

Planning and Cycling

Achieving More Together

7 Nov 2013

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This is an annotated presentation by Spokes planning group members Peter Hawkins and Marion Preez given to CEC planners and Transport.

Urban Room, Waverley Court, Edinburgh

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Context

- 2020 Edinburgh targets:
 - 10% cycling of all journeys
 - 15% cycling of work journeys
- Planners have an important role to play
- Review planning outcomes in relation to cycling

1. Designing Streets

Both national and local policies now favour streets, by design, 'for people' rather than for cars; streets in which vehicle speeds are reduced, pedestrians, cyclists and vehicles are given equal treatment; streets which achieve a sense of 'place', of somewhere people wish to go to, rather than 'have to'.

In housing schemes with low speeds, cyclists usually prefer to be on the road, thus keeping priority at junctions, rather than on segregated shared-use paths, where users must give way at every side turn. In cul-de-sac schemes, path connections to surrounding areas are vital.

**Streets should be social spaces
and a public expression of the way
a community lives and interacts.**

Local Transport Strategy

Street design delivers streets which are:

- sustainable and ecologically sound
- pedestrian and cycle inclusive
- community-led
- places of interest
- legible
- secure
- functional

Slateford Green, Edinburgh

Car free housing scheme

Example of good scheme (in background):
* vehicles permitted only via barriers

- * carriageway shared by all users
- * carriageway only wide enough for one vehicle;
parking on reinforced grass at side
- * carriageway brick-paved to reinforce cycle/pedestrian presence
- * cycle bypass round barrier



* pedestrians share the street





* children free to roam without fear



* parking possible for visitors, deliveries etc.



* example of *permeability*;
exit/back entrance to Slateford Green offers
access, for peds/cycles only, to bus routes on
Gorgie Rd, Aldi shop (in picture),
MacDonald's, Sainsbury's, and the Gorgie Rd
shops. It's quicker to walk than to drive round!

2. Continuity and Consistency

This refers largely to the implementation of *Master Plans*. Too often, the Master Plan offers a fine-looking cycle route, but the Plan is then built piecemeal and the route gets lost in the detail.

The following slides illustrate the tragedy of the West End to Canal route, which was in the original masterplan for this former railway goodsyard - a 'blank sheet' and wonderful opportunity.

West End to Canal

Rutland Square

footbridge over West Approach Rd

EICC concourse

toucan crossing of Morrison St

pend of Scottish Widows

Port Hamilton

toucan crossing of Fountainbridge

canal basin





view looking south, just beyond Rutland Sq:

- * unsigned ramp to the left
- * no indication that this is a pedestrian/cyclist shared-use space (“you are entitled to be there on a bike”)
- * substandard width for shared use

view looking back to Rutland Sq:

- * ramp is hidden; cyclists hit the steps without warning
- * substandard width for shared use





- * junction of Western Approach bridge path (to the right) with 'main' path
- * main path (foreground) leads to Festival Sq, a significant destination, but no signage



EICC concourse, looking south; the route goes between the buildings, where red barricades are.

- * route is barred by a shallow flight of steps;
cyclists can pass these only by deviating to right or to left;
- * steps invisible in opposite direction, until you hit them;
- * note surface type is different from that in previous slides;
- * no signage for destination nor for usage ('shared-use')



EICC: passage between old and new parts, looking south;
* flooding
* a further flight of concealed steps



