

Proposed footway expansion and segregated cycleways Broughton St to Canonmills

Spokes Response 22nd March 2021

Spokes strongly supports these proposals for safer cycling. This route is extremely important for cycling and is much preferred to alternative routes that others have suggested as alternatives. It brings people on bikes to the local facilities as well as offering the route with the least steep gradient and an excellent surface, linking directly to the cycleways connecting to Picardy Place and beyond.

It is disappointing that the scheme does not include cycle segregation on the West side of Broughton Street and extremely disappointing that the segregation on the East side does not extend to the top of the street.

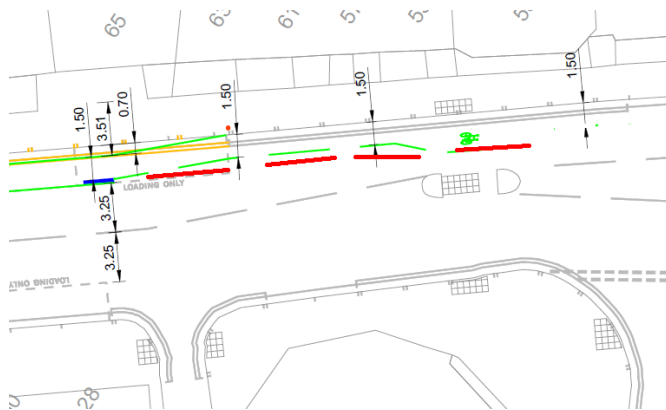
We are grateful for the opportunity that we have had to work with the local community and proposers on the development of this scheme. This has enabled us to understand and accept the restrictions and challenges to the scheme, as well as being able to suggest several detail improvements that have been agreed and have resulted in a scheme that still offers significant safety improvements.

We are pleased to see large sections of segregated cycleway along this key route. This will give a great opportunity to trial the reallocation of road space and increased prioritisation of active travel in the area, making walking and cycling a more attractive option and helping with social distancing. We also welcome the speed reducing measures of narrower traffic lanes along the route in general and especially at the dangerous Broughton Street roundabout.

In addition to our main point above, about insufficient segregated provision, we have a few more detailed comments which we think would improve the scheme, and we hope these can be considered (apologies that some have not been raised before, but we have had new feedback from colleagues):

1. The proposed measures do not sufficiently address concerns about the existing danger from traffic speeding down Broughton Street. The narrower lanes will help to reduce speeds at these locations, but where there are unoccupied loading and parking bays, a large open space will remain as now, with nothing to control traffic speed. The implementation should be monitored to see whether further measures are necessary.
2. Sheet GA1 notes a 20m gap in the defenders to allow refuse vehicles to make required manoeuvres. We presume that this is for emptying the bins at the bottom of the lane. Could the bins be moved so that this manoeuvre is not required?
3. Sheet GA2 We suggested at our last discussion that cyclists heading from Canonmills to Rodney Street need protection from drivers "left-hooking" them when turning into Broughton Road. As the lane bends to the right, cyclists need to be in a primary position so that their direction is clear. One suggestion is a short red strip along their "desire line" like the implementation at Jock's Lodge on the A1 (although the junction geometry is more straightforward there and the red strips a bit too far to the nearside.)
4. Sheet GA2 Please confirm that the sign at the stop simply marked "existing bus stop" will be moved further down the road to a lamppost.

5. There is a segregated cycle contraflow at this end of Eyre Place. Can any space be created to allow cyclists to stay on the carriageway or somehow share space with pedestrians so that they do not have to dismount to turn left?
6. Sheet GA3 and elsewhere. Where the carriageway is narrow, only 3.25m in some places, vehicles are likely to pass awfully close to cyclists in a fairly narrow cycleway (1.5m). In some of these locations, the footway has been significantly widened, eg by 1.75m on this sheet. Would it be possible to reduce the footway widening at such locations by 0.5m and add a buffer space of 0.5m between the cycleway and the traffic lane ?
7. Sheet GA6 At the pedestrian refuge to the North of Albany Street, the cycleway shouldn't deviate to the nearside and should start to widen sooner and more gradually up to the refuge pinchpoint. Also, we would suggest terminating the lane at the refuge, so that cyclists can maintain a primary position in the lead up to the subsequent junction, rather than returning to the kerbside for the junction. See diagram for both these suggestions. Furthermore, when traffic is queuing back from the signals at the top of the street, vehicle often block the carriageway at the pinchpoint, making it impossible for cyclists to pass and for pedestrians to cross. Could a yellow box be painted on the carriageway on the east side of the refuge? If the cycle markings start further back (as suggested) and the cycle logo was moved further back, perhaps the markings would not need to continue through the pinchpoint, so as not to clash with the yellow box markings.



8. The single yellow line outside numbers 19 to 29 Broughton Street should have no loading added to keep the space clear during the day. A single vehicle stopped here not only blocks the lane for cyclists, but often leads to a single line of queuing traffic all the way down Broughton Street.
9. We note that there is currently an arrow beyond the ASL at the top of Broughton Street to indicate access to the segregated cycleway on Picardy Place. Could a feeder cycle lane to the ASL be added and extend it towards the left arrow to the segregated lane. Cycle access to the Picardy Place island is not straightforward and should continue to be reviewed further during the lifespan of this project.
10. On the west side of Broughton Street near the top, add a cycle logo in the centre of the traffic lane at the refuge before Albany Street to encourage cyclists to "Take the lane" and to advise drivers to watch out for cyclists.

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