

Walk Wheel Cycle Burdiehouse

Public Engagement

Project Overview

The City of Edinburgh Council is developing plans to improve the provision and accessibility of sustainable modes of travel for residents and visitors to the Burdiehouse area. The project builds upon the City of Edinburgh Council's City Mobility Plan which is helping Edinburgh connect through a safer and A701 Burdiehouse Road central transport system - delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents. The proposals also support delivery of the Local Development Plan (LDP).

Edinburgh's Local Development Plan (LDP) was adopted in November 2016 and includes detail on the policies and proposals that are to be used in delivering future developments for the city. Increases in housing provision in the Burdiehouse and Broomhills area needs to be matched with improvements in active travel and public transport as identified in the accompanying LDP Action Programme and measures in these proposals have been developed to achieve these actions.

The aim of Walk, Wheel, Cycle Burdiehouse is to gather the views of the community in regards to the proposed improvements. Proposed measures include widened footpaths, segregated cycle tracks, traffic-free cycle connections, signalised crossings and improvements to access to public transport links. The aim of these measures is to decrease reliance on private vehicles and increase safety and enjoyment when travelling through Burdiehouse.

By navigating through the tabs you can view the proposed improvements and give feedback via the survey.

The map below highlights the key roads and junctions included within the proposals. The measures are outlined in further detail in the following sections.

Proposals

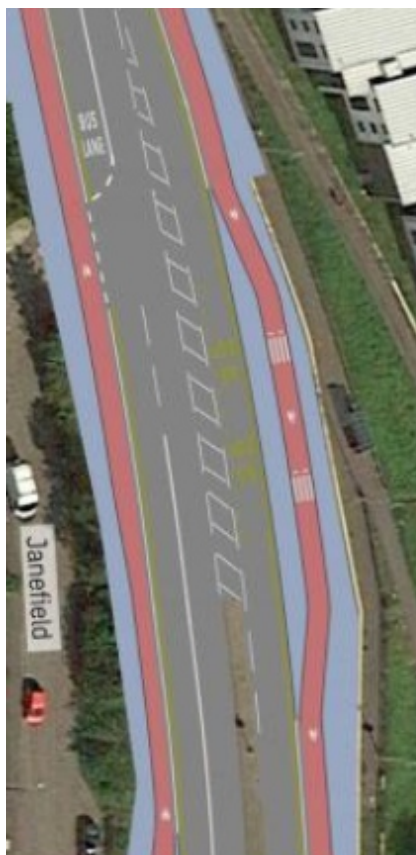
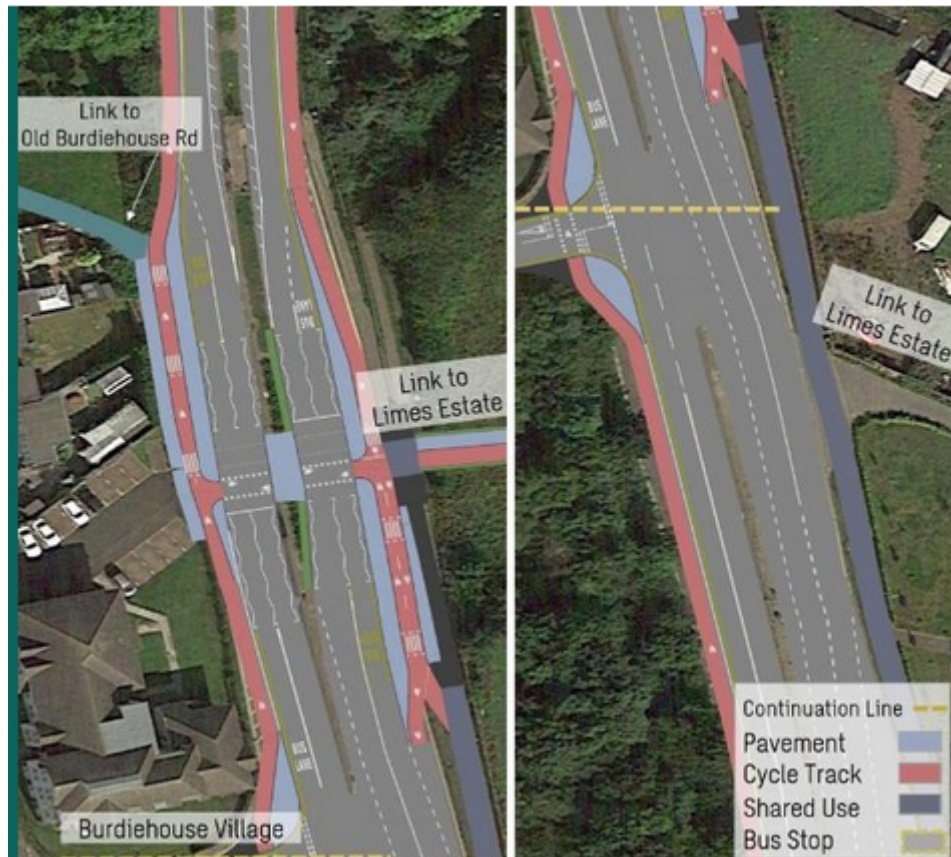
Please scroll through the following slides to see images and descriptions of the proposals for A701 Burdiehouse Road, B701 Frogston Road East and Kaimes junction. **On the slider illustrations please use the double arrow icon to see the before and after images.**

