

Mr David French
david.j.french88@gmail.com

Date: 03/02/2021

Your Ref: Fountainbridge/D
undee Street
project

Our Ref:

Dear Mr French

Spaces for People Programme – Dundee Street/ Fountainbridge

Thank you for your correspondence about the above project, please find below and attached further information in response to the issues raised in your letter.

West Approach Road Junction

We have found that installing a raised table here presents a significant challenge due to the restricted width of the side road access and it will be difficult for us to install this as part of a temporary scheme. We have considered closing the slip road and carried out modelling to assess the impact of this, however the modelling showed that a significant amount of traffic would likely be diverted from the Western Approach Road onto residential and shopping streets including Fountainbridge, Dalry Road and Gilmore Place. As such this is not proposed.

We will soon be replacing the directional signage on the approach to the slip road to better establish that traffic heading for the Western Approach Road is the turning movement.

In addition, from personal observation, both while cycling and walking in the area, I have observed that traffic appears to be travelling much slower, both at this location, and along the rest of this project, most likely due to the significantly reduced lane width resulting in motorists being more cautious. This will result in the likelihood and severity of conflict being reduced. That said, I do acknowledge that this location remains a hazard, and we will continue to consider how this can be addressed.

Gibson Terrace Junction

This project, along with the rest of our SfP schemes will be subject to regular review. So far this installation appears to be working fine, however we will consider whether any changes need to be made on the basis of observation, and feedback received.

Segregation Units on Zig-Zags

There are quite precise spatial requirements for the Segregation Units, including a minimum 1.5m space between footway kerb and unit, as well as a 3.25m minimum running lane width (for single running lanes alongside segregation). In some locations it is challenging, or not possible, to achieve these dimensions and at these locations we revert

to advisory cycle lanes. The zig-zags present another challenge. Generally the Segregation Unit should be entirely behind the white line, from the point of view of a motorist, to limit the risk of it being struck. The alignment of the zig-zags makes it difficult to place segregation units so that there is both 1.5m width from the footway, and the defender is fully behind the white lines, where there is limited width.

Need for Extra Segregation Units

- We are aware of the issue at the Fountainpark Fry and will look to rectify this in the coming week.
- Segregation will be installed at Papa Johns in the coming week.
- Segregation will be installed at Tesco in the coming week, though this location may continue to present difficulties and may be subject to further change following review

Signage for Loading Areas

We will look into installing signage of this type at some locations on Dundee Street where loading has presented an issue.

Guardrail Removal

The team who carry out guardrail removal are within our internal roads operations team who are very busy with winter maintenance at this time of year. We hope to remove this guardrail as soon as there is capacity to do so.

Eastern Section

The reasoning for the changes between Mandatory and Advisory cycle lanes is outlined above. Segregation will be installed on the relevant parts of this section in the coming week.

The priority system is not currently proposed for delivery. However we will be reviewing the effectiveness of the scheme and may consider re-introducing it. The primary reason for this system was the very narrow section of carriageway between Grove Street and Freer Street. However this carriageway has now been widened by the adjacent hotel development and so the priority system may not be needed.

Slateford Road Scheme

As you may be aware the Slateford Road project was discussed at the meeting of the Transport and Environment Committee on the 28 January 2021 and was pre-approved subject to stakeholder notification. We hope to commence the notification process very soon and Spokes will be included in this.

Availability of Final Designs

Final designs enclosed. We are in the process of updating the Spaces for People web-pages and these designs will be hosted there in the near future.

I hope that the above helps to answer your questions and address your concerns. If you have any further queries about this matter, please contact me to discuss.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Rurighd McMeddes', is displayed within a light grey rectangular box.

Rurighd McMeddes

Active Travel Officer

Spaces for People Team (Secondment)