

to: spacesforpeople@edinburgh.gov.uk
bcc: spokes-lothian-planning@googlegroups.com
date: 25 May 2020, 21:50
subject: Old Dalkeith Road

Spokes' Response to the Spaces For People proposal for Old Dalkeith Road

We wish to stress that we want absolutely no delays to what is a very important scheme. We have a number of suggestions, which we hope can be incorporated without delaying implementation. However, if any would delay the scheme then it should go ahead anyway and hopefully our suggestions can be retained for later consideration and in the light of experience.

- Firstly, we hope that separate projects are also being planned to extend the route north on the Minto Street and Dalkeith Road corridors, and south on Old Dalkeith Road as far The Wisp (and further, with Midlothian Council's cooperation).
- Segregation in the current project could extend further south to the Little France Crescent junction.
- The area around the Craigmillar Castle Road junction has a particularly poor safety record, and we think it could use a bit more attention.
 1. The northbound, uphill section of Old Dalkeith Road near Craigmillar Castle Road is a blackspot for close passes, and more segregation here would be very helpful (leaving only a gap for the bus stop).
 2. The right turn filter lane could be removed to provide space for a wider northbound segregated cycle lane.
 3. Right turns into Craigmillar Castle Road could be banned, or the road closed altogether (with exceptions for cyclists and emergency services).
 4. Southbound segregation should be extended closer to the junction.
 5. We support the new island at the junction. Further radii tightening, to slow turning traffic, may be possible with planters or bollards.
 6. Signage to remind motorists to slow right down and give way.
- If patching is carried out as suggested south of Craigmillar Castle Road, then please also consider the section between Kingston Avenue and Craigmillar Castle Road.
- It's not completely obvious why there're such a big gaps in segregation outside and opposite 128-140 Old Dalkeith Road and outside 21-23 Old Dalkeith Road. If possible, the segregation should be continued here. The crash barriers near 23 Old Dalkeith Road should also be removed.
- We are very pleased that chicanes will be replaced with bollards. The gap between bollards should be 1.5m.

- We realise that there are space constraints, particularly near bus stops but, if at all possible, segregation should carry on right up to traffic islands (such as near Cameron Toll Gardens junction). If this isn't possible, please consider widening the cycle lane, in a similar fashion to the cycle lanes at pinch points on Linkfield Road in Musselburgh.
- We support all suggestions of further parking restrictions.
- The ASL lead-in at the Cameron Toll junction could be extended back to the bus lane. Removing the two "diverging arrows" where the bus lane ends, and extending the ASL to meet the bus lane would discourage drivers from cutting in on cyclists exiting the area of temporary segregation.
- Segregation should extend further north, ideally all the way to the dropped kerb at the Cameron Toll traffic lights. The gaps between wands would have to increase to allow space for cyclists turning right to get into the right hand lane.

Thank you,

David French
Spokes Planning Group