

Dear Spaces for People

Proposed parking restriction changes to facilitate footway widening – Bruntsfield Place

I am commenting on behalf of Spokes to the above. Spokes has made a general submission on the town centres proposals, which should be taken into account and can be found here:

<http://www.spokes.org.uk/wp-content/uploads/2020/07/Spokes-Response-to-the-Spaces-for-People-Town-Centres-Consultation-9-July-2020.pdf>

Spokes specific comments on the Bruntsfield proposals are as follows:

1. Overall - Spokes is supportive of the proposals for Bruntsfield Place. They should improve the safety of cyclists, particularly reducing the threat of getting “doored” by parked cars and will create more safe space for pedestrians in this busy shopping area. We are particularly pleased that cycling has been considered at the initial stage of the proposals.

2. Width of cycle lane – whilst the width of the pedestrian extension is clear – 1.5m in most places – it is not clear what the width of the cycle lane is. The minimum width should be 1.5m. This is in line with the Council’s own Street Design Guidance in [Design Manual C2](#) that 1.5m is the minimum, and that 1.75 is recommended.

3. Demarcation – it is important that the cycle lane is clearly demarcated, physically segregated and cannot be encroached on by motor vehicles. Stretches of unsegregated cycle lane should be either red-screeded or red-chipped, and this should also be done on the segregated sections, if this would not result in delay to the scheme. It is also vital that the cycle lanes are as prominent as possible where they cross junction mouths. They must be red-screeded and where possible they should also be widened at these points.

4. Montpellier Park to Viewforth section cycle lane – we would recommend that this section not be constructed. It is very short and runs into the bus stop which projects into the carriageway by more than 1.5m. It is common for buses to be waiting at this stop and cyclists are likely to become ‘trapped’ behind them. Because of the bus stop and the road geometry, Cyclists would tend to be further out from the kerb at this point due to the bus stop and the general road geometry. We therefore recommend that the lane start after the bus stop, as proposed.

5. Leven Street cycle lane - we are supportive of the widening of the footway outside Barclay Church, where it is particularly narrow. However, we believe a cycle lane should be constructed outside the extended footway to link into the existing one further South. This is particularly important at this point as there is a steep gradient and cyclists travel much slower than motor traffic.

6. Bruntsfield Place- Whitehouse Loan junction – this is a particularly difficult junction for cyclists to cross due to its width. As part of these measures we would like to see the width of Whitehouse Loan reduced to a single exit lane. We hope that these comments are useful.

Simon Watkins
On behalf of Spokes
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