

Proposed Mayfield Road Spaces for People Scheme

18th March 2021

Spokes welcome proposals to make cycling on Mayfield Road safer.

We have a few comments and suggestions which we think would improve the scheme, and we hope these can be considered.

- There is a serious need to reduce the amount of general traffic on the Mayfield Road-Potterrow corridor. The existing Causewayside and Buccleuch Street schemes are compromised by the parking bays which mean that the cycle lane protection is intermittent. Making these sections safe to cycle on therefore requires a reduction in through traffic, which might be achieved by adding a bus gate on Mayfield Road.
- The southbound cycle lane should extend all the way to the Liberton Brae junction, so that cyclists are able to safely reach the ASL at this junction.
- Northbound cyclists going straight on at the King's Buildings junction need to move into the right hand lane, a manoeuvre which is often dangerous. We appreciate that the temporary nature of the scheme makes it difficult, but if there is anything which can be done to make this safer, please do so.
- The vast majority of crashes on Mayfield Road involving cyclists occur at the junctions – often when drivers are pulling out of a side street. Often drivers stop with the nose of their car in the cycle lane, forcing cyclists to veer into the main traffic lane to avoid them. The layout of the kerbs near these junctions (particularly Rankin Road and Lussielaw Road and Ross Gardens) therefore needs to be very carefully considered. Red screed at these junctions should also be applied, and we wonder if the junctions could be changed from “Give Way” to “Stop”.
- It's not obvious why the parking bays are outside the cycle lane at Margiotta's, near the West Savile Terrace junction, when all the others are used to create parking-protected cycle lanes.
- Drivers parking at the ends of the parking-protected cycle lane on Potterrow block the cycle lane, and we worry that the same will happen at the end of the southbound parking-protected lane north of Savile Terrace.
- There appears to be something odd going on with the speed limit signs on the side streets at the south end (Ross Road and parallel streets). The plans show additional 20mph signs here despite the speed limit on both Mayfield Road and the side streets being the same. This is inconsistent with the way speed limit signs are used on side streets on the existing 20mph section of Mayfield Road.
- The cycle lanes at the traffic island near the junction with Max Born Crescent should be made widened, as was done at the traffic islands at the north end of Gilmerton Road.

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