

Lanark Road – Community Council Engagement

At the Council Meeting of 24 June 2021 Council Officers were asked to:

“engage with Lanark Road local residents and the Community Council to achieve cycle speed mitigation measures as well as to reconsider parking provision where parking spaces sit outside protected cycle lanes, with a view to mitigating potential conflict and safety concerns as soon as practicable on the ground – and that these measures are reported to Transport and Environment Committee in September.”

This document sets out officer’s proposals for revisions to the Spaces for People scheme on Lanark Road which aim to achieve these mitigations.

Proposals have been developed which focus primarily on those locations where cyclists might be expected to travel at speed on the inside of parked cars – ie: where conflict is most likely.

Proposals

The majority of the parking areas on Lanark Road are located at points where the adjacent cycleway is travelling uphill, meaning cycle speeds are likely to be low, with conflict minimal.

However, there are two locations where this is not the case.

1. Opposite Spylaw Park (by Cranley Nursery)
2. By Kingsknowe Park

Proposals focus on options to minimise conflict at these two locations. However, more minor mitigations are proposed at all 'floating' parking bay areas.

Spylaw Park

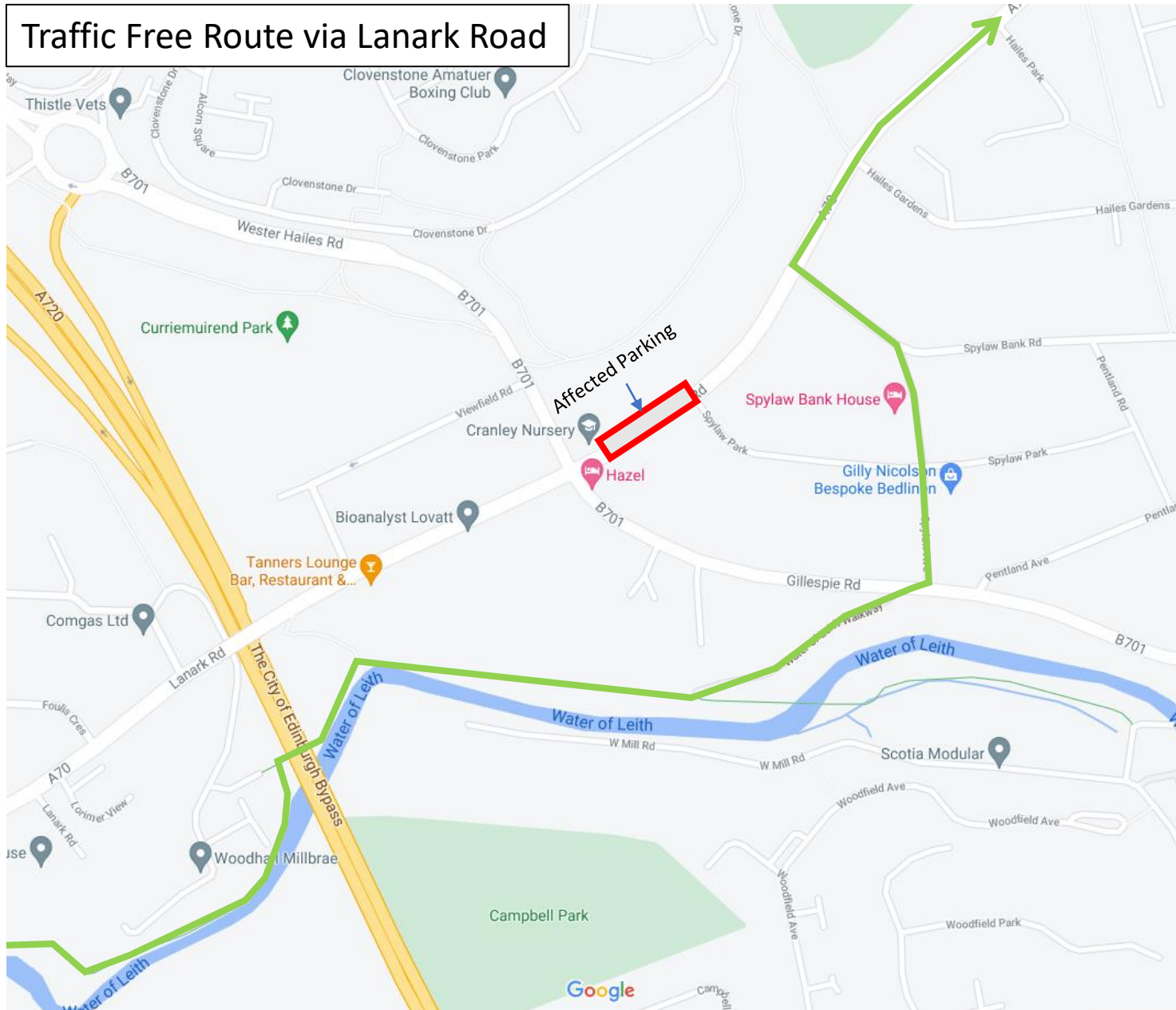
We are aware of concerns regarding conflict between parents accessing Cranley Nursery and passing cyclists at this location.

Due to it's location this section of cycleway is also likely to be less heavily used, and less beneficial to users than the remainder of the corridor.

There are two proposed options at this location.