A701 Burdiehouse Road Measures

The following measures are proposed for A701 Burdiehouse Road:

- The creation of a northbound segregated cycle track on the western side of A701 and widening the shared use path to 3m on the eastern side from Burdiehouse Village to Straiton Junction.
- The creation of segregated cycle track on both sides of A701 Burdiehouse Road between Kaimes junction and the Burdiehouse Village junction.
- Replacing the existing pedestrian crossing at Burdiehouse Village with pedestrian and cycle parallel crossing to assist those walking, wheeling, and cycling in the area.
- Providing an improved shared use path link to Old Burdiehouse Road.

- The creation of a new walking, wheeling and cycling link to The Limes Estate.



- The signalised crossings at Greenwell Wynd will be improved to remove pedestrian staggered crossing and provide provision for people on cycles.

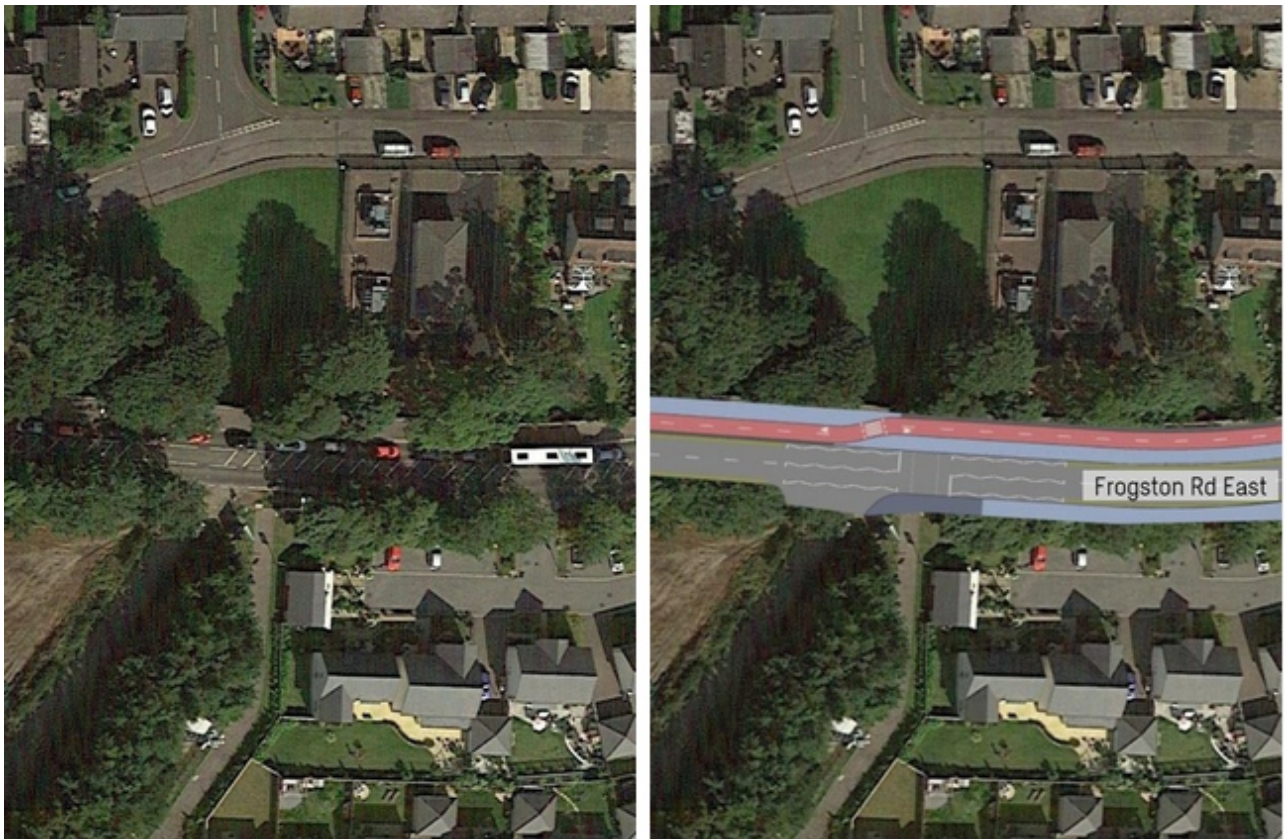
- Old Burdiehouse Road cycling link to join the new segregated northbound cycle track in addition to current pedestrian route.
- There may be changes to bus stops in the area, the north and south Burdiehouse Road bus stops next to Kaimes Junction could be removed, while the southbound Burdiehouse Village bus stop would then be moved closer to The Limes Estate.

