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Dear Sean and Phil

## Edinburgh City Council - Road Capital Renewals 2017/18

The Council now has a policy of incorporating cycle facilities wherever possible and sensible in road renewals, and we understand that the Council inspects the lists of renewal projects to identify such cases.

However, Spokes has also taken the opportunity to do this, and our suggestions are below – we hope this will help in your thoughts. We have not visited all the sites, so this is to some extent a paper exercise, and some of our ideas may even already be in place - but we trust that you will give full consideration to the suggestions.

Our suggestions are based on the [Capital Renewals Programme, paper](#), item 7.2 at the Transport Committee of 17.1.17. We have only looked at the lists of roads due for *strengthening* or *resurfacing*, not those for surface dressing, although maybe some minor improvements might still be possible there.

We also have a few additional points and would be particularly grateful for your reply on a policy issue also outlined below.

We would be happy to meet to discuss any of the suggestions below if helpful at any point.

### Strengthening

**Telford Road** - a short stretch in the middle is to be treated, but the whole road needs cycle lanes if not already fully in place. Segregated lanes should be considered.

**Captain's Road** - approaches to the lights at Lasswade Road and Burdiehouse Road - part of the signposted Cycle Ring Road - need cycle lanes – none existing on Burdiehouse Road.

**Charlotte Square** - north half of east side - is part of the East-West Route so the strengthening should allow for those plans.

**Westbank Street** - at the promenade end - could do with a kerb-free connection to the promenade if there isn't already one.

**Craigmount Avenue North** - parallel to Drum Brae North and avoids the steep bits. Could be worth making it easier to join or leave Drum Brae North.

## Resurfacing

**Portland Place and Commercial Street** - part of the main coast road. Cycle lanes are needed (exists already at Portland Place)

**Corstorphine Road** - already has bus lanes. The bit to be resurfaced is west of the section where we are seeking segregation as a slight extension of the E-W route.

**Gorgie Road** - not clear which bit it is, but cycle lanes could be added almost whichever section is being resurfaced. The Balgreen Rpad junction in particular needs improvements for cyclists heading east along Gorgie Road who now have to take the middle lane (the left lane has a filter for Balgreen Road).

**Liberton Gardens** - the northbound bus lane ends outside the post office. A cycle lane could be added from here to the Liberton Drive junction. There is already a southbound cycle lane.

**Lanark Road West at Kirkgate** - this is where Lanark Road West crosses the main connection between the Water of Leith Path and most of Currie. There ought to be decent cycle facilities here.

**Great Junction Street** - could do with cycle lanes if not already there (assuming it is wide enough).

**Newington Road** - already has bus lanes

**Niddrie Mains Road** (East side of bus turning circle west To Niddrie Marischal Road) - an awkwardly narrow bit (built with four lanes, later narrowed to two) with wide pavements, which could accommodate a segregated cycle lane. At Niddrie Marischal Road, Route 61 crosses it at a very awkward junction, and is the subject of a recent Council consultation. Needs linking in with the Route 61 project.

**Niddrie Mains Road** (Craigmillar Castle Loan To Peffermill Road). Like the previous one, awkwardly narrow with pavements wide enough for a segregated cycle lane.

**Maybury Road** - could do with narrowing as in the northern section, making room for segregated cycle lanes – particularly important given the ongoing and proposed developments in the area which may increase motor traffic yet further.

**Lower Granton Road** - parallel cycle route already planned

**Calder Road** - country section – Is there a separate study for this area?

**Newliston Road = B800 south of Kirkliston** - revise speed limit, or improve the railway path

**B800 Kirkliston to Queensferry** - M9 link roundabout to Milton Farm road - I think there is a shared path on the part of the B800 further north, which should be extended to that section if it isn't there already, and on to Kirkliston. (Does the M9 link roundabout still exist? I think it is now a simple bridge with no connection to the M9 link.)

**Crewe Road South** - could do with cycle lanes. It is shown as a project on the recent projects map. Ideally it should link to the NEPN at Crewe Toll.

**Fishwives Causeway** - the bit to be resurfaced is west of West Telferton; probably no action needed here.

**Whitehouse Loan** - currently being done, with no new cycle facilities, despite our having raised this several times.

**Rutland Square** - the link to Canning Street should be two-way for bikes (though that isn't exactly the bit to be resurfaced)

**Fountainhall Road** - could do with a cycle lane leading to ASL at Mayfield Road, but this would require removal of a loading bay.

## Other Roads

Although not on the lists, the following roads which are particularly problematic for cycling came to our attention whilst looking into the above. Perhaps some initial attention could be given here under the everyday potholes programme until they qualify for the the road renewals programme.

- Leamington Terrace - a much used route, connecting the canal to the Meadows/Bruntsfield
- Viewforth - ditto
- Gilmore Place, from Lower Gilmore Place to Home Street
- Alva Street
- Rankeillor Street - which is on Sustrans NCN 1.

## Policy

The 1.05 cycle weighting which is used in the prioritisation process was introduced a few years ago now, following our discussions with the Council. However, the initial weighting was to some extent a pilot and we understood that its application would be reviewed after initial experience. Whilst we remain delighted that the weighting is now operational (and has had useful effects such as bringing forward the resurfacing of Whitehouse Loan) there were two particular issues which were to be considered further...

- The level of the weighting. Is 1.05% sufficient?
- The roads where the weighting applies – we currently understand these to be only those on the NCN and on the Council quiet roads network. As we have said, all roads with cycle lanes should be on the list – and now that they are on the council mapping system this should not be an administrative burden. Not only are these roads more likely to be used by cyclists, but cycle lanes tend to be at the kerbside, which is the area most prone to deterioration - a cycle weighting for such roads would help ensure that cycle lanes were kept in good condition. Of course, the bulk of roads with cycle lanes are also covered by the existing weighting criteria, but not all are.

We hope this letter is helpful and look forward to hearing from you.

Dave du Feu  
for Spokes Planning Group