

CEC Response

TRO Plan 1

1. We have noted that new, short cycleway is to be provided at the north end of Roseburn Gardens parallel to the partial closure of the road to motor traffic. We would be grateful for advice on what form this cycleway will take and suggest that consideration should be given to extending it up to the toucan crossing across Roseburn Terrace.

The short cycle track here will be a two-way facility, segregated from the adjacent footways. Vertical delineation and surfacing materials will be confirmed as part of the ongoing detailed design process – no decision has been made as yet. It is anticipated that a push button for the toucan crossing will be provided at the north end of the short cycle track.

A decision was taken to 'break' the cycle track here so as to make clear that pedestrians have priority at this location. This should ensure that cycle speeds are very low, and minimise any conflict between cycles and pedestrians.

2. The designs should ensure that cyclists on the cycleway along Roseburn Terrace should have priority over motor traffic entering and exiting Roseburn Cliff. We consider that there should be a give way line at the junction between Roseburn Cliff and the cycleway and that there should be a raised table on Roseburn Cliff just before the junction with the cycleway as indicated in previous plans.

At the majority of side road crossings along Section 1 (Roseburn to Haymarket), 'continuous footway' crossings will be used. This will give priority to both pedestrians and cyclists. A continuous footway crossing will be introduced at the Roseburn Cliff junction.

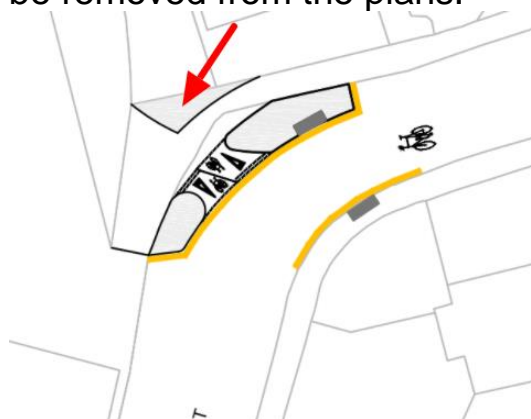
These side road crossings will have give-way markings as suggested, raised tables to slow motor vehicles, and other means of highlighting visually the priority for pedestrians and cyclists.

Once the full design specification for continuous footway crossings has been finalised and agreed, all such crossings along the CCWEL route will be updated in the design drawings.

It is yet to be confirmed whether signs (either temporary or permanent) will be utilised at these locations. This decision will be taken at the final design stage.

TRO Plan 2

1. The plan shows a small, triangular shaped construction just after the entrance to the park. We are not sure of the purpose of this and consider that it could obstruct cyclists and pedestrians and that therefore it should be removed from the plans.



This layout will be reviewed.

2. Earlier communication from the Active Travel Team (July 2017) suggested that the access to the park would be 4.5 m. The current plans do not give measurements, but the proposed entrance/exit would seem to be much less than this. Given that a narrow space could create conflict between cyclists and pedestrians we consider that the 4.5m wide access should be retained.

The width of the park access/egress is 4.3m at its narrowest point.

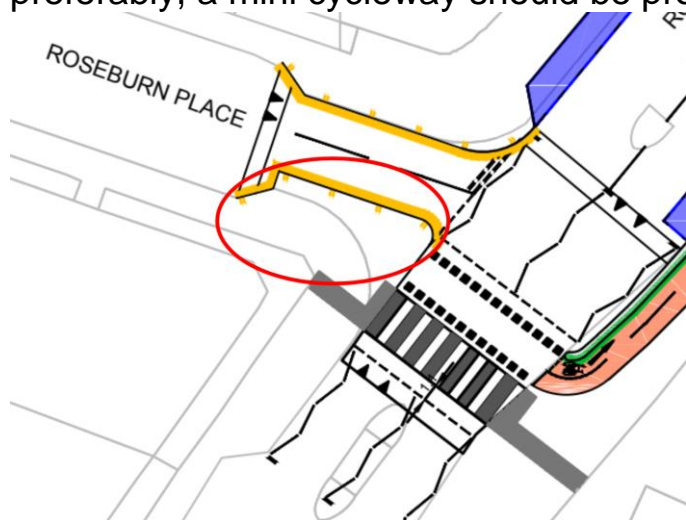
3. Although there is a clear line of sight for cyclists exiting the park, cyclists crossing the road to enter the park can have their sight line obscured by parked cars on the bend at Roseburn Crescent. We consider that the double yellow line should be extended further round the bend in the road to prevent this.

The double yellow lines will be extended slightly to improve visibility.

