

Cycle Segregation – Slateford Road

Spokes strongly welcomes this project as a way to connect the Spaces for People schemes on Lanark Road, Longstone Road and Dundee Street/Fountainbridge. This provides an enhanced cycle route from the city bypass to the centre of Edinburgh. Slateford Road can be a hostile route to cycle on and the improvements detailed are welcomed.

General Comments:

As cyclists will need to use bus lanes for large stretches, operating hours should be extended to 7-7-7 to protect them further. This is in-line with future CEC plans and those being delivered by the Bus Priority Rapid Deployment Fund.

Markings and symbols should be applied across the several busy junctions on this route to highlight the presence of cyclists. Particularly at the Chesser Avenue, Craiglockhart Avenue and Robertson Avenue junctions where cyclists in certain directions are starting from the centre lanes.

Significant patching or resurfacing will be required across the entirety of this scheme to address the often very poor surface quality. This includes where previous patching is now resulting in a danger to cyclists.

The speed limit reduction on the western side of the route is welcomed, however it should be noted that there is a current issue with lack of compliance in the existing sections of 20MPH in this scheme. Compliance is likely to be even poorer in the four lane section west of Hutchison Crossway.

SLA-12727-1100-10:

Should the entrance signs to the 20MPH zone not be Diagram 674 (20 Zone) as opposed to Diagram 670 (20 Limit)?

The middle sheet mentions “Proposed extension of bus lane” but there is no bus lane on the drawing. This is presumably a mistake.

The middle defenders opposite Allan Park Road appear to be in an awkward position for those joining the cycle lane. Could these defenders be moved forward/back respectively to allow a greater clear area for cyclists to join/leave?

The railway bridge here is a difficult challenge. We feel that large, full lane cycle logos, similar to what is proposed on Angle Park Terrace and what is in place at the west of Dundee Street, may be more suitable. The proposed advisory lanes will need to be driven in by vehicles, potentially reducing their effectiveness across the city. It appears that one defender may need to be removed westbound at the bridge to allow larger vehicles to move to the left.

SLA-12727-1100-11

Signage to show the option of the crossing, such as the “Crossing Available” signage on Quiet Route 12 may be useful. It should be clear that any dismount signage only applies to those using the dropped kerb as opposed to those continuing on the carriageway. For example, “Dismount if using crossing” below the suggested sign. Signage or markings should be added after the crossings to indicate to those that have used it that they should rejoin the carriageway.



The bottom sheet mentions “Proposed 1.7m light segregation cycle lane with Wand Orca kerbs” in the bus lane. This is presumably a mistake.

SLA-12727-1100-11B

On Hutchison Crossway there is a ten-metre section of double yellow line provided. This is presumably to maintain space for loading but there does not appear to be any commercial premises in the near vicinity that would require loading space. This may serve to annoy residents. Revoking part of the loading prohibition on the existing single yellow lines may be more useful if loading is in fact needed.

There appears to have been a gap left to allow cyclists to turn right into Hutchison Crossway however it may be too long and inadvertently allow people to park in the cycle lane.

SLA-12727-1100-12

The introduction of segregated cycle lanes in this area is very welcome. Where floating parking/loading bays have been provided, tapering akin to Lanark Road and Comiston Road should be provided wherever possible.

DYLs have been introduced on Moat Street, Moat Drive and Hermand Street, presumably to act as a loading area. Signage should be investigated to direct drivers to these loading areas and help prevent illegal parking in bus or cycle lanes. An example that has previously been suggested for the Dundee Street/Fountainbridge project:



It is not clear what “cycling provision” is being added to the bus lanes in the middle sheet. Is this referring to expanded operating hours? The lane widths also appear to be incorrect here.

SLA-12727-1100-13

Another defender may be required to reduce the ease of illegally turning right here from Slateford Road to Stewart Terrace. There is also the potential to formalise cyclists being able to turn right. For example:



As previously mentioned, where loading areas are provided (Merchiston Grove), signage should be investigated to make people aware of them and reduce illegal parking in unprotected bus/cycle lanes.

SLA-12727-1100-14

It is disappointing that more is not being proposed here for cycling but we appreciate the spatial constraints.

Additional large cycle symbols should be added on Angle Park Terrace to highlight the presence of cyclists.

It would be useful if the eastbound ASL lead-in was segregated from the end of the greenway bay to the Henderson Terrace junction.

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