

Covid-19 Cycling and Walking Emergency Response Measures

Proposed segregated cycle infrastructure – Pennywell Road

Response from Spokes – the Lothian Cycle Campaign, August 2020

Spokes is pleased to welcome these proposals, particularly the significant lengths of segregated cycle infrastructure.

We have a number of comments and recommendations:

1. Proposed Bus Boarder - Details To Be Finalised

The bus stop design is problematic, as it involves bus passengers having to board and disembark directly from or onto the cycle lane, without any pedestrian zone being provided. **We recommend** the use of the design used in George IV Bridge with a 1.5 metre bus access strip alongside the narrowed 1.5 cycle lane. The recent Council and Napier TRI reports on the Leith Walk floating bus stop suggest that bus boarders *with an access area for pedestrians* are likely to perform well.

This would mean that at bus stops the inside lane is mostly given over to cycles and bus passengers. Buses will stop partly in the remaining other lane. The Council has in recent years created many bus boarder build-outs which cause traffic to wait in the carriageway, and has justified this in terms of the travel hierarchy. It is of course also the case in many narrower single-carriageway roads. Our proposal here is no different, and again respects the travel hierarchy, placing cars behind bus, cycle and walking.

We recommend that you consider having zebra crossing style stripes on the cycle lane area for better visibility and to reinforce pedestrian crossing priority, but beware of introducing any surfaces with skid danger - in particular, tramline slabs parallel to the direction of travel must not be placed within the cyclist route. Skidding near a bus stop is clearly a danger to walkers as well as the cyclist themselves.

2. Proposed Red Surfacing Required To Highlight Presence Of Cyclists

We welcome that red lane surfaces are proposed at several places to make it clear to traffic that there is a cycle lane with priority over the side road or access. However, we would like to see this principle extended to all junctions and also to where parking has been retained (if it really has to be?) inside the cycle lane. In addition, experience from elsewhere indicates a danger from traffic approaching from side streets, in a manner which causes cyclists to fear that it will either not stop or will straddle the cycle lane, causing the cyclist to veer to the right. To help counter this, **we strongly recommend** that, as well as the red coloured surface, cycle lanes are

widened across junctions to the left, in the direction of travel, to discourage encroachment.

3. Proposed 2.5m Kerb Units At 10m Spacing With Continuous White Line On Same Alignment Throughout

We welcome the use of these kerb units, but they need to be closer together and have double yellow lines. Unfortunately, a mandatory segregated cycleway that can be legally parked on is not fully segregated and will be parked on. Whereas Pennywell Road has double yellow lines throughout, no such protection exists at Silverhouse Parkway and Muirhouse Parkway. In addition, whereas the kerb unit spacing is mostly at 5 meters at Pennywell Road it is a very wide 10 metres apart on Silverhouse Parkway and Muirhouse Parkway. **We recommend** that it is essential that double yellow lines are included wherever there are segregated cycle lanes and that all 10 metre kerb unit spacing is reduced to 5 metre.

4. Proposed Temporary Footway On Carriageway As Part Of The Robertson Site Traffic Management

This appears to require a short section of the cycle lane beside this building site to be shared use and, if so, **we recommend** that the signage should be very clear.

5. Pennywell Roundabout

We note that the Pennywell roundabout may be improved in a second phase of the Spaces for People scheme and **we recommend** that it is.

6. Proposals at West Granton Access Junction

Although presented almost as an addendum to the Pennywell Road proposals and as geographically separate, these are potentially very important.

Looked at for eastbound cyclists:

1. Our interpretation is that these are partly intended as an aid to those eastbound cyclists choosing to use the Ferry Road service road to get from Pennywell Road to here. As such, **we recommend** that the design be extended to include new physical connections and signage to and from the service road, especially at the western end from Pennywell Road.
2. The Eastbound ASL box remains very hard to get into with the unsatisfactory *cycle-lane-sandwiched-between-traffic-lanes* format retained. This is daunting enough for experienced cyclists and is a major deterrent for new cyclists. Improvement of this junction has the potential to be a significantly bigger win for cycling safety than some of the other proposals contained herein. **We recommend** that the eastbound lane-count is reduced by one lane, thereby permitting there to be a segregated cyclelane connecting into the ASL box, all the way from the path linking to the service road. This would have the further benefit that it would simplify the links from the service road, which could be further east on better alignments. We question why is there a need for a dedicated lane for West Granton Access (WGA), plus the two lanes towards Crewe Toll? How much traffic for WGA can be travelling eastbound along Ferry Road and where does it originate?
3. **We recommend** that the proposed curved section of protected cycleway at the junction with West Granton Access Road be redesigned, as the current design looks like it will be

hard for eastbound cyclists from Ferry Road going towards Crewe Toll to get into the segregated cycle lane.

Looked at for westbound cyclists:

4. New ASL box westbound is welcome.

5. We note the single disabled bay, within the junction, on south side and that Google Maps satellite view shows 3 cars in it and blocking the cycle lane. **We recommend** that consideration be given to relocating this bay close-by into Easter Drylaw Drive, where a larger capacity bay could be provided.

6. **We recommend** that consideration be given to closing Easter Drylaw Drive at its north end, thereby reducing the complexity at this big junction.

7. Ferry Road

Although these proposals are valuable, we are concerned that they do not address the difficulty and danger to cyclists, especially new cyclist of the adjacent part of Ferry Road and **we recommend** that early consideration be given to the creating segregated cyclelanes there.

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