EICC: same passage, looking north

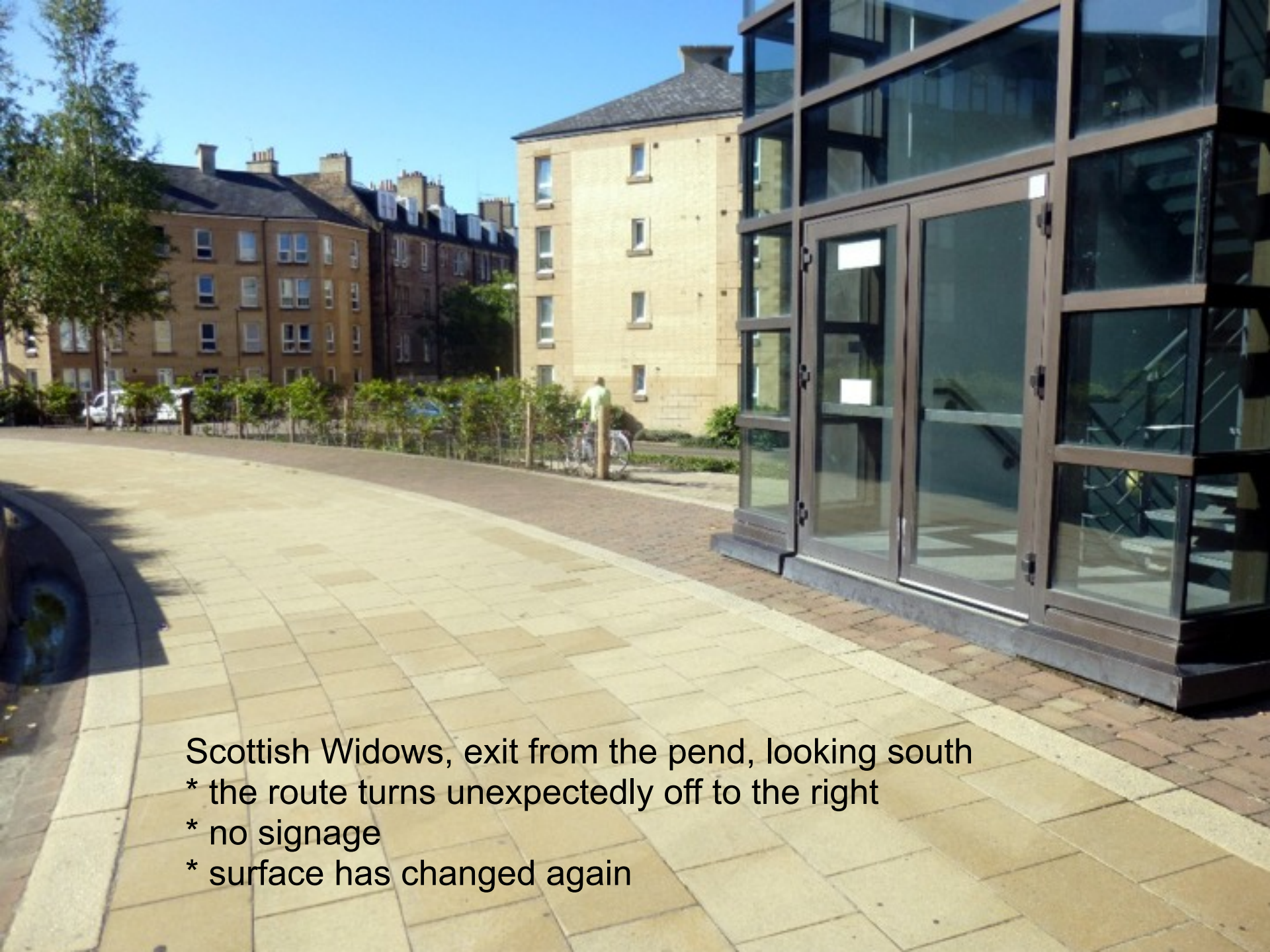
* note surface has changed again

* steps invisible

* poorly designed for pedestrian / cycle sharing



Scottish Widows, entrance to pend, looking south
* crossing of Morrison St lies immediately to north;
not obvious that there is a route through this pend
* no signage
* surface is different again



Scottish Widows, exit from the pend, looking south

- * the route turns unexpectedly off to the right
- * no signage
- * surface has changed again



Port Hamilton

- * now joins a street, shared with vehicles
- * no indication of route
- * surface has changed again
- * no signage



Further along Port Hamilton
* route leaves the street to
turn L and pass between
the buildings
* no signage
* surface changes again



Toucan crossing of Fountainbridge, looking south
* route to canal is between the buildings straight ahead
* no signage
* cobbled surface deters cyclists.

West End to Canal

- Lack of signage, delineation and visibility
- No sense of continuity
- Awkward ramps
- Dangerous and unnecessary features
- Poorly designed for shared use, especially as heavy pedestrian use at times
- Adding up to paths that can't be found and can't be followed

3. Missed Opportunities

Developers usually provide on-site cycle routes and parking, but fail to see the bigger picture, which could include routes to/from the location to encourage walking/cycling to work, schools etc; off-site, but still highly *relevant* to new developments.

One example is the route from Newbridge to S Queensferry via Kirkliston, which are linked by an old rail path.

Newbridge has always been a commercial/business site, with few residences but much employment; recently expanded. Our requests (via objections to the planning applications) to upgrade the path as a route to work were ignored.

Kirkliston is now devoid of industry and is mainly residential. Big new sites to the east and north have been, and are being, built. The nearest High School is S Queensferry; the nearest employment zone is Newbridge. Our requests to link all three for Active Travel by upgrading and signing the off-road path have been ignored.

S Queensferry has the High School and some employment.

Queensferry

existing railway path

Kirkliston

Newbridge

View of Newbridge Industrial Estate, from the footbridge over the M9.

Note how the roads are wide, beautifully surfaced, well laid out, well signed; (by comparison with cycle/ped facilities); it seems we do everything possible to encourage car use.





A footbridge over the M9 connects Newbridge to this path, but the entrance is tricky; it requires doubling back from the end of the bridge in order to pass under the bridge. Good signage is vital to show that the path exists.