1. Remove the Parking
2. Remove the cycleway

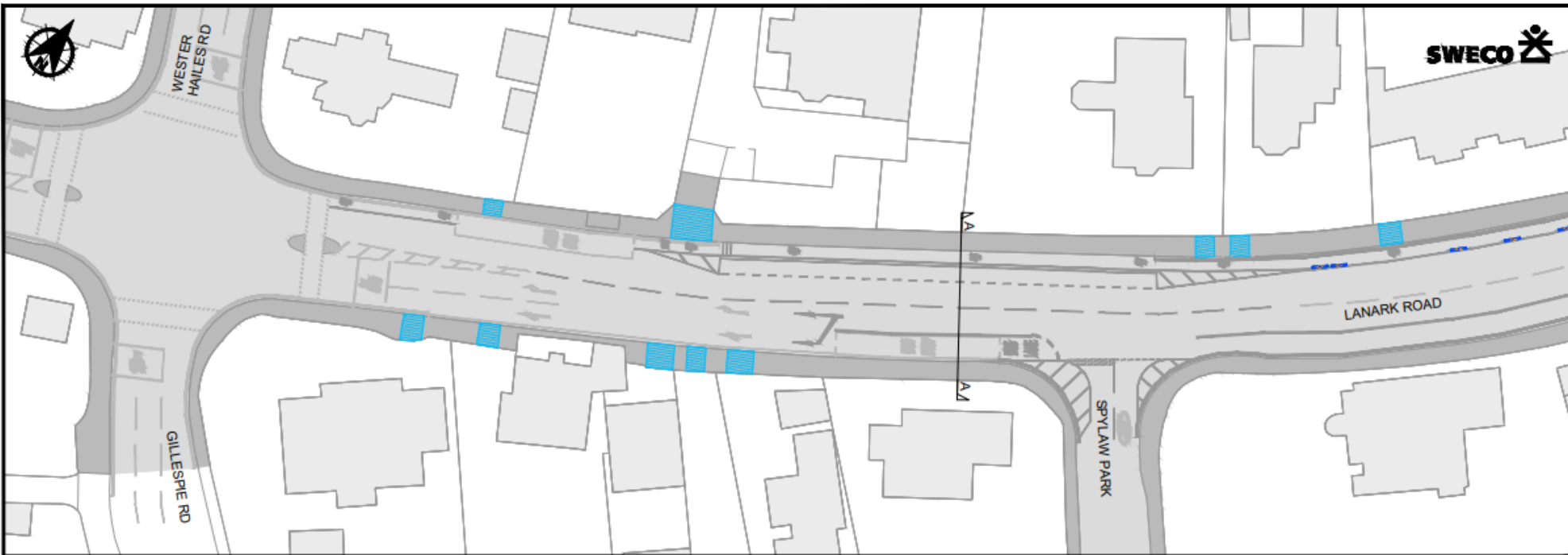
Traffic Free Route via Lanark Road



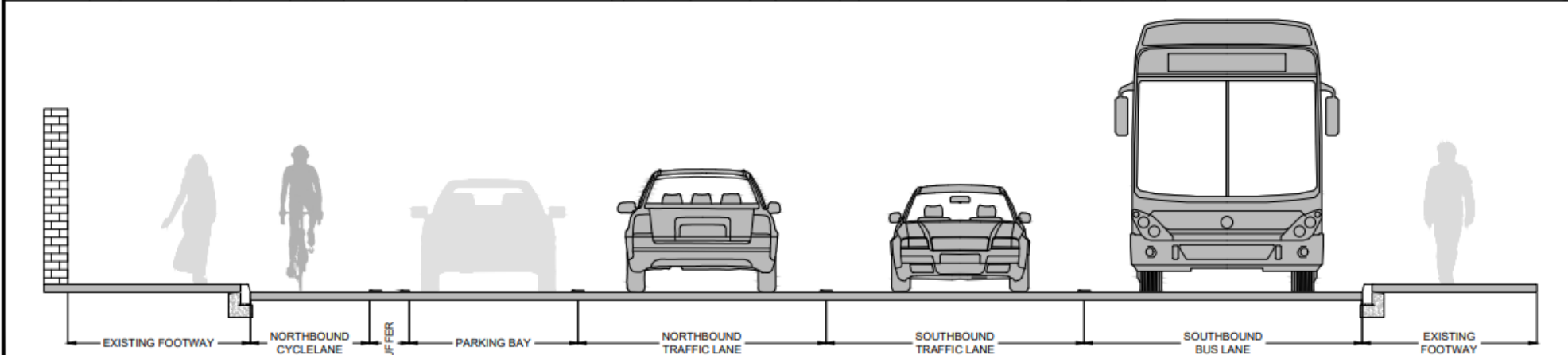
As it is possible to leave the Water of Leith path, and join Lanark Road at Spylaw Bank Road, the cycleway at this location serves fewer journeys than the rest of the route.

In addition, anyone cycling on this section is likely to have cycled in from Lanark Road West and will thus likely be capable of cycling around the parking area, before accessing the cycleway further along the road.

For these reasons it is considered a reasonable option to remove the cycleway at this location. Options are shown on the following pages.

