on Waterloo Place. How do cyclists travelling east on Waterloo Place get into this lane?
4. How is it envisaged that cyclist travelling to and from the North Bridge access to route?
5. What arrangements are being made to ensure compatibility with future plans to allow cycling along James Craig Walk (JCW) and any future improvement in cycle provision on Leith Street? In particular, how will JCW connect into Leith Street, to allow entry for cyclists coming from the top of Leith Street and exit for cyclists then heading down Leith Street (and ideally in the opposite directions)?
6. Can the Council assist the ambition of the St James Developers (which requires negotiation with other owners) to have a pedestrian/cycle connection from St Andrews Square to JCW, thus forming a direct cycle link from St Andrews Square to Leith Street?"
7. A segregated cycle lane is promised in the Leith Walk plans, continuing up Leith Street as far as Calton Road. Can there be a segregated cycle lane continuing up from there to Princes Street, either bi-directional, or at least a one-way uphill lane?

SPOKES

3 December 2015