Entrance to path at Kirkliston

- * narrow entrance & barrier
- * narrow path
- * muddy in rainy weather
- * no signage
- * compare this provision with the road in earlier slide

Newbridge, Kirkliston to Queensferry

- Upgrade and advertise existing off-road infrastructure
- Part-fund this with developer contributions

Lower Granton Rd

near Granton Sq, looking west

* The road is narrow and busy, and cluttered with parked vehicles.

* Many cyclists illegally use the footway, but who can blame them?

* Meanwhile a grassy strip on the right lies empty except for a strong 'desire line' path.



End of Lower Granton Rd / West Harbour Rd

looking west. (Granton Sq to the left).

Granton Harbour, to the right, is being re-developed. Cyclists are seeking a segregated path, beside the trees, along the north side of West Harbour Rd as part of an important east-west coastal route. We have objected to the planning applications accordingly.

What are the chances of success??

(The land required is mostly vacant or derelict).



Western Harbour Shared path unattractive to use



Western Harbour

New residential area, Western Harbour. The developers provided a segregated shared-use pavement, nicely marked out with white lines; but cyclists have to slow and possibly stop to give way at the side road, whereas on the road they have priority at the junction, hence continuity; so why would they not use the road?

Side-road junctions should give priority to pedestrians and cyclists on the segregated route.

Local Transport Strategy

- The Council will seek appropriate funding contributions from developers towards **off-site** measures required to address the transport impact of developments and to support Travel Plans. These may include contributions towards travel awareness, **infrastructure** and services.

Local Transport Strategy

- **Policy Thrive2** : Developers will be expected to contribute towards the cost of providing for movement needs generated by their development, *focussing on sustainable transport modes.*

4. Cycle Parking

Most new developments include some cycle parking, but many recent small branches of supermarkets (called “Local” or ‘Metro’) have opened with no cycling provision.

Some are in new buildings, so no excuse; others result as a 'change of use', which is used as an excuse for refusing an objection to provide cycle parking.

However, in at least one case, car parking provision was considered a material issue; so why not cycle parking? After all, most of these shops are on main-road locations, and are well used by cyclists.

Cycle Parking Policy

Parking Standards for Development Management (December 2009)

- **Retail warehouses (open to the public)**
1 customer space per 1,000m² GFA and 1 staff space per 500m² GFA,
- **Retail warehouses (trade)**
1 customer space per 2,000m² GFA and 1 staff space per 1,000m² GFA,
- **Other Retail**
1 customer space per 500m² GFA and 1 staff space per 250m² GFA
- **Cycle Parking** (Minimum standards)
In all cases at least 1 customer and 1 employee space should be provided
- unless agreed otherwise



Sainsbury's Local, Westport.

In this case cycle parking *has* been provided, but only after Spokes raised this with CEC.



**Tesco, Roseburn
No cycle parking**



Other examples without cycle parking provision in a small part of central west Edinburgh:

- **Tesco Metro Fountainbridge**
- **Tesco Haymarket**
- **Coop Haymarket Terrace**
- **Scotmid Saughtonhall Drive**

No cycle parking



Cycle parking, new flats,
Westfield Ave.

Well spaced and partly sheltered racks. But virtually unused, because no security – open all hours to the public. The bike (foreground) has a missing front wheel, possibly vandalised. To the rear, an abandoned shopping trolley. Such facilities are only going to be used if they are adequately managed and secured from public access.

