

QR20 Carrington Road consultation

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

Overview

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

These designs are part of planned improvements to the cycling route, called QuietRoute 20. 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 19.11.16

to: EdinburghCycling.uki@aecom.com

cc: "martyn.lings@edinburgh.gov.uk" <martyn.lings@edinburgh.gov.uk>

date: 19 November 2016 at 18:51

subject: Spokes response to cycling and walking improvements on Carrington Road (QR20)

Spokes are broadly supportive of these changes and pleased to see a high quality segregated cycle track used on this Quiet Route, which will improve connections between the North Edinburgh Path Network and the Botanic Gardens -- a key destination for families. We're especially pleased to see a signalised crossing at the crossing of East Fettes Avenue as this is a wide, fast road that is currently tricky to cross for both cyclists and pedestrians.

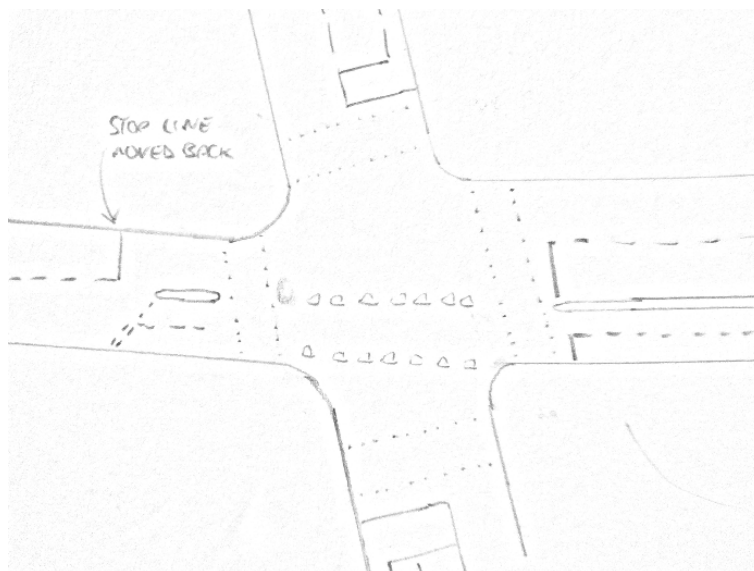
We reviewed the proposed design and have a few comments...

1. West end at crossing of Crewe Road South to Craighleith Hill Avenue

1.1. We don't understand why there are no markings across the junction for eastbound cyclists. Eastbound cyclists need to ensure they are in the middle of the road to access the proposed right turn into the cycle track and markings would help make this clear, both for cyclists new to the route and for drivers so they know where to leave room for cyclists. We believe this marking is even more important than the one shown in the plan for westbound cyclists (as they will be crossing the junction in a conventional way).

1.2. Several of our planning group members commented on the proposed junction design being generally awkward with the way that eastbound cyclists forced to try and cross traffic queuing on Carrington Road. It is also disappointing that segregation ends just at the point where cyclists need most protection -- at the junction. We recognise that this junction is a tricky section of route, but it is a critical section of the route and we wonder if there are other options you could consider...

1.3. Could the two way section continue all the way across the junction into a build out on Craigleith Hill Avenue? A sketch is below (not to scale!). This would require moving back the stop line on Craigleith Hill Avenue, though probably not much further than the vehicle stop line at the beginning of the existing ASL (which would no longer be needed). We realise this would require changes to light timings to add a cycle phase, but the impact of this on other traffic could be minimized by skipping the cycle phase if no cyclists want to use the crossing (as detected by inductive or microwave detectors at the stop lines and on the cycle approaches). We would assert that changing the light timings is worth it if it results in a more usable junction for cyclists.



1.4. Another option might be to continue the two way section up to the junction but not across it (sketch below). This wouldn't be as cycle friendly but avoids the need for a fully separate cycle phase in the light timings. It would require separate phases for traffic coming from Craigleith Hill Avenue and from Carrington Road to ensure eastbound cyclists can safely access the two way track without vehicles emerging from Carrington Road at the same time. Westbound cyclists would proceed at the same time as the green from Craigleith Hill Avenue and drivers turning right from there into Crewe Road South would have to give way -- this may be a risk and markings would be important to make this clear, as would early cycle release so cyclists can enter the junction before vehicles from Craigleith Hill Avenue.



2. Crossing of Fettes Avenue

2.1. The existing traffic island here has a street light in the middle of it that is important for illuminating pedestrians using the crossing. It's not clear from the plans that this light is present in the proposed design but we feel it's important that replacement lighting of some form is provided to ensure the crossing is safe.

2.2. Fettes Avenue provides a link to one Broughton High School's entrances. While this is the entrance where bike parking is we note that there are fences between the entrance and the road (<https://goo.gl/maps/J7R7PBXtk4P2>) which make it hard for cyclists to access the school from the road and vice versa. We hope you might use this project as an opportunity to review this arrangement to improve cycle access to the school. We suggest replacing these fences with dropped kerbs and removing a few parking spaces so cyclists can access the road and onwards to Carrington Road and QR20.

3. East end at crossing of East Fettes Avenue

3.1 It's not clear how a cyclist travelling north would turn right from East Fettes Avenue into Inverleith Park -- the plan shows a cycle symbol in the middle of the road but there is a traffic island that would impede a right turn here and we presume no push buttons would be installed in the middle of the crossing so a cyclist could not actually use it. Please consider dropping the kerb at the south west side of the crossing (where the shared use pavement begins) so that a cyclist could use the crossing the in conventional way.

3.2 We also note the worn sections of grass around the L-shaped path linking into Inverleith Park -- these are evidence that this narrow path would benefit from being widened and rounded off at the point where it meets the main path through Inverleith Park. Dropped kerbs for lefts and rights etc. Review path into park.

4. Further work

4.1. Finally, while we're excited to see this work progress to construction we would emphasise the need for a similar segregated track on South Groathill Avenue. This is one of the busiest sections of QR20 thanks to traffic from the nearby retail park and the lack of dedicated provision for cyclists is a key gap between the NEPN and the rest of QR20. We hope you will prioritise design work here soon, and as ever would be happy to discuss further.

Good luck with the rest of the project!

Best regards,
Chris Paton
on behalf of Spokes Planning Group