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1.7.17

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Dear Sean and Phil

Edinburgh City Council - Road Capital Renewals - policy

We wrote to you on 25.1.17, primarily about the [Capital Renewals Programme 17/18, paper](#), item 7.2 at the Transport Committee of 17.1.17. We are writing again with a couple of follow-up issues.

1. Inclusion of cycle facilities in resurfacing projects

Thank you for your reply of 15.2.17 stating that *The Active Travel team now liaises regularly with the Capital Renewals team to identify opportunities to improve facilities for active travel as part of renewals projects* and that you would consider the concrete suggestions we made. [For convenience, both letters are attached].

That is appreciated, but we request that in future Spokes is consulted once it has been provisionally decided which facilities to include. As you will be aware, there was an example last year where a cycle lane was installed in East Preston Street, with a design which has led to a lot of complaints - and we understand that the Council might have designed it differently had you been aware of cyclist reaction.

2. Policy on the cycle weighting

Your letter did not reply to our final section, which stated...

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 now have additional comments on both these bullet points...

On the first bullet point, with the continuing increase in cycle use, which the Council wishes to grow even further and faster, consideration should be given to increasing the 1.05% weighting.

For example, we have had complaints about the Rankeillor Street road surface, with trenches, now that it is much more heavily used by cyclists, being on the Innocent-Meadows route. Doubtless it will already attract the cycle weighting, being on the NCN and QR networks, but perhaps it is an example which adds to the case for a slightly higher cycle weighting.

On the second bullet point, we have realised that there are also signed cycle routes which are not Quiet routes, are not on the NCN, and at least in parts do not include cycle lanes. Two examples are the Quality Bike Corridor and the Ring Road signed route - there may be others.

This came to our attention because of several strong complaints about the road surface in the section of QBiC between East Preston Street and Salisbury Road (in both directions) – this stretch has not made it into the current resurfacing schedule, but perhaps with a cycle weighting it would have done so. It is an important cycling corridor - and poor road surfaces in a busy and narrow street, also with car parking, are a real danger, forcing the cyclist to pay significant attention to the road surface rather than being fully focussed on the traffic (moving and parked).

We therefore urge strongly that your algorithm is updated such that the cycle weighting applies to...

- All NCN routes
- All Quiet routes
- All other signed cyclist routes, including QBiC and RR
- All other roads with cycle lanes.

On an incidental point, we are pleased to see the cycle lane installed in Dundas Street as part of a resurfacing project, but are puzzled about this resurfacing as we cannot see it in the 17/18 report.

We look forward to hearing from you on the above policy issues and hope you will be able to consider and implement our suggestions in good time for the next round of road renewal assessments.

Dave du Feu
for Spokes Planning Group