

Lower Granton Road - Cycling and Walking Improvements

<https://consultationhub.edinburgh.gov.uk/sfc/design-cycle-walk-lower-granton-road/>

“This consultation gives people the opportunity to express their views about proposed initial designs for cycling and walking improvements on Lower Granton Road.

These designs are part of planned improvements to the cycling route, called QuietRoute 13. This route forms part of the QuietRoutes Network that is being implemented across Edinburgh. The aim of the network is to provide routes that are easy, safe and convenient to use by people of any level of cycle experience. It will also improve conditions for people walking.”

Spokes response, 20.12.16

Date: Tue, Dec 20, 2016 at 11:21 PM

Subject: Lower Granton Road - Spokes Response

To: Martyn Lings <Martyn.Lings@edinburgh.gov.uk>

Cc: "McNeill, Ross" <Ross.McNeill@aecom.com>, "Condon, Michael" <Michael.Condon@aecom.com>, Martin McDonnell <mcdbristol116@gmail.com>

To Martyn Lings
Senior Project Officer
Active Travel
City of Edinburgh Council

Spokes strongly supports the proposals for improvements to, and the extension of, Quiet Route 13 at Lower Granton Road. This is a key route for leisure and commuting and with the increased development in the area should encourage many more people to cycle.

Spokes was grateful to be given the opportunity to discuss the proposals at a meeting with the proposers.

Taking the proposals in turn:

1. Widening the existing path for walking and cycling along McKelvie Parade

1a - Spokes supports the proposal to widen the path to 4metres

1b - We do not consider it necessary to hatch the 0.5m area adjacent to the wall. It should be evident that the wall is there and not to cycle to close.

1c - At the East end of the path, surface markings should be included to show that it is also a walking path and tactile paving should be suitable for cycling. (It is not clear whether both forms (cycling and walking) of tactile paving will be utilised.)

1d - There should be surface markings to warn users of the pedestrian access points from the South (noting that there are surface warnings and tactile paving to warn pedestrians joining at these two points)

2. Extending the shared use path for walking and cycling from McKelvie Parade, along the north side of Lower Granton Road to Oxraig Street

2a - Spokes supports the proposal to extend the shared use path with a 4m wide, illuminated path close to the sea wall.

2b - The path needs to be extended further to join up with cycling facilities on Waterfront Avenue, to the proposed extension of the Promenade, further West on West Harbour Road and to the new developments on Chestnut Road. In the meantime, signage should be used to direct users to the continuation of these route(s) and safe crossings should be provided.

2c - Sight lines need to be considered for the approach to the “kink” in the path for the slipway access (Sheet 4). The path should be made as straight as possible, taking into account the existing bridge.

3. The creation of a crossing facility for people walking and cycling at the western end of Lower Granton Road close to Granton Square.

3a - Spokes supports the proposed 4m wide Toucan crossing with shared space to the South Side, where cyclists can congregate.

4. Creating a safe crossing point of Lochinvar Drive

4a - Spokes supports the proposal for a raised table crossing of Lochinvar Drive.

4b - Give-Way surface signs (triangular) should be added to the North side of the table so that drivers give way to pedestrians and cyclists using the table to cross the road on a "continuous footway".

4c - The proposed dashed give way lines could be moved back to the North side of the table as there are believed to be clear sight lines for motorists to wait before mounting the table.

4d - We understand that Lochinvar Drive is very low trafficked and that given the road geometry, vehicles are not expected to be coming off the roundabout at speed, making a signal controlled crossing unnecessary.

5. General

5a - Spokes would prefer the path to be 5m but understands that the proposers' predicted volume levels do not necessitate this.

5b - We understand that the proposals take account as far as possible with potential tramway development in the area.

Martin McDonnell

Spokes