

SPOKES' ADDITIONAL DETAILED COMMENTS ON THE DRAFT PLANS FOR SECTION 2 OF THE CCWEL

Comments on points made in Rurighd McMeddes' email of 18 July

2.5 Right turn from Melville St to Manor Place

We are pleased that this junction is being reviewed. *We recommend that it would be logical to extend the layout of cycle lanes to cover all turns, rather than have some relying on the use of shared use space.* There needs to be improved arrangements for cyclists travelling to and from the north of Manor Place i.e. beyond the road closure, including provision for:

- cyclists travelling from east to west along Melville St who wish to make a right turn into the north end of Manor Place
- cyclists wishing to turn from the north end of Manor Place into the west east cycleway along Melville St
- cyclists from north Manor Place who wish to join the cycleway going south along Manor Place
- northbound cyclists on Manor Place who wish to continue on along Manor Place.

We have set out below a rough illustrative diagram which shows the routes we have in mind. We suggest that you consider having designated cycle lanes (possibly marked with white lines or coloured where these cross the carriageway) quite separate from the proposed pedestrian crossing, with give-way lines at the road itself. Where these lanes cross the proposed build outs and buffer areas at this junction they should be at the same level as the cycleway itself to avoid the need for dropped kerbs.

We look forward to sight of the revised plans.

2.10 Protection for south bound cyclists on Canning St.

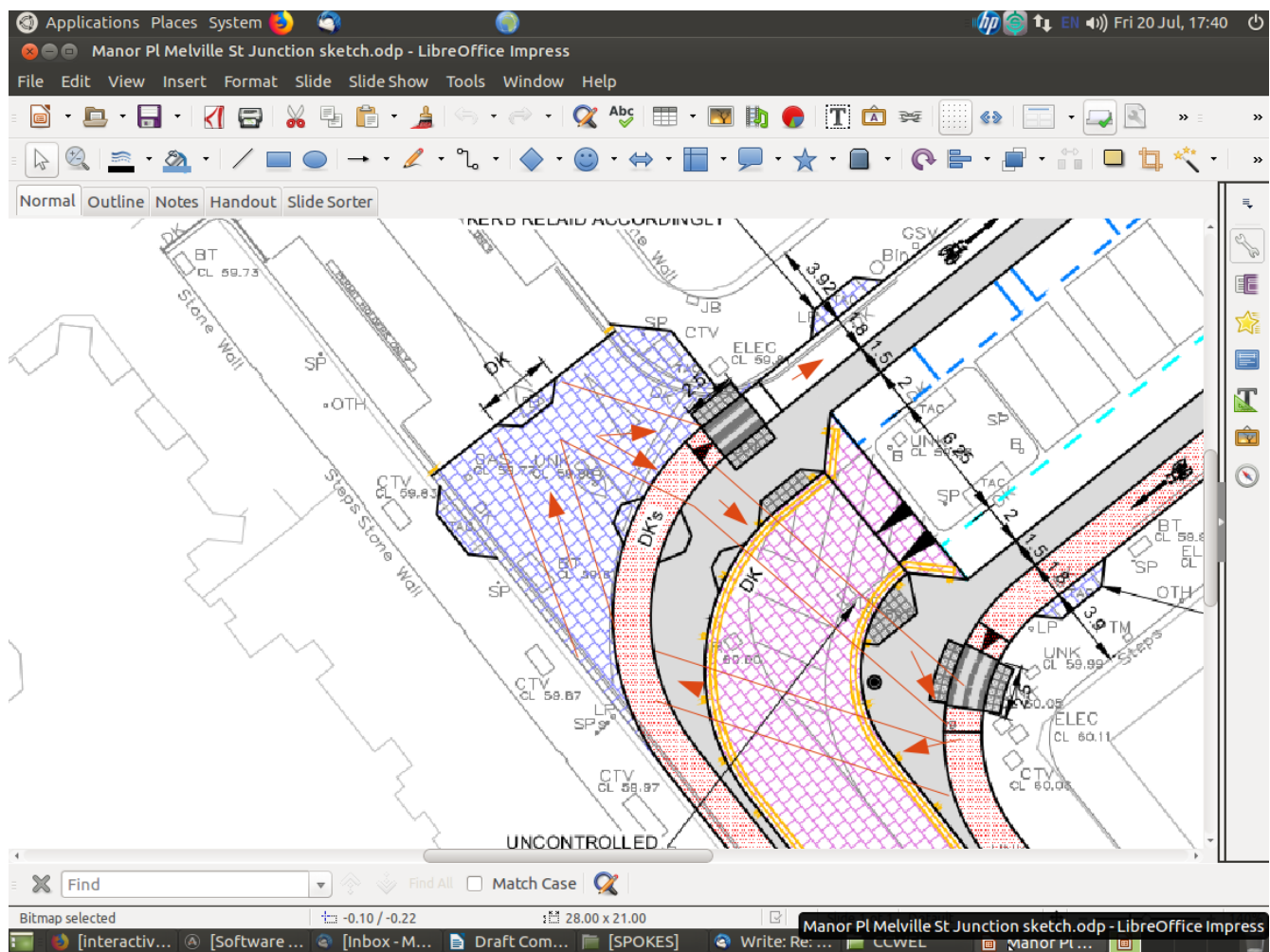
We have noted that you are investigating design options, but are not sure why you are not minded to provide a cycle lane at this location.

