

Covid 19 Emergency Response Measures - Proposed Temporary Cycle Segregation – Lanark and Longstone/Inglis Green Road

Spokes strongly supports these proposals. They offer the chance to transform an unpleasant and sadly dangerous set of roads to somewhere that is far safer to cycle. We have included general comments regarding the scheme as well as detailed comments relating to specific aspects. These are broken down by sheet number.

General Comments:

The speed limit reductions proposed are important and we strongly support them.

All bus lanes, both proposed and existing, should have at least 7-7-7 operating hours.

The full width of proposed cycle lanes should be continued across the mouth of junctions. Examples of where this isn't done includes Lanark Road/Kingsknowe Park, Lanark Road/Arnott Gardens and Lanark Road/Redhall View.

Detailed Comments:

Sheet 1 of 9/SLA-12727-1100-01:

We note that the planters on Waverley Bridge do not include reflective elements. If they are to be used as traffic calming devices, reflective elements or highlighting road markings may be useful to avoid damage.

Temporary kerbing should be added to support the reduced junction radius and protect the new eastbound cycle lane at Parkhead Drive/Murrayburn Road.

It is not clear whether the intention is to ban right turns from Parkhead Drive to Murrayburn Road and right turns from Murrayburn Road. The location of the temporary kerbing appears to suggest so, but there is no other road markings or signage to confirm this. This may lead to vehicles attempting these manoeuvres when there isn't enough space.

Sheet 2 of 9/SLA-12727-1100-02:

New 20MPH roundels may be useful on all approaches to the roundabout to reinforce the reduced limit.

Sheet 3 of 9/SLA-12727-1100-03:

It is not clear why there is a lack of cycle lane markings or symbols in the area past the bus stop laybys. Although this area often has waiting buses, an advisory lane and/or cycle symbols should still continue across to meet the continuing cycle lane on either side of the bus stops.

Where parking has been retained, there should be tapered hatching to make the parking bays clear.

At least one of the cycle lanes should continue to be segregated through the controlled crossing area thanks to the 8.6m lane width. It seems to make the most sense for the westbound cycle lane to continue to be segregated and the eastbound lane to have primary cycle symbols as proposed.

The junction arrangement at Longstone Road/Longstone Park should be considered carefully. Cyclists should still have the option to continue on Longstone Road if they wish. At the very least, an additional planter is needed to ensure vehicles do not cut the corner on to Longstone Road from Longstone Park.

Sheet 4 of 9/SLA-12727-1100-04:

Where the corner radius has been reduced at Longstone Road/Graysknowe, the solid white line + kerbs/orcas should continue further east to stop vehicles cutting across the hatched area.

On Inglis Green Road, where width allows, the cycle lane should be widened from 1.5m. For example, opposite Redhall Avenue, the carriageway width is 7.8m but the cycle lanes remain 1.5m.

Near Inglis Green Gait the carriageway is taken down to 3.1m and the cycle lane to just 1.2m. This is not wide enough, especially once the width is further reduced by the cycle lane separators. Here a similar approach should be taken to the A1 Bus Priority Scheme where the cycle lane is widened and "DO NOT PASS" signage added.

It is not clear why BUS AND CYCLE LANE road markings are used as opposed to the normal BUS LANE when taxis are also permitted to use the lanes.

Sheet 5 of 9/SLA-12727-1100-06:

The westbound approach to the crossroads has straight ahead and right turn arrows in the left-hand lane. This should be straight ahead and left turn.

Double yellow/red lines follow the reduced radius of the junction at Spylaw Bank Road but instead follow the kerb line at Spylaw Bank Road. If this is a design choice, we would prefer the prior to be the preferred option as this defines the reduced carriageway better.

Sheet 6 of 9/SLA-12727-1100-06:

It is not clear why the kerbing/orcas are moved to the middle of the cycle lane near Lanark Road/Hailes Park but this is assumed to be a mistake in the drawing (either with the road markings or positioning of the kerbs/orcas).

With the junction radius reduced, kerbing/orcas should continue closer to the junction of Lanark Road/Kingsknowe Road South. With this, the amount of red surfacing could be reduced to save costs.

Sheet 7 of 9/SLA-12727-1100-07

Kerbs/orcas should taper to meet the bus stop bypass opposite the mouth of Dovecot Park.

Concerns have been raised around a lack of parking outside the nursery near ~316 Lanark Road. It may be helpful to move the parking spaces currently on the opposite side of the road to be next to the nursery. These spaces should have tapered hatching similar to the rest of the street.

There is a lack of double yellow lines at Lanark Road/Kingsknowe Park. There does not appear to be pre-existing DYs at this junction mouth.

The bay for Lothian Buses vehicles is blocked by kerbs/orcas opposite Lanark Road/Kingsknowe Park.

Sheet 8 of 9/SLA-12727-1100-08

Kerbs/orcas should taper to meet the bus stop bypass opposite the mouth of Dovecot Park.

Some concerns have been raised about people attending events and groups at Dovecot Grove. To alleviate these, it may be useful to consider moving some/all of the provided parking to the opposite side of the road.

The bay for Lothian Buses vehicles is blocked by kerbs/orcas at the bus stop layby.

Sheet 9 of 9/SLA-12727-1100-09

We would like to see a full bus stop bypass introduced here, rather than a bus stop boarder ("Temporary bus stop Option D"). Ideally, this would be achieved by removing the hatching and right turn pocket for the minor residential access.

There is a redundant AND in Left turn AND BUSES AND CYCLES.

Thank you for the opportunity to comment on this scheme.

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09/10/2020