Greenwell Wynd Area

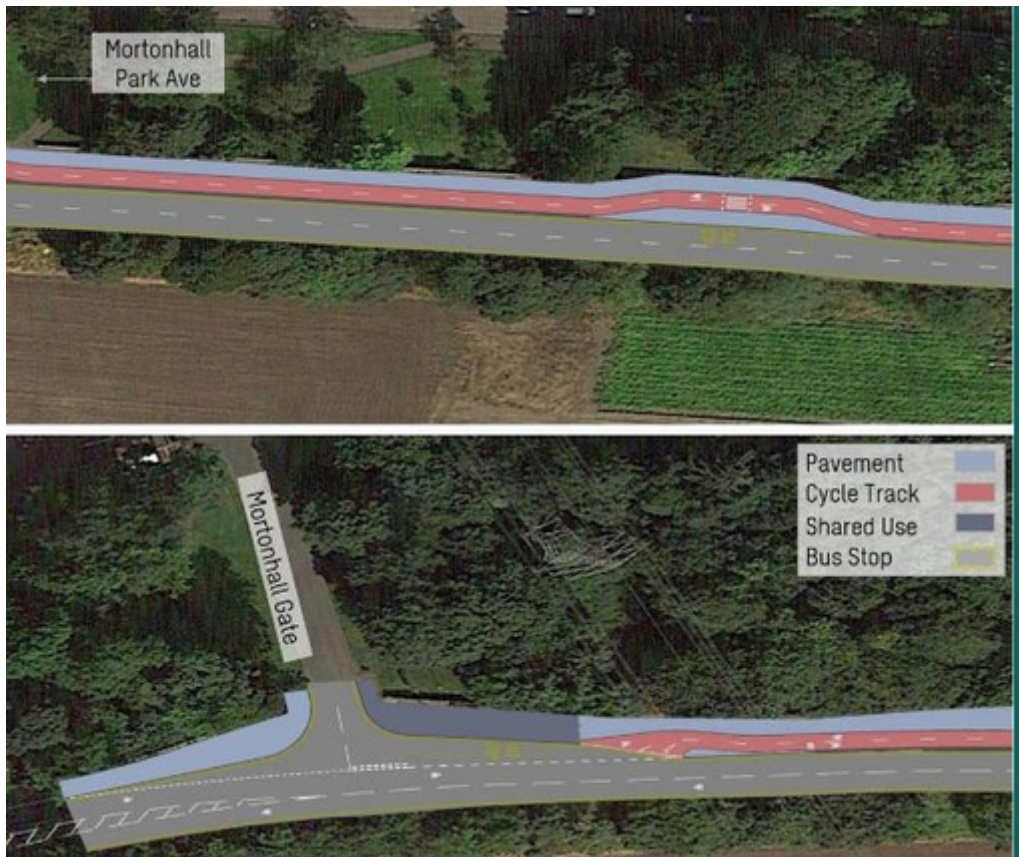


- As can be seen in the slider illustration, the crossing points on A701 Burdiehouse Road at the Greenwell Wynd junction would be upgraded to provide separate cycle crossing points.
- Pedestrians and people on cycles will cross at the same time requiring minimal changes to the operation of this junction.
- Burdiehouse Road southbound is reduced to one lane at this point. This is expected to have no detrimental impact on traffic or queuing.

B701 Frogston Road East Measures



- Creation of a segregated bi-directional cycle track along B701 Frogston Road East between Mortonhall Gate and Kaimes junction.
- The measures include a new toucan crossing for those walking and cycling between Broomhills Estate and B701 Frogston Road East. The slider illustration shows before and after images.
- The hatched central reserve and ghost island for right turning traffic into Greenwell Wynd is removed - the volume of traffic along B701 Frogston Road East and Greenwell Wynd has been taken into consideration, and is expected to continue to operate well without the central reserve.



