

COVID-19 Walking and Cycling Emergency Response Measures: Ferry Road segregated cycleways

Response from Spokes – the Lothian Cycle Campaign, July 2020

This response considers the proposals shared by the Spaces for People Team on 7th July 2020

General comments

Spokes is supportive of the Council's initiatives to support walking and cycling at this time of national emergency. We agree that it's vital to provide quality space for walking and cycling so that people can feel safe and confident in choosing sustainable modes of travel as lockdown measures are relaxed. In doing so, this reduces the load on public transport so that its limited capacity can be used by those that most need it, while avoiding people turning to cars and choking the city as they do so.

Ferry Road is exceptionally busy with vehicles, including HGVs, and so we're very pleased to see the introduction of segregated cycleways. While the popular North Edinburgh Path Network (NEPN) runs parallel to Ferry Road, we believe that this investment in Ferry Road is merited. Firstly, Ferry Road is significantly more direct for many trips, including local journeys such as from West Ferryfield to local shops at Goldenacre, and is already used by many people on bikes. Secondly, the NEPN – while a big asset in Edinburgh's cycle network – can feel unsafe for some users, particularly in the darker winter months.

We're generally pleased by the proposals put forward, but some of the changes risk making conditions worse if not implemented carefully and we urge the council to review our concerns carefully:

1. Carefully consider stud spacing and gaps to facilitate safe right turns
2. Provide a safe right turn into Arboretum Avenue

Additionally, we have three further suggestions:

3. Use red surfacing and mandatory cycle lanes where segregation is not possible
4. Extend cycleways east to Goldenacre Path (QuietRoute 13)
5. Extend cycleways west to Ferry Road Bridge (QuietRoute 11)

Suggestion 1: Carefully consider stud spacing and gaps to facilitate safe right turns

We're very concerned that the temporary kerbs as shown in the drawings don't always leave sufficient gaps to enable a cyclist to safely pull out into the middle of the road to execute a right turn. Insufficient gaps risk a cyclist trying to cut between the studs, with the risk that they hit one and fall off.

A cyclist travelling at 10mph covers 4.4m/s. Given traffic conditions it's not unreasonable to pull out approximately 10 seconds before the junction, and as such we suggest allowing 40-50m gaps in the temporary kerbs ahead of key right turns, and a smaller gap ahead of minor ones. During these gaps a solid white lane (mandatory cycle lane) should still be used to delineate the cycle lane.

We note the following right turns where the proposed spacing looks inadequate (major ones in bold):

- Into the large office near Crewe Toll
- Into the care home east of East Fettes Avenue
- **Into West Ferryfield**
- **Into Boswall Drive**
- **Into Arboretum Road (see below)**

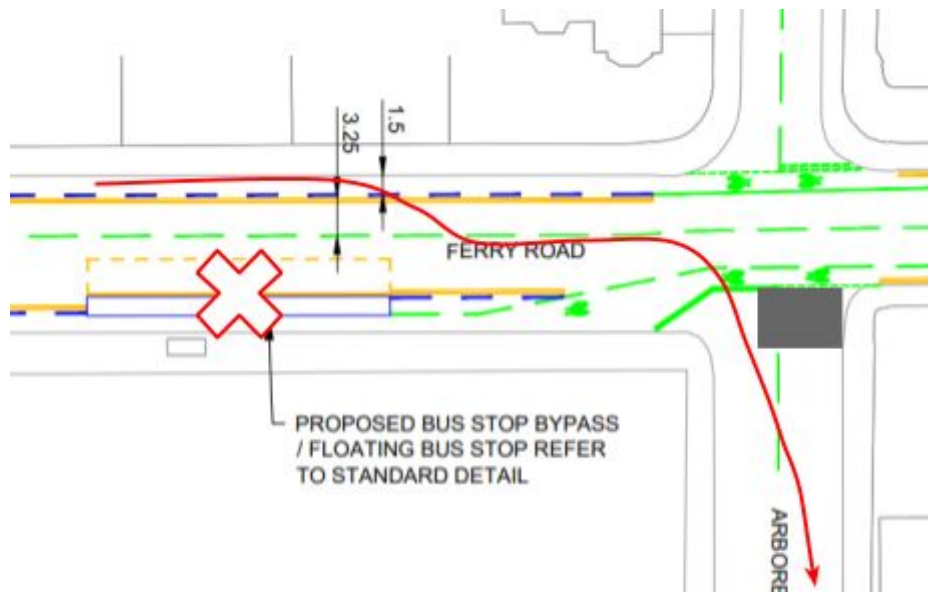
Suggestion 2: Provide a safe right turn into Arboretum Road

Arboretum Road is an important route for cycle journeys, providing direct access to The Botanics and Inverleith Park, and Stockbridge, but also a quiet route to Canonmills avoiding Inverleith Row. Combined with Wardie Avenue this forms part of a longer quiet route from Granton to Canonmills / Stockbridge and the City Centre. Indeed, this route was marked as QuietRoute 2 on previous revisions of the Council's Active Travel Action Plan (ATAP).

We're very concerned about the lack of a safe right turn into Arboretum Road. The proposals actually make provision worse by removing the existing right turn lane. It is vital that this right turn lane is retained, even if it is a reduced width usable only by cyclists. Ideally the right turn lane should have a temporary traffic island at the end of it to afford cyclists refuge from oncoming traffic.

We appreciate that retaining the right turn lane, even at reduced width, makes the road alignment very tricky given the introduction of the cycle lanes. Some suggestions:

1. Close the nearby bus stop since there is another bus stop just [130m along the road](#).
2. Consider closing Arboretum Road to all vehicles except cycles. This would allow cyclists to execute the right turn slightly further west, making it easier to provide the right turn lane:



Restricting general traffic in and out of Arboretum Road is not unreasonable given that vehicles requiring access to Arboretum Road itself can do so via Inverleith Place. Many vehicles, however, are using Arboretum Road as a rat run to avoid Inverleith Place, and so restricting traffic would prevent this and make it a more effective quiet route for cycling and walking.

Suggestion 3: Use red surfacing and mandatory lanes where segregation is not possible

The drawings show that advisory cycle lanes are used in the locations where there is insufficient room for segregation. We suggest that mandatory lanes should be used instead, since the solid white line provides a stronger signal for other vehicles not to encroach on the lane. Waiting restrictions (double yellow lines) are proposed along the route so a mandatory lane should therefore be possible.

Additionally, red chips (or red screed if necessary) should be used at all non-segregated locations (e.g. across junction mouths) and ASLs. This colour contrast is important for highlighting the cycle lane at these critical locations.

Suggestion 4: Cycleway to Goldenacre Path (QuietRoute 13)

We hope that Spaces for People will also consider a cycleway eastwards to Goldenacre Path. This would link in much better with QuietRoute 13 running north and south. There is ample room to locate a cycleway by preventing car/motorhome parking on the [wide footway next to Goldenacre Playing Fields](#).

Suggestion 5: Extend cycleways west to Ferry Road Footbridge (QuietRoute 11)

We hope that Spaces for People will also consider extending the cycleways westwards to Ferry Road Footbridge. This would link in much better with QuietRoute 11 running north and south.