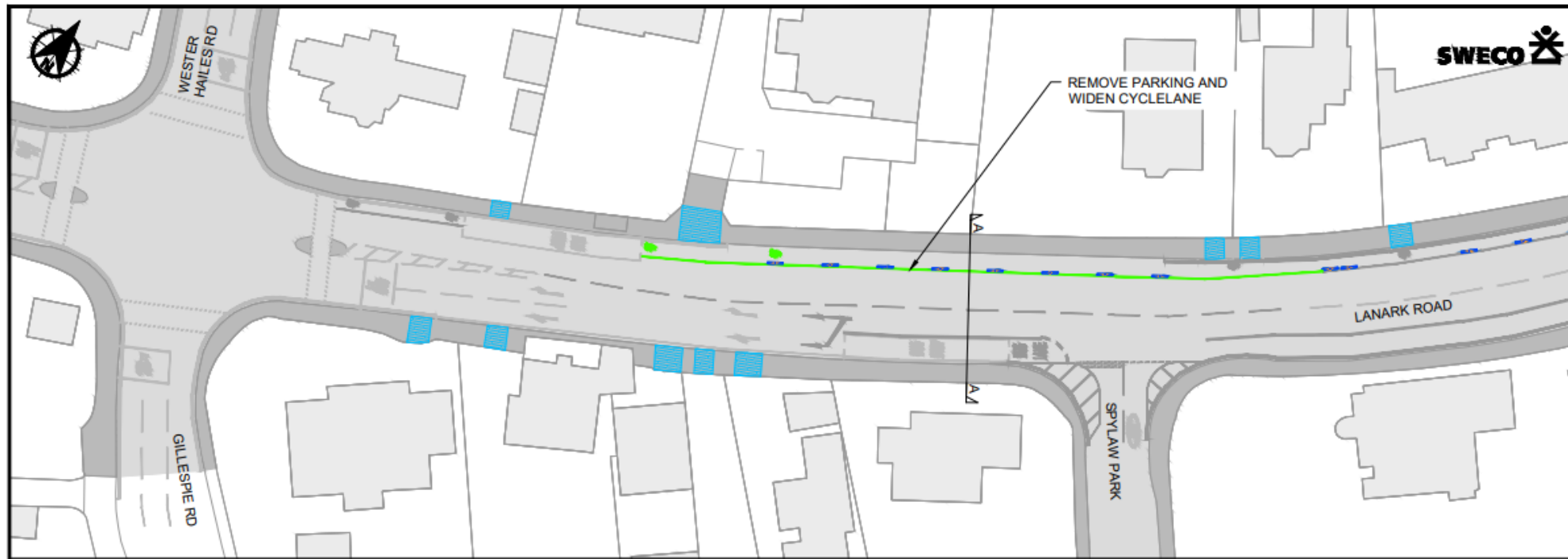


Spylaw Park Existing

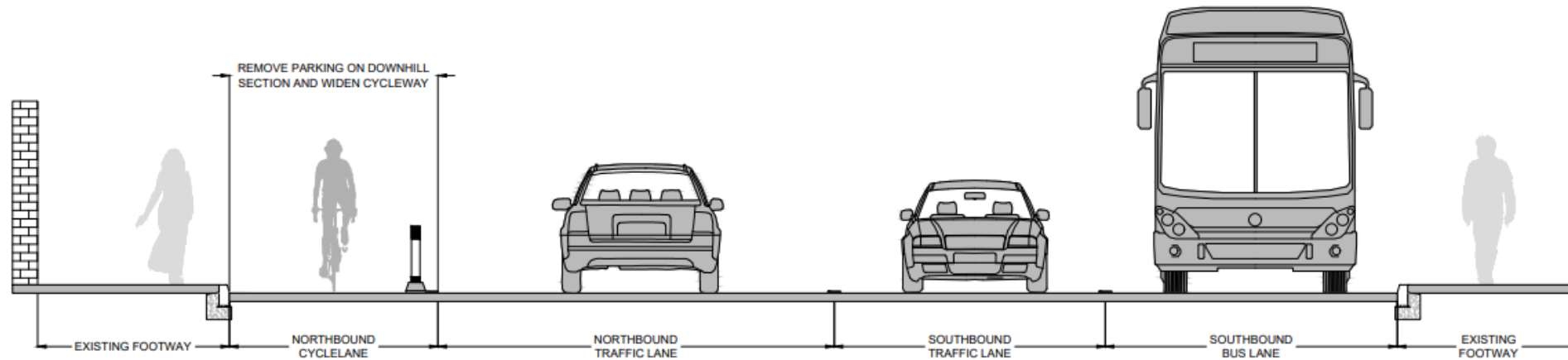


LANARK ROAD - SPYLAW PARK
CURRENT LAYOUT
TYPICAL CROSS SECTION A-A

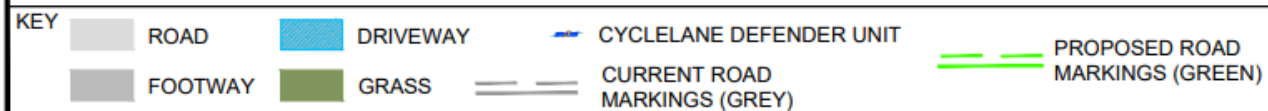
KEY		ROAD		DRIVEWAY		CYCLELANE DEFENDER UNIT
		FOOTWAY		GRASS		CURRENT ROAD MARKINGS (GREY)

