

to: spacesforpeople <spacesforpeople@edinburgh.gov.uk>  
cc: Spokes <spokes@spokes.org.uk>  
date: 12 Feb 2021, 12:00  
subject: Re: Covid 19 Emergency Measures - Proposed segregated cycleways, Drum Brae North

These are Spokes' comments on the Spaces for People plan for segregated cycle lanes on Drum Brae North.

We approve of the parking and loading restrictions at the side road junctions, and the change to the junction layout at Craigmount Avenue North, but we do not like much of the rest of the scheme.

Segregation on a main road like Drum Brae would normally be welcome, but Drum Brae North really is not a good road for this treatment. The gradients are extremely steep, uphill only suitable for the really fit, and downhill cyclists should not be close to the kerb as they will be going fast and will not have a chance to take avoiding action if a driver comes out of a side road and stops in the cycle lane.

A much better route for cyclists is Craigmount Avenue North. It runs parallel to Drum Brae, avoids the steep hills, is quiet, and is also part of the projected West Edinburgh Active Travel Network (WEATN). It would need to be complemented by a crossing of Drum Brae at Craigmount Way, for reaching the roads around Drumbrae School and Community Hub. We would also like to see an island to the south of the Craigmount Avenue North junction if there is room for one, for better protection of right-turning cyclists.

At the north end of Drum Brae, it should not be necessary to tell cyclists to get off and walk across Queensferry Road if heading north along the path to Barnton Park. This is the only practical cycle link between the WEATN and National Cycle Route 1 at Braepark Road, hence a core cycle route. The traffic light phasing should include provision for cyclists to take this route, in both directions.

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