- The bi-directional cycle track on B701 Frogston Road East starts to the east of the Mortonhall Gate junction.
- At this junction, cyclists travel north on Mortonhall Gate using the shared use path, or they join B701 Frogston Road East travelling west if desired. Further development of this junction will be undertaken during the next stage of design to provide a safe transition to Mortonhall Gate or Frogston Road East.
- The eastbound bus stop at Mortonhall Gate is retained.
- The central reserve is maintained from the west of the Mortonhall Gate / B701 Frogston Road East junction.
- The previous two eastbound bus stops on B701 Frogston Road East located at Mortonhall Park Avenue and south of Mortonhall Park View, are rationalised into one central bus stop.

Kaimes Junction



Proposals for Kaimes junction are shown in the slider illustration and include segregated walking and safe cycle crossings. Junctions like this have recently been installed in other UK cities and are referred to as a 'cyclops' design.

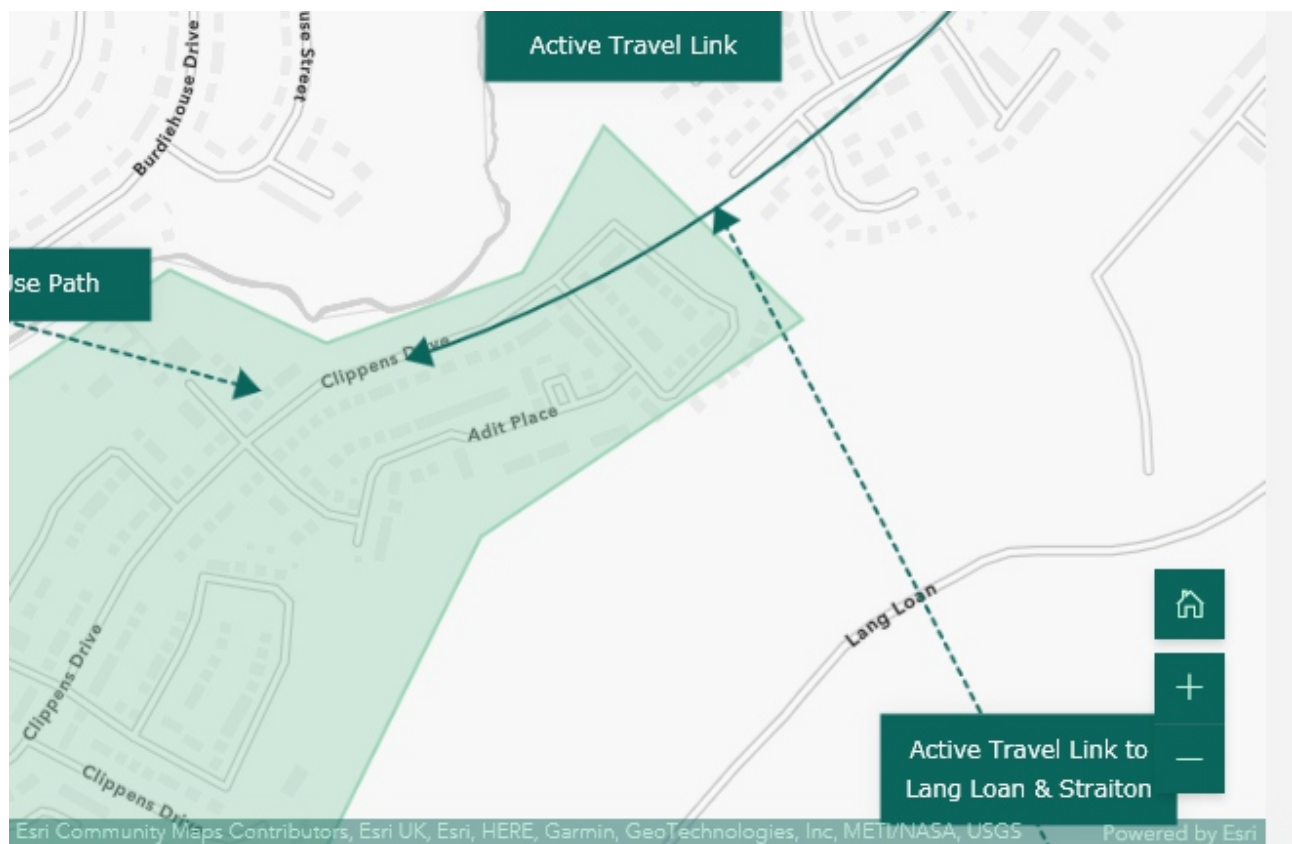
This design provides an orbital cycle route around all arms of the junction. There are separate crossing routes for pedestrians and cyclists which will run at the same time. The design keeps cyclists separated from vehicles as they cross the junction.

