

# Spaces for People - Meadow Place Road

## Response from Spokes, 24<sup>th</sup> February 2021

Spokes welcomes in principle the provision of segregated cycle lanes on Meadow Place Road and the lowering of the speed limit.

This is a busy main road with a lot of traffic, and temporary protected cycleways and a lower speed limit will help to make cycling for short, everyday journeys more of an option for people in the local community. This will help reduce the spacing pressures on bus occupancy, and also enable former bus users to travel in the fresh air rather than transferring to confined car interiors possibly shared with others.

However, we are disappointed with some elements of the revised plans for this SfP scheme, as it is less ambitious than the initial ones [we commented on in July 2020](#). We have several points to feed back.

### **Meadow Place Road south of Ladywell Road junction**

The earlier scheme plans featured bus stop bypasses along Meadow Place Road, but the revised plans have removed the bus stop bypasses. Our preference would be to reinstate these as part of the proposals in order to make the protected cycleway continuous and consistent. A paper (in conjunction with Sustrans) on how to treat bus stops in SfP schemes was promised months ago - this is long overdue, which is resulting in substandard provision in schemes such as this one.

Protected cycle provision stops short of the Broomhouse roundabout. Is there any scope to provide improvement here?

It's not clear what is happening to the guard rails at the toucan crossing between South Gyle Road and Broomhall Road, part of Quiet Route 9. If they are being kept, they should be modified to allow an easier route for cyclists going along QR9; at present, cyclists have to take some very sharp turns, difficult for cargo bikes or adapted cycles. There should also be room for cyclists wishing to turn right onto QR9 from Meadow Place Road to wait for the toucan crossing phase.

Our expectation is that there will be gaps in the temporary kerb at places where cyclists are likely to turn right into or out of Meadow Place Road: Forrester Park Avenue (leading to Ladywell Road and the suburban streets in south Corstorphine), and in the southbound lane opposite Wester Broom Avenue.

All protected cycle provision and cycle lanes, particularly pinch points at pedestrian refuges, should be coloured to help show cycle priority to drivers.

### **Meadow Place Road north of Ladywell Road junction**

Protected provision has been removed completely from the north part of Meadow Place Road in comparison to the earlier proposals. This is disappointing, however we do note that there has been some protected provision provided on Ladywell Road instead. Our assumption therefore is that this scheme is to accommodate desire lines heading along Ladywell Road and vice versa, rather than towards Drumbrae roundabout. We note that the recent High Street SfP proposals aim to dovetail into this new protected provision along Ladywell Road.

What is the rationale for the removal of cycleways on Meadow Place Road north of the Ladywell Road junction? We accept the difficulties of addressing cyclist safety on the Drumbrae roundabout as this is outwith the budget/scope of SfP interventions, however we do think that protected provision for people cycling on this stretch would be an improvement, especially for people cycling looking to use Gylemuir Road, Featherhall Crescent N and S to avoid busy junctions.

### **Ladywell Road**

We are pleased to see parking prohibition along both sides of Ladywell Road to provide space and make sightlines clearer. Parking prohibition is better along the westbound route - the eastbound side is spotty and this is also reflected in the piecemeal protective kerbing along the road for cyclists.

We would like to see better protection on the eastbound side of the road - at the moment the provision is verging on pointless, as cyclists would have to weave in and out of bus stops and car parking to access the very short protected lanes. There is an argument to remove the eastbound side completely if you can't improve it, because it does not provide much protection in its current form. If the eastbound section is to be retained however, consideration should be given to removing the first bus stop since it's so close to the second one (<150m). If removed, the recommended spacing (~400m) would still be maintained. This allows a longer section of protection but it's still not great.

The south side of the road is better provisioned, although we do note that there are still obstacles to contend with, including bus stops and pinch points with pedestrian refuges. We would suggest that the road at pedestrian refuges and the cycle lane (both protected and unprotected) is painted a different colour, so drivers have a clearer understanding of priority. We would also suggest the use of bus stop bypasses.

As our High Street SfP response stated, it is unfortunate that protected cycling provision cuts out half way along Ladywell Road and it is not extended along the High Street. This is a busy road with many local amenities and a primary school; protected provision along this entire stretch would be beneficial. Perhaps this can be looked at as part of the wider Corstorphine Connections scheme, if SfP budget and remit is insufficient to address.