

## Smokey Brae improvements - [developed designs consultation](#)

### Spokes response, May 2022

Do you support the proposals to improve Smokey Brae? *Yes*

Would these proposals impact on your journey times? *Yes*

Would these proposals encourage you to walk, cycle or wheel eg use a wheelchair or pram? *Yes*

The proposals allow more space for public amenity. How would you like to use this space?

*Seating*

*Planting - wildflower*

### **Additional Comments**

Smokey Brae is loathed by most who use it, particularly people walking, wheeling or cycling. Many people on foot or bike avoid it because it feels unsafe and oppressive. In addition, detours significantly increase journey times and may deter people from choosing healthier and sustainable transport modes.

Spokes believe the proposals presented will help equalise the transport landscape in this area and therefore we support them.

We strongly support the removal of the roundabout in favour of the T-junction and raised table crossings. However, this may allow for higher speeds moving through the area, and we would ask you to consider additional speed reduction measures for traffic moving between Marionville Avenue and Restalrig Avenue.

We ask that all the raised table junctions be implemented as continuous pavements and built with pavement material. This further implies pedestrian priority, making it more likely that drivers will give way to those higher up the transport hierarchy.

The introduction of a protected cycle lane heading north is also welcome. However, we ask that appropriate signage and road markings are in place to indicate the presence of cyclists, and the need to give way. Specifically for traffic leaving Meadowbank House and the garages at the bottom of Restalrig Road S.

We have concerns for cyclists heading south, as it may not be immediately apparent that there's a cycle lane just after the railway bridge. A road marking such as a cycle-and-arrow may help with this.

It's unclear why the general traffic lane becomes slightly wider heading south after the railway bridge (from 3m to 3.55m) rather than making either of the cycle lanes wider. There is a risk that this additional .55m could encourage drivers to overtake southbound cyclists before they are safely in the protected lane. Both cycle lanes are only 1.5m wide in the current proposal, which is the minimum recommended width. We suggest widening one of the lanes to 2m at this point (it's probably easiest to widen the northbound lane).

We did discuss urging the complete closure of the Restalrig Rd S section to car traffic. However, we want the emergency services from Marionville Fire Station to have quick access heading south. You could provide this quick access using a 'bendy bollard' or modal filter that the fire service can temporarily remove.

Please consider Smokey Brae as a component in a network of safe cycling infrastructure and not in isolation. Currently, southbound cyclists have little priority or protection after the segregated cycle lane. At a minimum, we recommend introducing advanced cycle green lights that allow riders to get into a safe position as they enter the Jock's Lodge crossroads.

Ideally, we would like to see the southbound cycle lane have a continuous link to the existing Portobello Road infrastructure. Unfortunately, there is a short stretch of road before the Portobello Road cycle lane begins, which drivers frequently block by parking there. If a continuous lane isn't possible, we recommend controlling the parking on the road with double red lines.

Further to treating Smokey Brae as part of a network rather than an isolated piece of infrastructure, please consider creating a fully segregated cycle lane on the approach to the Jock's Lodge junction on London Road. Cars frequently obstruct this approach, and connecting this to the new cycle lane on Smokey Brae would better facilitate access for left-turning cyclists onto Restalrig Road South from the existing cycle priority box.