TRO Plan 3

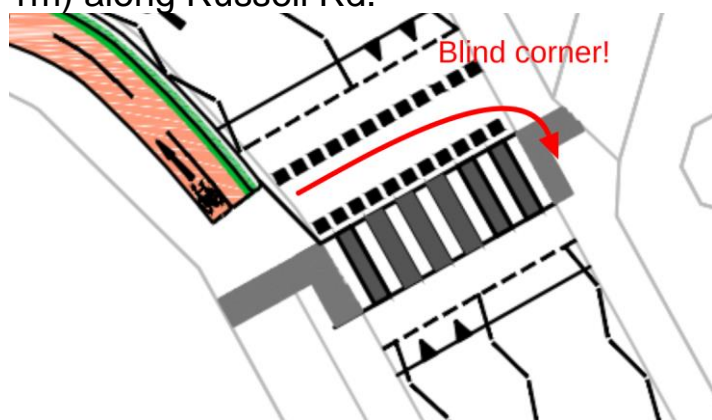
1. It is not clear how cyclists will get to and from Roseburn Place if travelling between Roseburn Place and the new cycleway running along Roseburn Street and into Russell Rd. Although there is a tiger crossing shown

across Roseburn Street itself this runs into an area of pavement on the Roseburn Place side. We consider that this area or pavement should be clearly designated for shared use by cyclists and pedestrians or, preferably, a mini cycleway should be provided on the pavement.



The footway in the area which you have highlighted will be designated as shared-use in the plans which are advertised for the Redetermination Order. Appropriate shared-use signage will also be provided, and consideration will be given to appropriate route direction signage. This will allow cyclists using the tiger crossing to join/leave the carriageway on Roseburn Place.

2. On Russell Rd, the cycleway ends in a tiger crossing to allow cyclists to cross to the eastern side of the road. However, this is situated directly across from the narrow path from Roseburn Terrace which runs down the side of Tesco's. This results in cyclists turning right with no line of sight to pedestrians coming down the path. To avoid this, we suggest that the cycleway and the crossing should be moved a little further south (approx 1m) along Russell Rd.



Due to the vacant triangular area of land to the rear of Tesco, it is considered that inter-visibility should be sufficient at this location.

An independent Road User Safety Audit will be undertaken, and any safety issues highlighted at this location will be considered.

3. We have noted that the loading space just beyond Tescos has been designated for 24 hour use. To help avoid congestion during the peak times (which could unfairly be blamed on the new cycleway), we consider that this loading area should be available only outside of peak hours.

As the existing loading bays at Roseburn Terrace (north side) and Russell Road are being removed as part of the scheme, it is proposed to provide formal peak period loading provision on the south side of Roseburn Terrace.

Any issues at this location will be considered as part of the overall scheme monitoring to be undertaken post-implementation.

TRO Plan 6

1. We would be grateful for reassurance that the design of what is marked on the map as “developer egress” (and which will become the exit point for cars from the new housing development on the Donaldson site), is now specified adequately to allow exiting motor traffic to wait to get a clear view of the road without blocking the cycleway.

The design in the immediate vicinity of the Donaldson development exit was amended during the detailed design process following discussion with project stakeholders. These amendments included realigning the cycle track over a short stretch to ensure that vehicles leaving the Donaldson’s site have improved visibility. As such, the proposed layout within the TRO plans is considered that this is the optimal layout.

An independent Road User Safety Audit will be undertaken, and any safety issues highlighted at this location will be considered.

2. We are surprised to see that space has been allocated for short term parking (up to 2 hours between 8.30 am and 4.30 pm) from Monday to Saturday at the eastern end of West Coates. This overlaps with the operation of the bus lane and it seems contrary to the advice given to us in July that the stretch of cycleway between Wester Coates Rd to Magdala Crescent could not be widened to 2.5m (the normally minimal acceptable size for a 2 way cycleway) because of “heavy bus/coach flows in both directions”. Given this assessment, how is it possible to now provide additional parking spaces?

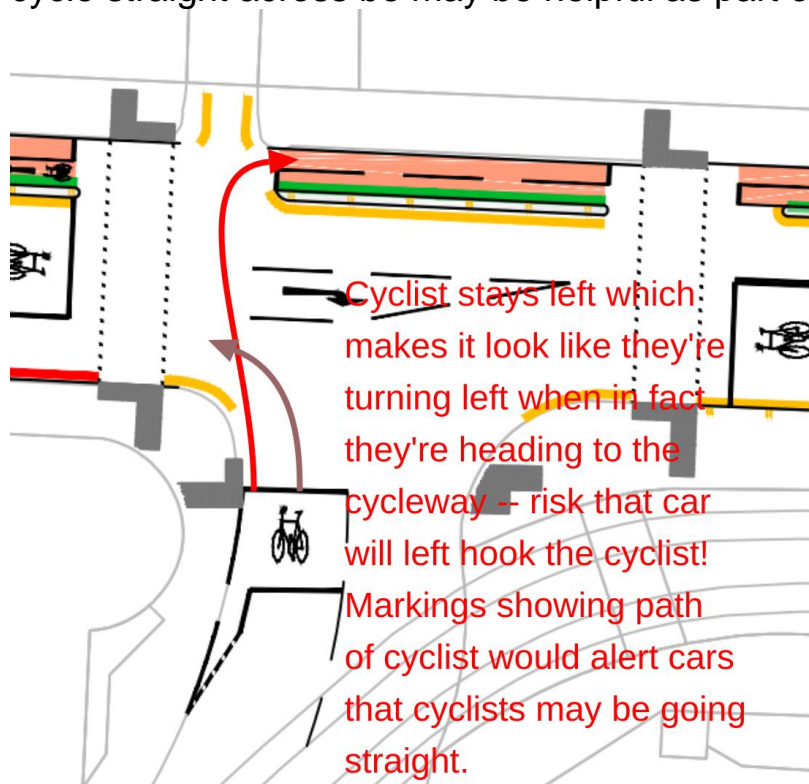
This is an error in the plans – the timings for Greenway parking bays will be corrected so as not to conflict with the bus lane operating hours.