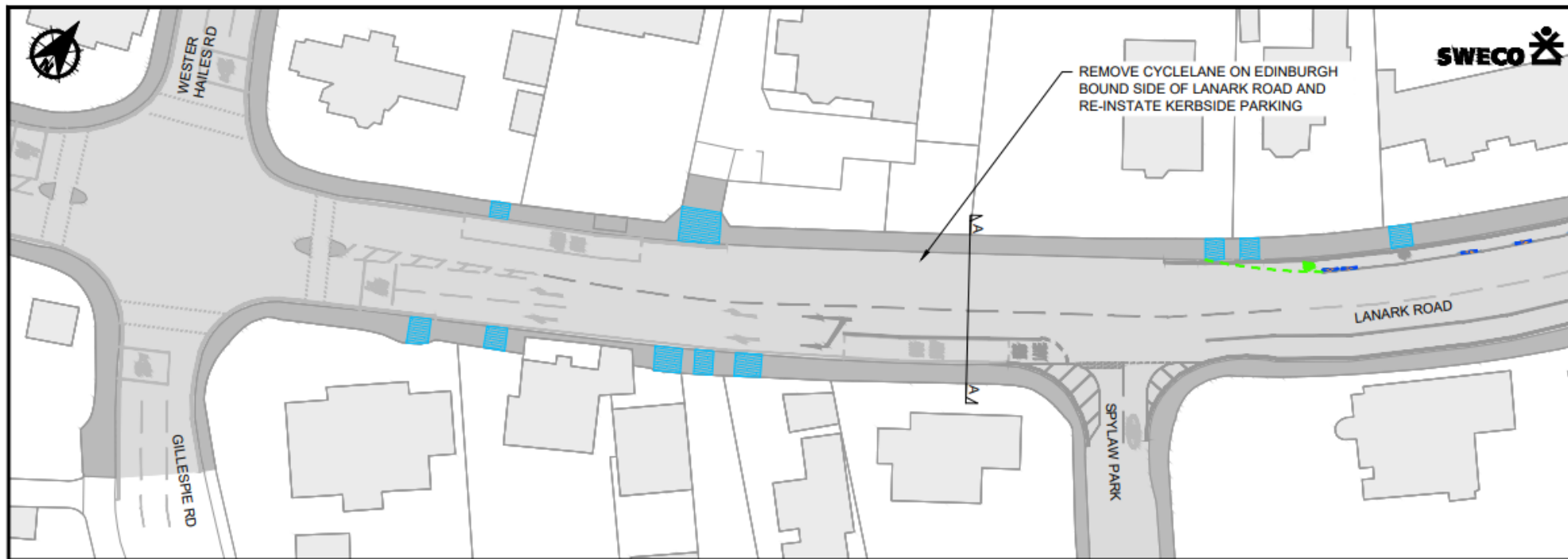


Spylaw Park
Option 1 –
Remove Parking

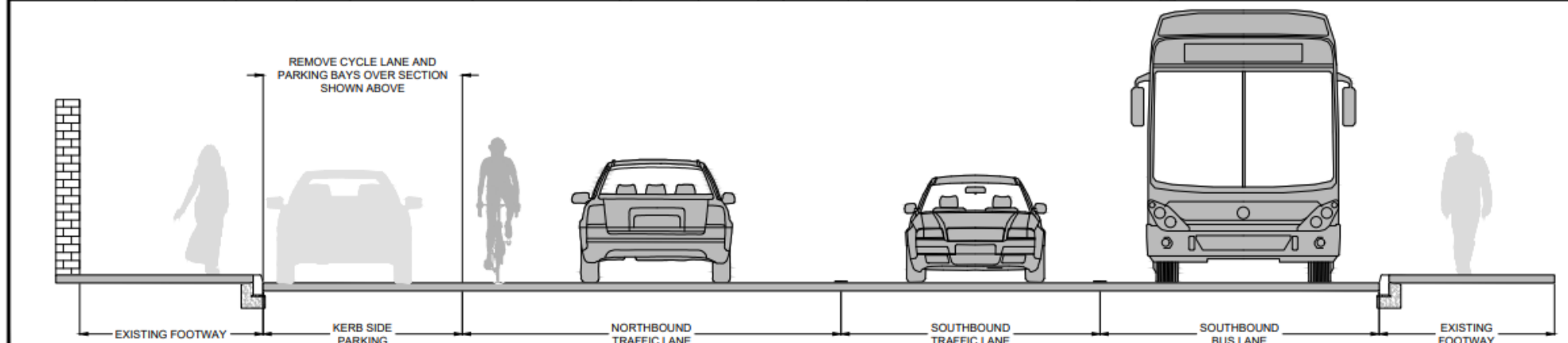


LANARK ROAD - SPYLAW PARK
OPTION 1 LAYOUT
TYPICAL CROSS SECTION A-A





Spylaw Park Option 2 – Remove Cycleway



LANARK ROAD - SPYLAW PARK
OPTION 2 LAYOUT
TYPICAL CROSS SECTION A-A

KEY	ROAD	DRIVEWAY	CYCLELANE DEFENDER UNIT	PROPOSED ROAD MARKINGS (GREEN)
	FOOTWAY	GRASS	CURRENT ROAD MARKINGS (GREY)	