The proposals for the Kaimes junction creates a connection between the cycle track proposals on B701 Frogston Road East and on the A701 Burdiehouse Road.

On approach, B701 Captains Road and B701 Frogston Road East are reduced to one traffic lane in each direction at the junction.

Changes to junction operation and traffic movements have been assessed and traffic modelling of the proposed junction suggests queuing in both the morning and evening peaks on A701 Howdenhall Road and A701 Burdiehouse Road may decrease. Queue lengths on B701 Captains Road and B701 Frogston Road East may increase slightly.

The Limes Estate Measures



The following measures are proposed for within the Burdiehouse residential area:

- Creation of an additional active travel link to Burdiehouse Road.
- Creation of an active travel route and potential future public transport link connecting The Limes Estate and The Murrays / Lasswade Road.
- Links to provide a future path connection between Lang Loan and Straiton Pond, south of the bypass.

FAQ

How will the traffic lights work at the Kaimes junction?

Eastbound and westbound traffic will run independently, this means that right turning traffic will be unopposed. Northbound and southbound traffic will run together, the middle of the junction will be lined to enable traffic turning right to have the space to sit without blocking traffic travelling ahead. Pedestrian and cycle crossings will then run together providing segregation of modes of travel but improving junction efficiency.

What is a cyclops design?

A cyclops design includes an orbital cycle route around the junction around all four joining roads. This provides separate pedestrian and cycle crossing points, which run in the same stage. Information on an existing cyclops junction in Manchester can be viewed on the Transport for Greater Manchester website. [Manchester Cyclops Junction](#)

What will the queuing be like at the Kaines junction?

Traffic modelling of the proposed 'cyclops' design shows that overall, the queueing will be even across all arms of the junction. Traffic modelling takes account of the ongoing housing developments in the area and shows that queueing in both the morning and evening peaks on A701 Howdenhall Road and A701 Burdiehouse Road would decrease due to the changes to junction design and operation.

Queues on B701 Captains Road and B701 Frogston Road East may increase slightly, partially as a result of both being reduced to a one lane approach at the junction. However the traffic modelling shows that overall traffic delay at the junction is expected to reduce.

Will I still have access to my driveway?

If you access your driveway from A701 Howden Hall Road, B701 Captain's Road, A701 Burdiehouse Road or B701 Frogston Road East, your access will not be affected by the design proposals. Segregation of the cycle track will be designed with appropriate provision to allow access to driveways.

How will the cycle track be segregated?

The design proposals currently suggest segregation such as kerbing or light segregation units. However, the proposals are at the concept design stage and decisions will be subject to further design and stakeholder consideration.

Are the bus stops or bus routes affected?

There may be some changes to bus stop positions as part of the scheme and some bus stops would be repositioned to account for where bus stops have been removed. This will also take account of where users come from to access the bus stops.

What is a toucan or parallel crossing?

A toucan or parallel crossing allows cyclists and pedestrians to cross a road safely while traffic is stopped via traffic lights. Parallel crossings have dedicated lanes for pedestrians and cyclists while toucan crossings have a shared space for pedestrians and cyclists.

I still have a question, how can I get in touch?

If you still have a question, please feel free to get in touch via email: **Email:**
GreenTravelBurdiehouse@sweco.co.uk

Share Your Views

We would like to gather your feedback on the measures which are being considered.

The following survey will take on average 5-10 minutes to complete, and allows you to share your views or concerns regarding any of the proposed measures.

Following the engagement period closing on Sunday 17th July 2022 we will review the responses from the survey. A report of the survey results will be presented to a meeting of the Council's Transport Environment Committee for consideration later this year.

[Click here for the Survey](#)

More Ways to Get Involved

Come along to our in-person public engagement at Valley Park Community Centre to hear more about the measures and ask the Transport Team any questions.

- Where: Valley Park Community Centre
- When: Thursday 30th June 2022
- Time: 3:30pm-7:15pm

Public Engagement Opens

June 2022

Public Engagement Closes

July 2022

Proposal Selection Process

Aug 2022

Measures Implemented

2023-2025

Contact Details

If you require advice or support sharing your views please contact the team, we are more than happy to help.

Email: GreenTravelBurdiehouse@sweco.co.uk



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