

## **CCWEL: SPOKES RESPONSE TO CONSULTATION ON DRAFT TRO DRAWINGS - NOVEMBER 2017**

### **TRO Plan 1**

1. We have noted that new, short cycleway is to be provided at the north end of Roseburn Gardens parallel to the partial closure of the road to motor traffic. We would be grateful for advice on what form this cycleway will take and suggest that consideration should be given to extending it up to the toucan crossing across Roseburn Terrace.
2. The designs should ensure that cyclists on the cycleway along Roseburn Terrace should have priority over motor traffic entering and exiting Roseburn Cliff. We consider that there should be a give way line at the junction between Roseburn Cliff and the cycleway and that there should be a raised table on Roseburn Cliff just before the junction with the cycleway as indicated in previous plans.

### **TRO Plan 2**

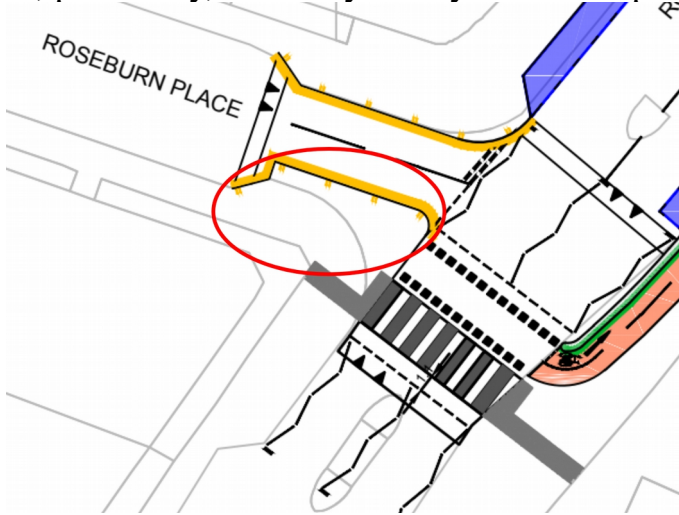
1. The plan shows a small, triangular shaped construction just after the entrance to the park. We are not sure of the purpose of this and consider that it could obstruct cyclists and pedestrians and that therefore it should be removed from the plans.



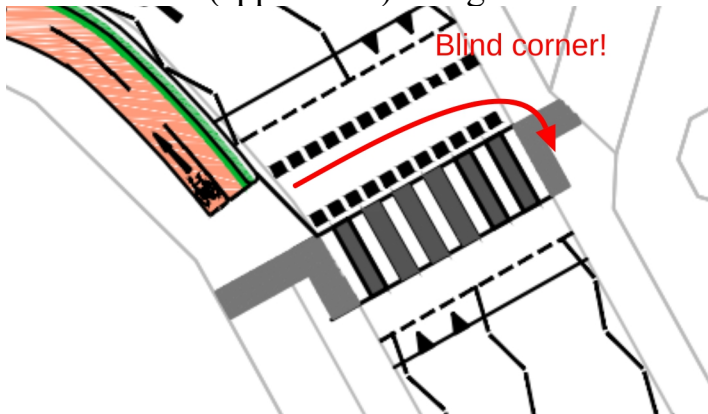
2. Earlier communication from the Active Travel Team (July 2017) suggested that the access to the park would be 4.5 m. The current plans do not give measurements, but the proposed entrance/exit would seem to be much less than this. Given that a narrow space could create conflict between cyclists and pedestrians we consider that the 4.5m wide access should be retained.
3. Although there is a clear line of sight for cyclists exiting the park, cyclists crossing the road to enter the park can have their sight line obscured by parked cars on the bend at Roseburn Crescent. We consider that the double yellow line should be extended further round the bend in the road to prevent this.

### **TRO Plan 3**

1. It is not clear how cyclists will get to and from Roseburn Place if travelling between Roseburn Place and the new cycleway running along Roseburn Street and into Russell Rd. Although there is a tiger crossing shown across Roseburn Street itself this runs into an area of pavement on the Roseburn Place side. We consider that this area or pavement should be clearly designated for shared use by cyclists and pedestrians or, preferably, a mini cycleway should be provided on the pavement.



2. On Russell Rd, the cycleway ends in a tiger crossing to allow cyclists to cross to the eastern side of the road. However, this is situated directly across from the narrow path from Roseburn Terrace which runs down the side of Tesco's. This results in cyclists turning right with no line of sight to pedestrians coming down the path. To avoid this, we suggest that the cycleway and the crossing should be moved a little further south (approx 1m) along Russell Rd.



3. We have noted that the loading space just beyond Tesco's has been designated for 24 hour use. To help avoid congestion during the peak times (which could unfairly be blamed on the new cycleway), we consider that this loading area should be available only outside of peak hours.