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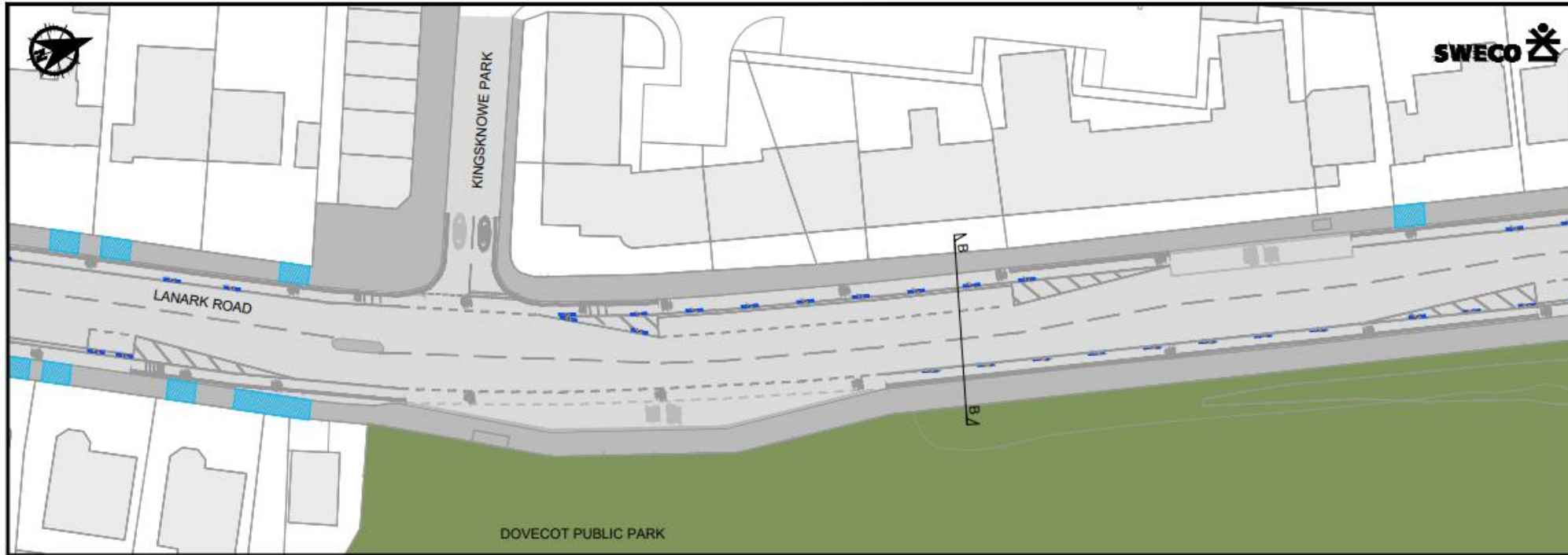
Project Title	SPACES FOR PEOPLE LANARK ROAD
Figure Title	SPYLAW PARK OPTION 2 LAYOUT
Figure Number	203750-SWE-ATT-SPL-OP2

Kingsknowe Park

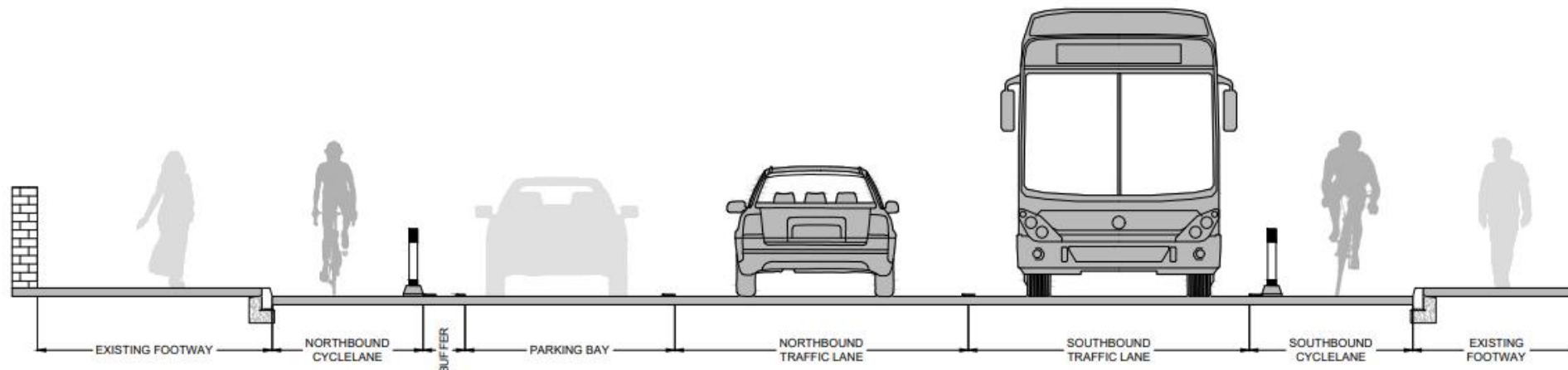
We are aware of conflict at this location between people accessing the parked cars and passing cyclists, including reports of near misses and collisions.

