

Dear councillors and Spaces for People Team,

Spokes have some concerns and comments about the recently implemented Spaces for People project on Fountainbridge/Dundee Street. We would be grateful if these could be reviewed and responses to them provided. In particular, we have very grave concerns about the layout of the West Approach Road slip road junction, and we hope that this can be rectified as soon as possible.

## 1. West Approach Road junction

Spokes has been raising concerns about the design of this junction for many years, and we raised these concerns again during the initial consultation on the Spaces for People project. In response to those concerns, the [CIMT feedback table](#) stated that a raised table would be installed. This has not happened, which means that drivers turning left onto the West Approach Road do not have to slow down or change direction at all in order to do so. This, together with the kerbs making it harder for cyclists to take primary position, means that the junction has been made more dangerous by the Spaces for People project.



The raised table must be installed as soon as possible, preferably in a way that means drivers need to change direction to turn on to the West Approach Road. If this cannot be done, then the slip road should be closed.

## 2. Gibson Terrace junction

The two stage right turn (see photo) has taken some Spokes members by surprise, and there are concerns that it is not working well. As a relatively novel and unusual layout, we hope that monitoring of how well it works is being carried out, and that the layout will be reviewed and amended if necessary.



## 3. Segregation Units on Zig-Zags

There seems to be an inconsistent approach regarding whether segregation units are installed through zig-zags at the signalised crossings on the route. Whilst kerbs have been installed on zig-zags at the Fowler Terrace pedestrian crossing, they have not been installed on the zig-zags at the pedestrian crossings near the Telfer subway or Kwik Fit, despite being shown on the plans. Unless there is a clear need for access (to a side-street, property or bus stop), we feel segregation units should always be continued through the zig-zags. This is particularly important outside Kwik Fit, where the zig-zags stretch for a large distance in one direction.

Inconsistencies:



#### 4. Need for extra segregation units

There are a number of locations where additional segregation units would be very helpful:

- Fountainpark Fry - There was already an issue with vehicles being parked at the corner of this junction, blocking the cycle lane. An additional lane defender positioned closer to the junction would help this.
- Papa John's - Although segregation units have not been installed here as of yet, this will be an area of concern due to the number of the Papa John's delivery vehicles that park here. There is an existing mandatory cycle lane here, with enhanced waiting restrictions in the last year. However, despite this, the lane is frequently blocked - including by cars parking in the actual junction area.
- Tesco Fountainbridge - This is a common area for illegal parking in the previous advisory lane. At the moment a mandatory lane is in place but there are still frequently vehicles parked here. Since alternative loading provision is being provided on the adjacent side-street, segregation units should be installed here.

#### 5. Signage for loading areas

Connected to the previous point, increasing knowledge of the loading areas would be useful. Both to keep people 'on side' with the project as well as stopping dangerous parking at junctions where there are breaks in the segregation. This could be done with cheap, temporary construction style signage. For example:



#### 6. Guardrail removal

Guardrail removal doesn't appear to have happened yet - we hope that this can be implemented soon, and that additional cycle parking can be provided close to locations where guardrail is used as ad hoc cycle parking.

#### 7. Eastern Section (Viewforth - Gardner's Crescent)

We're pleased to see that resurfacing has been completed and some road markings installed in this section. We hope to see this section completed as soon as possible with lane defenders. It is however disappointing to see sections of advisory lanes. We hope that the potential upgrade of these lanes to segregated, mandatory ones will be considered in future reviews.

The [initial designs](#) featured a priority system next to the entrance to Grove Street. Can you confirm that it's still planned to install this?



## 8. Slateford Road Scheme

An ambitious Slateford Road Spaces for People scheme would allow this scheme and the Lanark Road/Longstone Road proposals to be connected, offering a significant segregated route from the West of the city to the centre, connecting to the Meadows and beyond. Can an update be provided on this scheme?

## 9. Availability of 'final'/construction designs

There is no copy of the plans that are being currently installed on the CEC website. The best resource is on the SPOKES website, where consultation design drawings are collated. However, these are designs which have clearly evolved since June. Residents and businesses as well as people travelling through the area will clearly be interested in what is changing, but they have no way to actually find that out. There is no disbenefit from uploading the final designs prior to implementation to the CEC website's Spaces for People section. They may also save CEC time by reducing the number of emails received.

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