## **TRO Plan 6**

1. We would be grateful for reassurance that the design of what is marked on the map as "developer egress" (and which will become the exit point for cars from the new housing development on the Donaldson site), is now specified adequately to al-

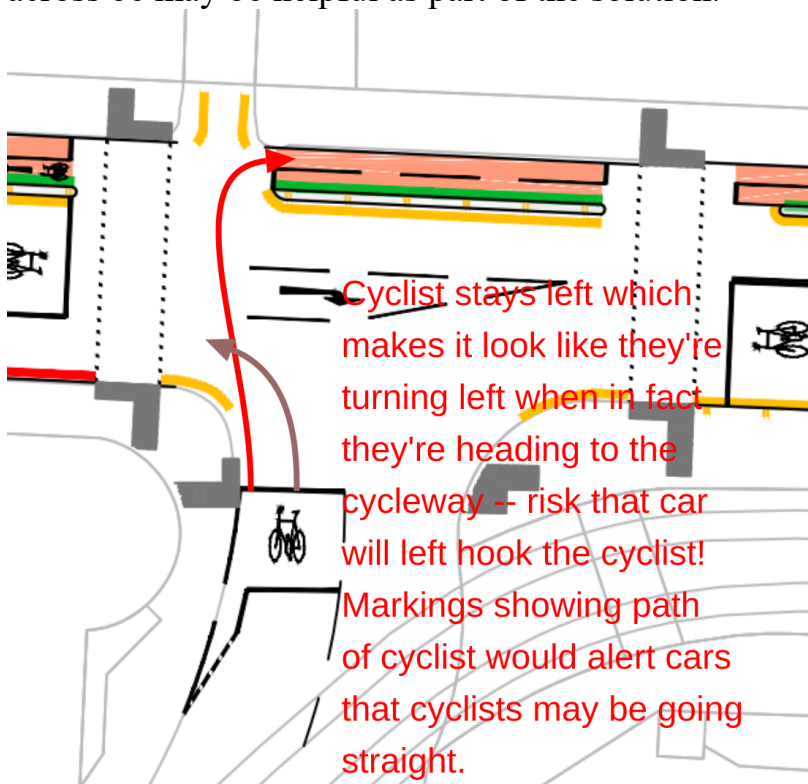
low exiting motor traffic to wait to get a clear view of the road without blocking the cycleway.

2. We are surprised to see that space has been allocated for short term parking (up to 2 hours between 8.30 am and 4.30 pm) from Monday to Saturday at the eastern end of West Coates. This overlaps with the operation of the bus lane and it seems contrary to the advice given to us in July that the stretch of cycleway between Wester Coates Rd to Magdala Crescent could not be widened to 2.5m (the normally minimal acceptable size for a 2 way cycleway) because of “heavy bus/coach flows in both directions”. Given this assessment, how is it possible to now provide additional parking spaces?

### **TRO Plan 8**

1. The no entry and no left turn signs here are missing an “Except cyclists” plate. Cyclists should be allowed to turn from the cycleway into Coates Gardens.

2. We think that the access to and between Haymarket Yards and the cycleway is poor and this will be particularly problematic for cyclists working in the offices nearby (including staff based at the current Sustrans office). There is a particular problem for cyclists wishing to join the cycleway from Haymarket Yards as they will be travelling directly across Haymarket Terrace and will be vulnerable to cars turning left. Some road markings on Haymarket Terrace to indicate that cyclists can cycle straight across may be helpful as part of the solution.



3. In addition, there seems to be no satisfactory way in which cyclists can get access from the cycleway to Haymarket Yards without dismounting and pushing across

the pedestrian crossing. We consider that further work is required to secure improvements here linked to the improvements being considered for Haymarket Yards as part of the works to protect cyclists having to cross or ride close to tram lines.

4. We have noted that the loading bay opposite Coates Gardens has been changed to be available on a 24 hour basis. We think that loading during peak periods of traffic flow could add to congestion which may be unreasonably blamed on the new cycleway.

## **TPO Sheet 9**

1. The contra flow cycleway for cyclists on Rosebery Crescent has been shortened from what was shown in previous plans. We consider that it should be extended so that it finishes where the one way stretch starts. Again the one way signs should have an “Except for cyclists” sign.

2. There should be a raised table just before the start of the one way stretch so that traffic will be required to slow down at the point where the contra flow lane starts to allow cyclists travelling southwards to cross the road to access the cycleway.

3. It is not clear from the drawing how cyclists get from the cycleway along Haymarket Ter (which continues to opposite Haymarket station) to the contra flow cycleway on Rosebery Crescent. We assume that cyclists will have to cross the pavement and consider that there should be clear markings for cyclists so that pedestrians are not surprised to find cyclists on the pavement accessing the cycleway in Rosebery Crescent.

## **Spokes Planning Group**

**November 2017**

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