

to: spacesforpeople <spacesforpeople@edinburgh.gov.uk>  
date: 23 Jul 2020, 15:25  
subject: SPACES FOR PEOPLE - PROPOSED TEMPORARY CYCLE INFRASTRUCTURE - MINTO ST,  
CRAIGMILLAR PARK, MAYFIELD GARDENS

### **Craigmillar Park to Minto St – Proposed Temporary Segregated Cycle Route**

Thank you for the invitation to respond to the initial proposals for this proposed segregated cycle route. I am responding on behalf of SPOKES and our comments are set out below.

1. SPOKES welcomes these proposals as part of the short term measures to encourage people to take up cycling for traveling around within Edinburgh. We endorse this objective which, if realised, should help to reduce air pollution, provide a beneficial form of exercise and, most importantly, contribute to a radical shift from transport based on cars and other motor vehicles to more sustainable options that are necessary to achieve CO2 targets. However, it is not yet clear whether temporary measures based on orcas and wands will provide sufficient protection to reassure those who would like to travel by bicycle but are deterred by current road conditions. Meeting this objective is likely to require a seamless transition from short term measures to long term protected cycleways which form an integrated network.
2. The proposed cycleway will be particularly valuable for cyclists travelling south to north which is largely uphill and cyclists will be travelling relatively slowly.
3. It will be important that the spacing of the orcas allows cyclists to move out of the cycleway to make right turns at junctions whilst deterring cars and vans from parking and loading on the cycleway itself.
4. The Minto St corridor is extensively used by buses. The plans indicate that “bus stop boarders” are to be used. We are unsure how these will work in practice and ideally it would have been better to try them out on a less pressured route. We suggest that their use should be seen as experimental and monitored carefully with changes made quickly if there are safety issues for cyclists or pedestrians. We imagine that many experienced cyclists may prefer to simply overtake buses at bus stops if the road conditions permit and again the spacing of the orcas should allow for this.
5. We are pleased to see that red screeding is to be used to designate advisory cycle lanes at the East/ West Mayfield junction and again, for cyclists crossing the Lady Rd junction from north to south and vice versa after leaving or before joining the cycleway. However, for reasons of safety it is vital that temporary cycle lanes crossing all junction mouths are as prominent as possible and they should also be red-screeded (as is already planned in some but not all schemes) and where possible they should also be widened. In addition, the stop line for traffic should be set back before the cycle lane, to reduce the danger of cars edging forward into the cycle lane whilst waiting.
6. Although this short term cycleway would link in well with the longer term proposals for a cycle route from Cameron Toll to the RIE/Bio Quarter, it does not link in well with the current short term proposals that have been applied to the Old Dalkeith Rd and start and finish on the road itself. We suggest that there is a case for drawing up short term measures for linking the Minto St corridor to Old Dalkeith Rd possibly in part 2.

7. Duncan St is currently 1 way for all traffic including cyclists. Although this may eventually be rectified by the proposals for a cycle route from Holyrood Park to Mayfield Rd, this will not happen for some time, if at all. As Duncan St is a major desire line for cyclists from Pollock Halls wishing to go east to west (against the 1-way street) we suggest that Duncan St should be made 2 way for cyclists with some physical protection for cyclists crossing from Blacket Avenue at the entrance to Duncan St to ensure that they do not conflict with west to east traffic wishing to turn right.
8. There is a gap between the proposals for the Minto St corridor and the parallel short term proposals which have been circulated for consultation on Gilmerton Rd. Measures required for this stretch of road are required, especially to protect cyclists travelling south on Liberton Rd from motor traffic turning left on to Gilmerton Rd.
9. The cycleway on the eastern side of Craigmillar Park stops short of the junction with Lady Rd and it is not clear why this is the case. We suggest that it should mirror the length of the cycleway on the opposite side starts closer to the junction.

I trust that these comments are helpful and will be given careful consideration.

Richard Grant

On behalf of SPOKES Planning Group

23 July 2020