

SPOKES *The Lothian Cycle Campaign*

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Spokes Response to the Spaces For People Proposal : Crewe Road South

Spokes very much welcome this programme of interventions. However, in this case our support is qualified, because this does not appear to be the segregated cycle lane scheme we were expecting. Are these perhaps early draft drawings?

Our comments are as follows:

1. Segregation

1.1 We are surprised and disappointed that the cycle lanes shown are not segregated. We note the use of segregation in the Old Dalkeith Road proposals and also here is clearly suggested by Cllr Macinnes's [Evening News article](#) (our emphasis):

*Our plan is to install around 3km (2 miles) of **temporary segregated cycle lanes** on Crewe Road South, leading to the Western General, and Old Dalkeith Road, between Cameron Toll and the Edinburgh Royal Infirmary, providing safer routes for key workers and service users, especially as traffic grows again.*

and on [Twitter](#) (our emphasis):

*V pleased that we've sent out 2 substantial active travel schemes today for notification to stakeholders & local councillors - both facilitating easier, safer travel to hospitals. Old Dalkeith Rd/ERI and Crewe Road South for the Western General. **Both segregated cycle routes.***



1.2 We recognise that extra road space is required for safe passing by pedestrians, but the result is to push cyclists harder against the busy traffic lane. Traffic in that lane will commonly press-on past (ie close-pass) a cyclist in the painted cycle lane, especially if there is oncoming traffic; which is why segregation protection is required.

1.3 We do, however, welcome the helpful use of segregation within the WGH on Porterfield Road, to keep taxis out of the cycle lane and the short section at the Carrington Road junction. Will the posts there be on a 500mm wide kerbed island, as at Leith Walk?

1.4 We, therefore, strongly recommend barrier segregation at this stage. Both for the reasons of cyclist safety mentioned above and because these interventions will be most successful in achieving modal shift if they are high profile, However, if implementing segregation in first roll-out would delay the scheme,

then it should go ahead in its current form initially and be kept under review.

2. Carrington Road

2.1 Carrington Road junction. We note that this part of the proposal is still under development and without knowing more detail it is currently difficult to make specific comments.

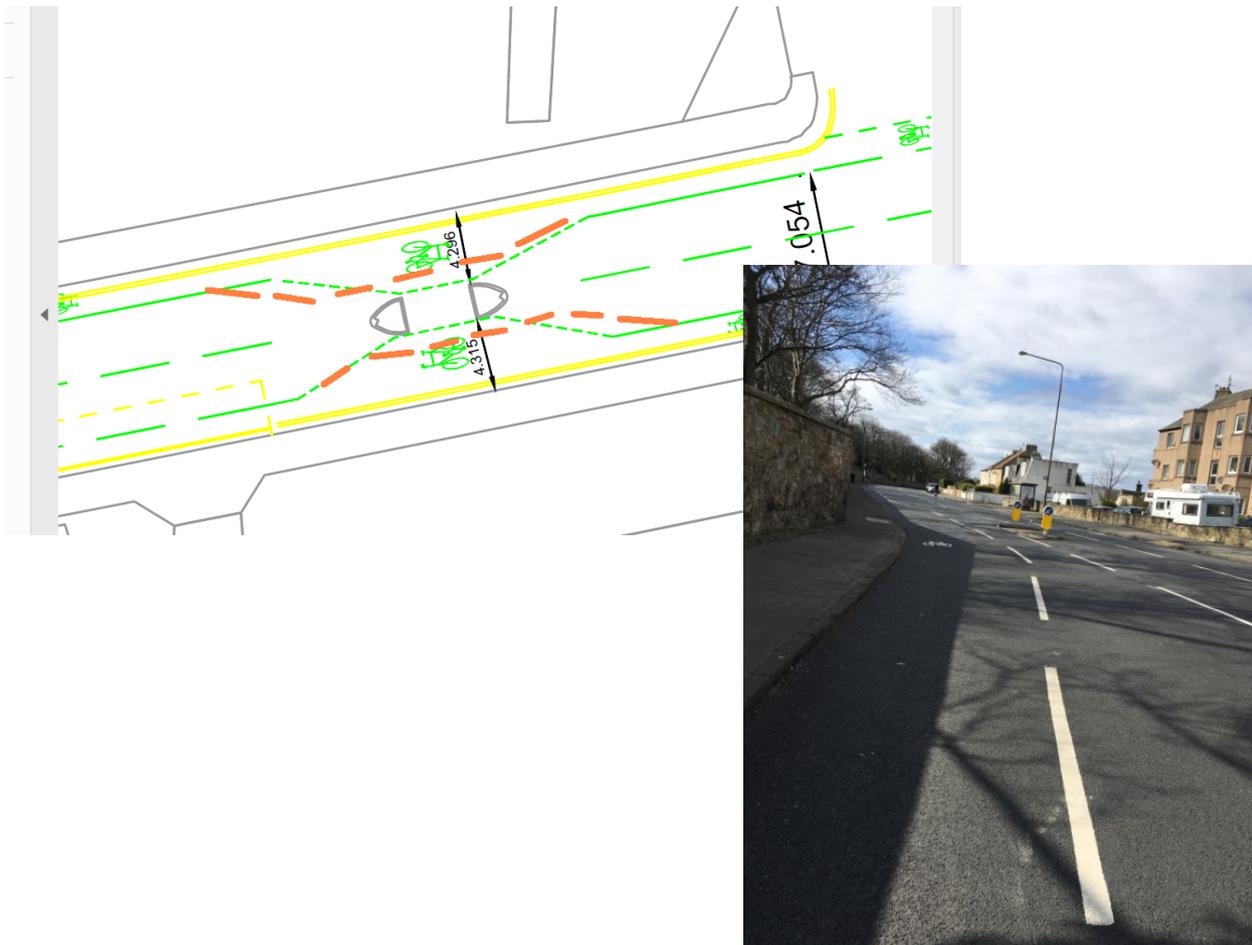
2.2 We are unclear as to possible requirement to ban the the right turn from Carrington Road and whether that ban includes cycles. We consider it essential that right turns for cyclists still be permitted from Carrington Road, as it is a major cycling approach route to the Western General Hospital (WGH) from the east, including via Inverleith Park.

We would prefer that cyclists can make the turn without resort to a 2-stage right turn. However, if the design is for a 2-stage turn, the boxes need to be of sufficient size. In either case the specification should include the signals giving advanced release to cyclists and a generously long lead-in lane to the ASL.

2.2 Carrington Road is problematic for cycling, because of the end-on parking and we ask that you give consideration to an early follow-on intervention there to create a segregated cycle route along it to Inverleith Park. We see that Cllr Osler has recently [Tweeted](#) about this.

3. Crossing Islands

3.1 We have concerns about cyclist safety at the crossing islands. It is important that the design and the signage actively discourage attempted overtaking at these pinch points. The dashed lines going diagonally up to the island doesn't seem as clear a solution as the East Lothian approach of widening the cycle lane rather than connecting it. The diagonal lines could usefully also start earlier and lengthen the central lines as per East Lothian, something like this:



4. Ferry Road and Orchard Brae Roundabouts

4.1 Whilst these proposals will benefit commuter cyclists on Crewe Road South, they do nothing to help them to safely get on at either end, where there very cycling-unfriendly roundabouts. We ask that you give serious consideration to addressing this in an early follow-on intervention, without which the full potential of this scheme will not be realised.

Ewan Jeffrey
for Spokes Planning Group
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