

# SPOKES *The Lothian Cycle Campaign*

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## ***Spokes Response to Spaces for People Proposals - A90 Queensferry Road***

### **Overview**

*Spokes* is pleased to support the extensive use of segregated cycle lanes contained in this proposal.

We are however disappointed that:

- these lanes do not extend all the way west to Barnton.
- the several major junctions are excluded.

We welcome the preparedness to stop-up a number of side junctions, which makes the cycle route safer and we encourage you to go further with this as there are benefits not just to cyclists but to local residents, by the reduction in rat-running traffic. We highlight several junctions along the Queensferry Road where junctions serving residential streets are busy because they are being used by traffic seeking to drive round signalled junctions.

We would like to reiterate our comments made in previous responses about the important safety benefit from the use of red road surfacing across side roads. There are many many such examples , where red surfacing would be a valuable addition to safety.

We see examples on the A90 corridor of a historical design style, which both increases the danger to cyclists at junctions and also impedes the bringing of segregated cycle routes right up to junctions. This is the practise of marking out separate straight ahead and turn lanes at signalled junctions, despite the approaching traffic running in single file. Historically, this was to improve traffic flow at junctions, but is now an impediment to the application of the travel hierarchy and requires to be addressed, because:

- it prevents the installation of continuous segregated cycle lanes and
- there is additional danger because motorists are having to choose a lane on approach, placing them under additional observational and cognitive load, which reduces their capacity to consider more vulnerable road users - all of this is at the location where there is most likely to be conflict. A simplified junction style allows drivers more capacity to think!

## **Sheet 1 – Lynedoch Place and Randolph Cliff**

### *Westbound – Lynedoch Place*

It is good to see that the existing lane lines are to be removed to reduce outbound to one lane, as approaching westbound traffic can already only be in one lane.

Building on that, we would like to see the westbound cycle lane start back at the Drumsheugh Gardens junction and be segregated to the start of the Dean Bridge. This will address the current problem where vehicles encroach into the existing marked cycle lane. Currently, experienced cyclists generally stay in primary position from Drumsheugh Gardens to the bridge, fearing that the existing cycle lane simply seems to invite a close pass at the pinch point. This requires to be made safer for the SfP target audience of new, less experienced, cyclists. Also, some drivers may assume that a cyclist keeping left in the cycle lane will be heading for Belford Road or Bells Brae.

Given that all traffic from the Dean Village exiting Bells Brae must turn left across the Dean Bridge, we recommend that it be closed at this point, thereby reducing traffic at both this pinch point and on the Dean Bridge. Local Dean Village traffic would be able to join the same route at the Dean Path/Orchard Brae junction – with the benefit of traffic signals

### *Eastbound – Randolph Cliff*

We are very surprised that nothing is proposed here, because the staggered junctions with Randolph Crescent and Drumsheugh Gardens are already very difficult for town-bound cyclists. The left lane is a separately signalled left turn – which goes to green later than the straight on lane. So, cyclists heading into town have to either use the outside lane – uphill ahead of impatient traffic, or attempt a crossover from the inside lane into the outside lane's ASL, which is staggered but not connected.

Until such time as this junction can be fully reviewed, we recommend that the inside and outside lane's ASL boxes be aligned, with appropriate subdivision markings to show left turn and straight ahead.

## **Sheet 2**

The signage stating "NARROW LANES DO NOT OVERTAKE CYCLISTS ON THE BRIDGE" appears to be positioned so as to block the pavement.

## **Sheet 3**

### *Westbound*

We recommend red surfacing of the cycle lane across the mouth of the Belgrave Crescent junction.

### *Eastbound*

It appears that the only reason that the proposed segregated westbound cycle lane is not mirrored on the eastbound side is because the median hatching has been retained. Please review this, with a view to installing segregated cycle lane on both sides. Removing median hatching may also help slow motor traffic.

#### **Sheet 4**

We recommend red surfacing of the cycle lane across the mouth of the Learmonth Terrace junction.

How do cyclists get from Queensferry Road (eastbound) into Oxford Terrace? Why can't they turn left through the new closure? The only way seems to be to turn left Learmonth Terrace/ Dean Park Crescent and then an awkward right turn on sloping setts. There should be a gap in the segregation units to allow eastbound cyclists the opportunity to enter the new pedestrian/cycle area at Oxford Terrace, similar to the gap for exiting cyclists.