There are two options at this location:

1. Remove the parking
2. Relocate the parking to the opposite side of the road
 1. (Relocating the parking results in a net increase in the number of spaces)



Dovecot Park Existing



LANARK ROAD - KINGSKNOWE PARK / DOVECOT PARK
CURRENT LAYOUT
TYPICAL CROSS SECTION B-B

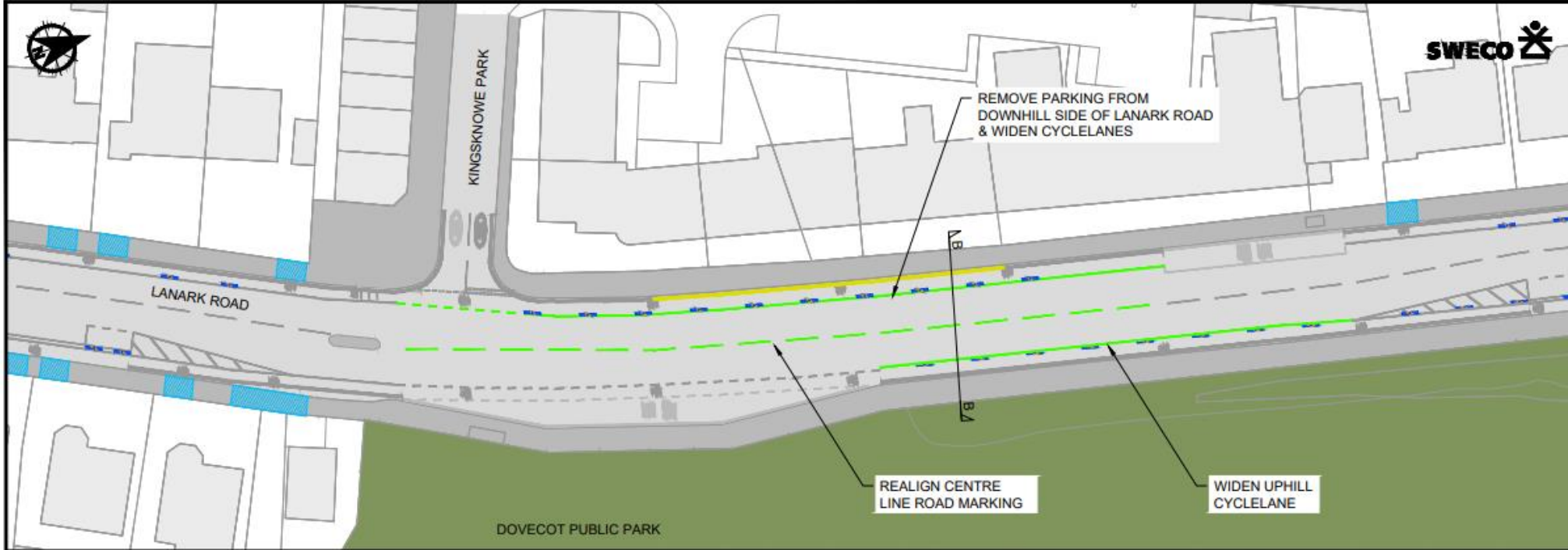
KEY	ROAD	DRIVEWAY	CYCLELANE DEFENDER UNIT
FOOTWAY	GRASS	CURRENT ROAD MARKINGS (GREY)	

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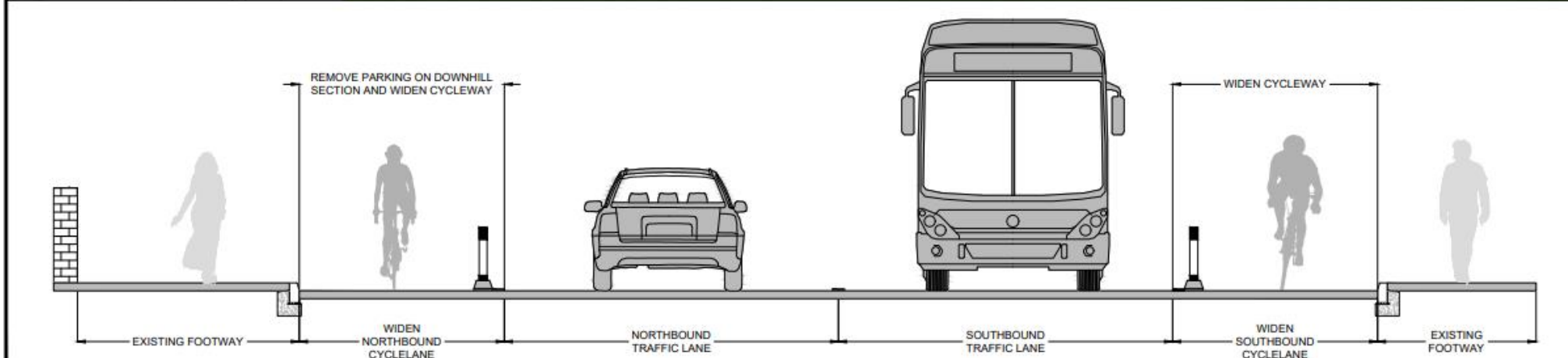
Project Title
**SPACES FOR PEOPLE
LANARK ROAD**