This is part of an existing essential link from the CCWEL to the canal basin via Rutland Square as well as onwards to the proposed Meadows to Lothian Road scheme.

In our view, contraflow cyclists on this 1-way street will need some additional protection, beyond signing, to be safe on this stretch of road and a protected cycle lane would seem to be the obvious way to provide this. Otherwise, it is likely that the contraflow lane will continue to be parked on by deliveries to the pub/restaurant on the corner with Shandwick Place. If there is a loading problem then extra space might be provided immediately around the corner in Rutland Square.

We look forward to your further comments on this point.

Other points not included in the email of 18 July



General

- 1 Please check that all cycle crossings and, in particular, the turns can be used without difficulty by cargo bikes, long-wheelbase bikes such as tandems and bikes with trailers.
- 2 Where part of the carriageway is to be reconstructed in setts, these should always be flat topped.
3. At all crossings where the cyclist has to push a request button, please ensure that the crossing buttons are within easy reach of a stopped cyclist.

Sheet 1 Rosebery Crescent

The northernmost *cycle with curved arrow* road marking should be moved further east, so as to more clearly indicate the recommendation to use Grosvenor Crescent.

Sheet 2 Grosvenor and Lansdowne Crescent

Remove the unnecessary “give way” lines at the approach to the Lansdowne Crescent raised table from Grosvenor Street.

Sheet 3 Palmerston Place

At the Palmerston Place/Crescents junction the entrance alignment from Grosvenor Crescent into the cycle path should be smoothed slightly to allow east-bound cycles on Grosvenor Crescent to have easier access into the north-side cycle lane.

Sheet 4 Bishops Walk/ Manor Place

Please clarify the surface treatment and design proposed for the transition area between the cycle lane and the parking access road where they meet part way along Bishop’s Walk. (This appears as a white gap on the drawing).

Sheet 5 Manor Place to Melville Street

Use bollards or street furniture so as to block vehicles parking beyond the Manor Place road closure north of the turn into Melville Street, but still allow access to all types of cycles.

Sheet 7 Stafford Street Junction

- 1 Paint bike symbols on William St (as well as Stafford St.)
2. Ensure that it is possible for cyclists to turn right from Stafford Street into the west bound Melville Street segregated cycle lane. This would seem to require either a gap through the parking and buffer zone opposite the Stafford Street left hand lane or an alteration in the proposed pedestrian crossing to create a dual “tiger” crossing.

Sheet 8 Melville Street / Queensferry Street Crossing

1. Change the west bound advisory cycle lane on Queensferry Street between Alva Street and Melville Street to be a mandatory cycle lane.
2. Move the cycle advance stop box in Randolph Place from the proposed position, which is likely to be confusing for cyclists wishing to turn right or left along Queensferry St, up to the junction itself.
3. Clarify what is intended at the east end corners of Randolph Place where there are large black hatched areas shown in the plan and described in the key as “Separation Island (Vehicular Loading)”.
4. Provide a continuous footway across the junction of Charlotte Lane and Queensferry Street (as proposed at Alva Street).

Sheet 11 Rutland Square

Ensure that steps are taken to protect the entrance/exit to the ramp from being blocked by vehicle parking.

Sheet 12 Rutland Street at Lothian Road

1. Our preference would be for postponing any changes to the junction of Rutland St and Lothian Rd until the Lothian Rd/Princes St/Shandwick Pl junction is reviewed in more detail (a possible CCWEL extension being considered by the City Centre Transformation Project). At present it is very difficult and, indeed potentially dangerous to attempt to turn right out of Rutland St into Lothian Rd.
2. We presume that the existing drop kerbs which informally permit bicycle left turn from Lothian Road to Shandwick Place remain and are not affected by the current proposals.
3. If the reconstructed raised table does go ahead, flat topped sets should be used.

SPOKES Planning Group

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