#### **Sheet 5**

We recommend the stopping up to motor traffic of the south end of South Learmonth Avenue at Queensferry Road, because Learmonth Terrace is used as a rat-run used by traffic from the Stockbridge area intending to go west on the Queensferry Road, to bypass the junction Learmonth Terrace/Queensferry Road junction. Beneficially, this would eliminate turns across the cycle lane at the South Learmonth Avenue junction and allow full segregation.

#### **Sheet 6**

##### *Westbound*

Given that only one lane of traffic can proceed west from the Orchard Brae junction, we recommend that the segregated cycle lane starts immediately west of the junction, rather than reserving this space for school buses, which could be accommodated in Queensferry Terrace.

##### *Eastbound*

Nothing in these proposals makes navigating the approach to the Orchard Brae junction easier, which is already difficult when cycling straight on, because of the left turn lane. Are further proposals to follow?

We don't consider that there is merit in creating a parklet in front of Orchard Brae House. There appears to be no active frontage on that section of the A90, except for the offices at Orchard Brae House, where nearly all the staff there will be working from home. We feel a city centre/town centre location would be a better use of the budget.

#### **Sheet 8**

We recommend that the roundabout at Queensferry Terrace be converted to be an easier and safer to navigate "T" junction, with tight corner radii.

## Sheets 9 and 10

We referred to Orchard Road in our [SfP submission about the Orchard Brae roundabout](#), where we recommended that it be closed at both the Queensferry Road and Orchard Brae roundabout ends:

*We recommend the closure of the Orchard Road [roundabout] exit to simplify the roundabout to being 4-way. One of the reasons why this roundabout is problematic for pedestrians and cyclists is because of the uncertainty of driver route intention caused by there being 5 legs. With the common lack of Highway Code standard use of indicators, it is hard to determine drivers route intentions. This would also make pedestrian access to the Orchard Brae Pelican Crossing safer from the west.*

*Orchard Road is entirely residential and would remain accessible via multiple other routes. A secondary benefit is to close a rat-run, as this street is used as a short-cut to the Queensferry Road. If it was also closed at its junction with Queensferry Road, an entire residential complex would be freed of through traffic, thereby encouraging more walking and cycling to school and to the local shops in Comely Bank and Blackhall.*

We therefore continue to recommend its stopping up at this end.

The Orchard Road South/Orchard Road diagonal crossroads junction is a significant hazard to cyclists on Queensferry Road because of crossing traffic, commonly using this route to avoid the major Craigleith Road signalled junction, just to the west. We therefore recommend that the introduction of a solid centreline barrier to prevent traffic to crossing over between Orchard Road South and Orchard Road.

The radii are very large with wide crossing gaps for pedestrians. At the entrance to Orchard Drive, the radius should be tightened. (If it is considered possible to narrow the entrance to Craigleith Crescent (sheet 13), which is a bus route, this ought to be also possible here.)

There should be a big enough gap in the orcas to allow cyclists coming out of Orchard Road (south) to enter the eastbound cycle lane easily.

The 'Sign to be position on refuge island nose stating "DO NOT PASS CYCLISTS AT ISLANDS"' has been put ON the island, after the start of the widened cycle lane. It should be placed further back to give motorists more warning. On Sheet 9 the cycle lane is widened at the island, but on Sheet 10 (just west of Orchard Road) it is not, and the road lane is only 2.75m wide, so creating a really nasty pinch point.

## Sheet 11

The Craigleith Drive/Orchard Drive crossroads junction has similar hazards to the Orchard Road South/Orchard Road diagonal crossroads junction mentioned above. We recommend a significant tightening of the corner radii and that the ability of traffic to cross over between Craigleith Drive and Orchard Drive be cut.

## **Sheet 12/13**

Nothing in these proposals will make it safer for cyclists to navigate the major 5-way Craigleith Road/South Groathill Avenue, despite this occupying an enormously large area of tarmac. Are further proposals to follow?

## **Sheet 14**

There should be a big enough gap in the orcas to allow cyclists coming out of Maidencraig Crescent to enter the eastbound cycle lane easily. Also for other similar right turns.

## **General Points**

How will the cycle lanes within orcas get swept of autumn leaves and snow?

Ewan Jeffrey for Spokes Planning Group  
4 November 2020