Figure Title
**KINGSKNOWE PARK
CURRENT LAYOUT**

Figure Number
203750-SWE-ATT-LNK-EX



Dovecot Park
Option 1 –
Remove Parking

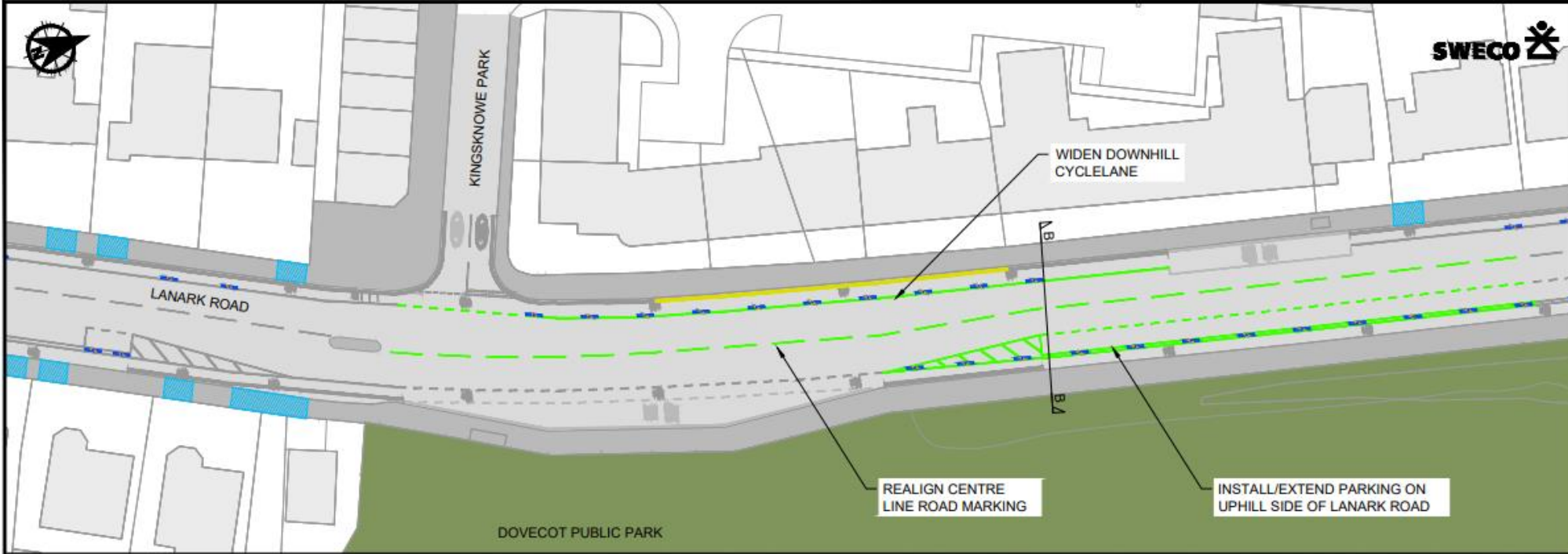


LANARK ROAD - KINGSKNOWE PARK / DOVECOT PARK
OPTION 1 LAYOUT
TYPICAL CROSS SECTION B-B

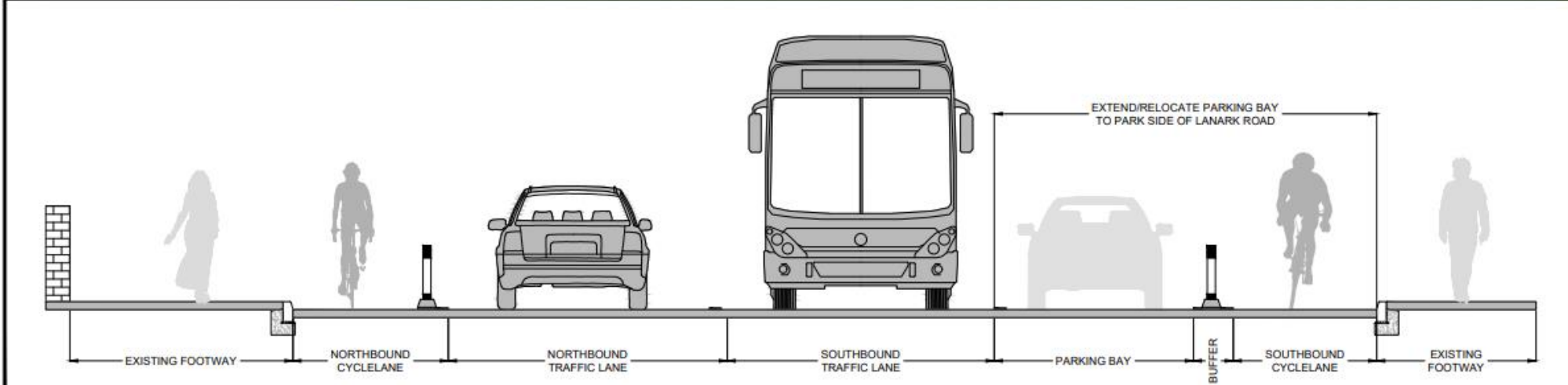
KEY	ROAD	DRIVEWAY	CYCLELANE DEFENDER UNIT	PROPOSED ROAD MARKINGS (GREEN)
	FOOTWAY	GRASS	CURRENT ROAD MARKINGS (GREY)	

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Project Title	SPACES FOR PEOPLE LANARK ROAD
Figure Title	KINGSKNOWE PARK OPTION 1
Figure Number	203750-SWE-ATT-LNK-OP1