TRO Plan 8

1. The no entry and no left turn signs here are missing an “Except cyclists” plate. Cyclists should be allowed to turn from the cycleway into Coates Gardens.

These will be added to the design, along with the corresponding ‘one-way with cycle contraflow’ signs on Coates Gardens.

2. We think that the access to and between Haymarket Yards and the cycleway is poor and this will be particularly problematic for cyclists working in the offices nearby (including staff based at the current Sustrans office). There is a particular problem for cyclists wishing to join the cycleway from Haymarket Yards as they will be travelling directly across Haymarket Terrace and will be vulnerable to cars turning left. Some road markings on Haymarket Terrace to indicate that cyclists can cycle straight across may be helpful as part of the solution.



It is expected that eastbound cyclists joining the cycle track would do so at the break in segregation at the crossing on the east side of the junction (as pedestrians would be held on a ‘red man’ while traffic from Haymarket Yards is on green. However, the expected movements from Haymarket Yards can certainly be made clearer, and this will be resolved within the

signing and lining design – this issue has been added to the list of outstanding design issues.

3. In addition, there seems to be no satisfactory way in which cyclists can get access from the cycleway to Haymarket Yards without dismounting and pushing across the pedestrian crossing. We consider that further work is required to secure improvements here linked to the improvements being considered for Haymarket Yards as part of the works to protect cyclists having to cross or ride close to tram lines.

This issue will be discussed with the project team for the Haymarket Yards cycling improvements.

4. We have noted that the loading bay opposite Coates Gardens has been changed to be available on a 24 hour basis. We think that loading during peak periods of traffic flow could add to congestion which may be unreasonably blamed on the new cycleway.

One westbound lane is provided on Haymarket Terrace/Wester Coates between Haymarket Yards and Wester Coates Road, and the loading bay does not obstruct this. Given the road characteristics/layout to both the east and west of the bay, should the loading bay be removed, there would still not be the option of providing additional usable road capacity. As such, it is not proposed to reduce the operating hours of the loading bay.

TPO Sheet 9

1. The contra flow cycleway for cyclists on Rosebery Crescent has been shortened from what was shown in previous plans. We consider that it should be extended so that it finishes where the one way stretch starts. Again the one way signs should have an “Except for cyclists” sign.

The one-way transition has now been brought further south so that the segregated cycle track north entrance/exit is at the start of the one-way section.

At the south end of the segregated cycle track on Rosebery Crescent, a decision was taken to ‘break’ the cycleway so as to make clear that pedestrians have priority at this location. This should ensure that cycle speeds are very low, and minimise any conflict between cycles and pedestrians.

Suitable signage will be provided at this location to make clear to cyclists that the main CCWEL route continues north on Rosebery Crescent. Cycle exemption to the ‘prohibited entry’ will be added to the design, along with

the corresponding 'one-way with cycle contraflow' signs on Rosebery Crescent.

2. There should be a raised table just before the start of the one way stretch so that traffic will be required to slow down at the point where the contra flow lane starts to allow cyclists travelling southwards to cross the road to access the cycleway.

As the one-way transition has been moved further south on Rosebery Crescent, vehicle speeds will be significantly lower as drivers will be approaching the side road junction (and associated continuous footway crossing).

3. It is not clear from the drawing how cyclists get from the cycleway along Haymarket Ter (which continues to opposite Haymarket station) to the contra flow cycleway on Rosebery Crescent. We assume that cyclists will have to cross the pavement and consider that there should be clear markings for cyclists so that pedestrians are not surprised to find cyclists on the pavement accessing the cycleway in Rosebery Crescent.

A decision was taken to 'break' the cycle track here so as to make clear that pedestrians have priority at this location. This should ensure that cycle speeds are very low, and minimise any conflict between cycles and pedestrians. Suitable shared use signage/markings will be provided at this location to highlight the shared use nature of this area to both pedestrians and cyclists.

Spokes Planning Group

November 2017