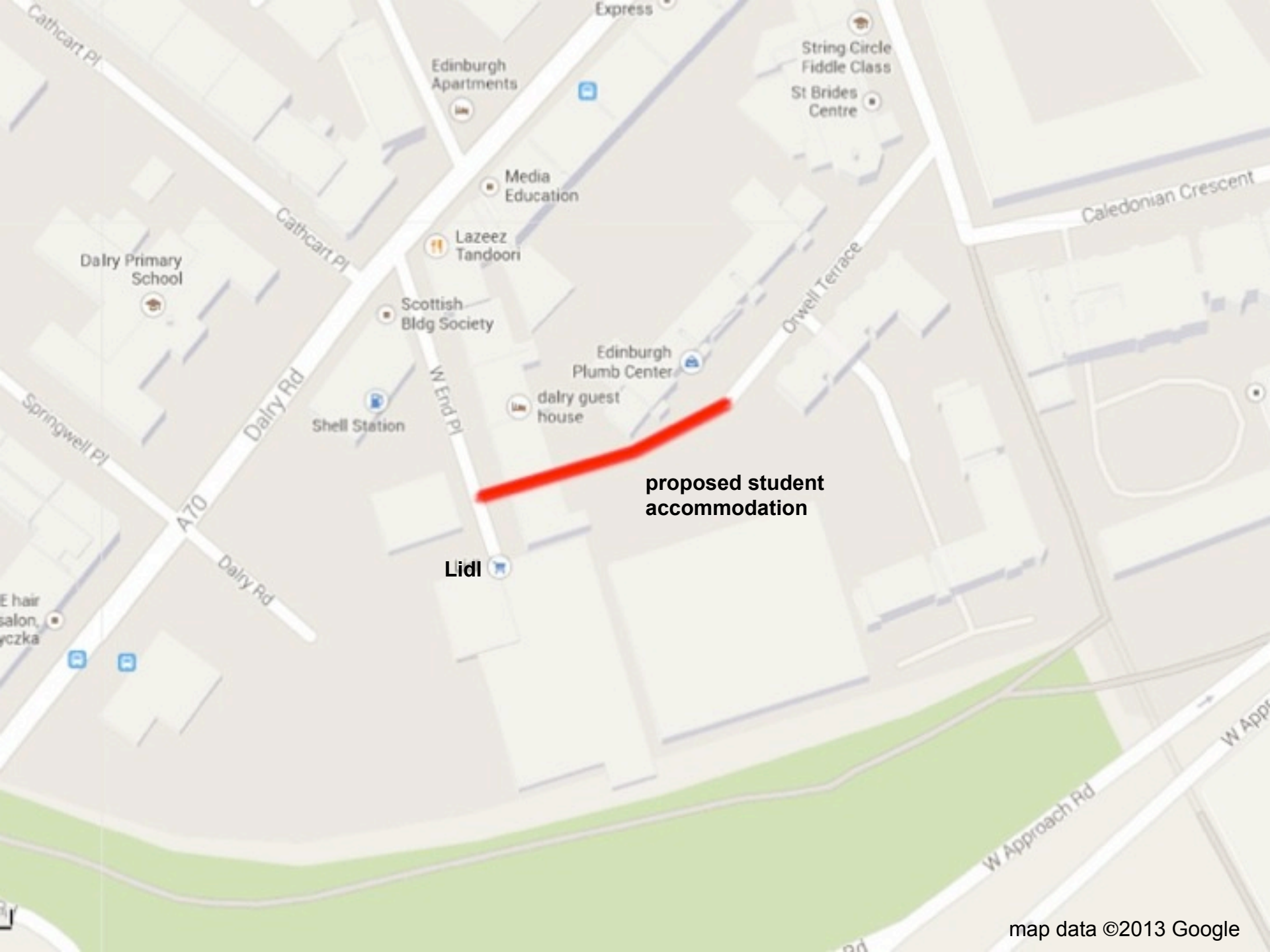
5. Permeability

Permeability means creating housing or other schemes with an additional entrance, or entrances, for pedestrians and cyclists only, leading directly to amenities such as shops, or a park, a path or other recreational route, to encourage the future residents to travel actively and directly; the opposite of the 'gated community' notion.

Slateford Green, shown earlier, is a good example of permeability. Orwell Terrace is an example of a missed opportunity to add permeability. The development will replace industrial units with student accommodation. The site lies adjacent to a Lidl store and it would be perfectly possible to connect the two sites, to give the future students direct access to the shop, and also permit a through route to the Telfer subway, avoiding the main Dalry Rd.

This connection was supported by the client, Napier University, and by Lidl Property Services. It was refused, however, by CEC Planning Dept, for not very convincing reasons.

It is admittedly narrow and “sub-standard”, but better than the alternative on-road detour.



**proposed student
accommodation**

Lidl



View of the gap which could link the student accommodation to Lidl.



View of same gap, from opposite direction.



Wickes

In red, route to Wickes from the Water of Leith path, both from the north (Murrayfield) and the south (Balgreen). This off-road route emerges into Westfield Ave, a quiet street. A direct access into Wickes could have been (and could still be) provided, as shown in blue. As it is, cyclists have to negotiate the busy main road junction, to turn right, then immediately turn R again to cross Stevenson Rd, a busy road.

- Pedestrian and cycle access to Wickes
- Access opportunity missed



Approach to busy junction,
from Westfield Ave.
Wickes is to the right.

Connection not made No cycle parking

The barrier separating Westfield Ave from the Wickes car park.

As well as the missed access opportunity, no cycle parking was provided for this development.

Access and Parking Infrastructure

- Opportunities (often obvious ones) for making cycle use more convenient, safe and attractive are lost
- Council's own parking policy routinely ignored
- Developer-provided infrastructure lost
- When pointed out no explanations are offered

Our Challenges

- Continuous, visible and attractive paths should be realised according to masterplans
- Permeability through developments making useful and safe links for cyclists
- Infrastructure such as access and parking at the developers expense

Development proposals, whether masterplans or individual applications, need informed decisions on cycling infrastructure – including access, through routes, parking and storage.

Spokes is happy to offer advice, preferably at the earliest possible stages of any development proposals.