Dovecot Park Option 2 – Relocate Parking



LANARK ROAD - KINGSKNOWE PARK / DOVECOT PARK
OPTION 2 LAYOUT
TYPICAL CROSS SECTION B-B

KEY	ROAD	DRIVEWAY	CYCLELANE DEFENDER UNIT	PROPOSED ROAD MARKINGS (GREEN)
	FOOTWAY	GRASS	CURRENT ROAD MARKINGS (GREY)	

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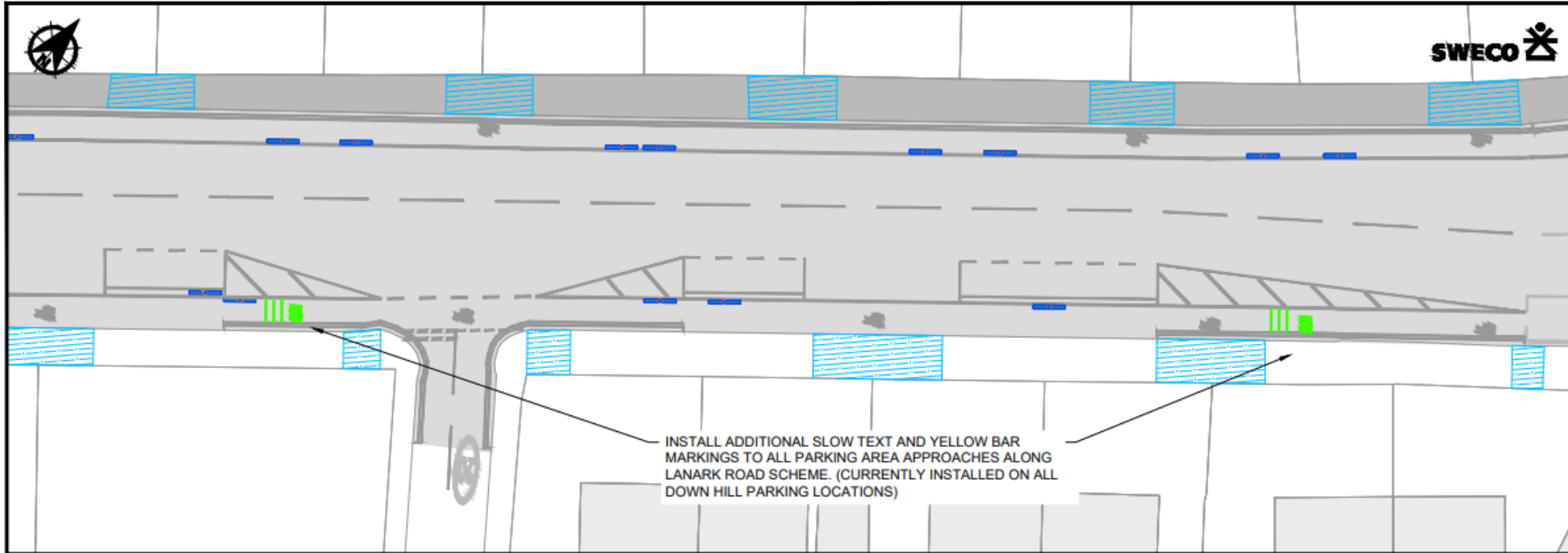
Project Title
**SPACES FOR PEOPLE
LANARK ROAD**

Figure Title
**KINGSKNOWE PARK
OPTION 2**

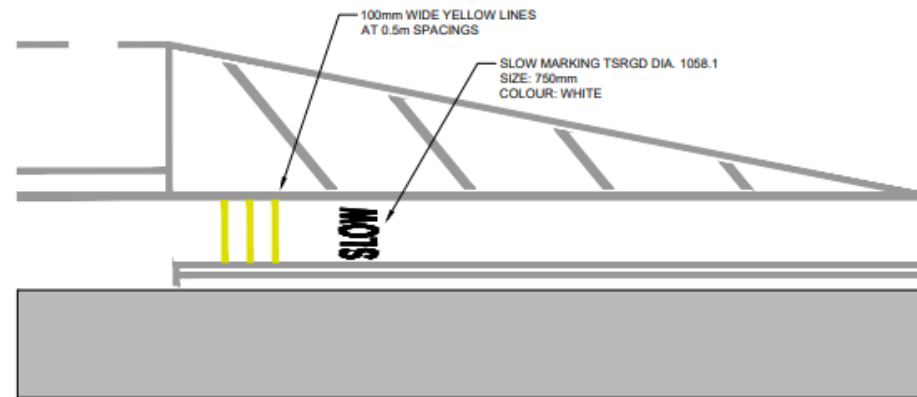
Figure Number
203750-SWE-ATT-LNK-OP2

All Parking Areas

At all remaining parking areas the risk of conflict between people cycling and people accessing parked cars is mitigated by the topography. Nonetheless, it is proposed to introduce further markings to encourage people cycling to keep to an appropriate speed while passing parking areas. An example arrangement is shown overleaf.



Example of
Proposed
Markings at all
Parking Areas



SLOW TEXT AND YELLOW BAR
MARKINGS EXAMPLE LAYOUT

KEY		ROAD		DRIVEWAY		CYCLELANE DEFENDER UNIT
		FOOTWAY		GRASS		CURRENT ROAD MARKINGS (GREY)