

## Resurfacing projects - Spokes comments

### General

Early Release Cycle Signals should be considered at all signalised junctions. Recent examples include [Liberton Gardens/Liberton Drive](#) and [Gilmerton Road/Mount Vernon Road](#).

Advanced stop lines with suitable lead-in lanes should be added if not already present.

If a segregated cycle lane is not possible due to legal orders, soft segregation such as lane defender units ([Gilmerton Road](#)), or spaced apart islands ([Portobello Road](#)) should be considered before dismissing cycle facilities.

Parking protected cycle lanes, such as on [Portobello Road](#) (permanent materials) or [Mayfield Road](#) (soft segregation) can provide safer cycling without any impact to parking. This also reduces the risk of dooring.

Raised tables/continuous footways should be added to side-streets where possible. They reduce vehicle speeds and make the environment safer for pedestrians.

### Strengthening Schemes:

#### 2022/23

##### **London Road**

Potential to make permanent some of the SfP measures near Wishaw Terrace.

One-way street exemption project proposals exist for Cambusnethan St and Wishaw Terrace. Potential to implement islands as part of strengthening to futureproof future scheme.

Potential cycle/pedestrian improvements available if the Marionville Rd junction is in scope. Space to implement a cyclist bypass so those turning left from London Road do not have to wait for the signals.

##### **Straiton Road**

Cycle facilities (width, surface, signalisation) are very poor/dangerous at the roundabouts.

##### **Canonmills**

A permanent cycle lane is needed on the climb to Eyre Place, with appropriate measures to discourage left-hooking by vehicles turning left into Broughton Road.

##### **Redford Road**

The pedestrian crossing could be changed to a single stage.

Potential to add a cycle bypass to the roundabout similar to [Queensferry Road/Queensferry Terrace](#).

### **Causewayside**

Hostile area to cycle. Need for permanent cycle lanes and better control of parking. AT/SfP team likely to be able to input here.

### **Eastfield Road**

Hostile road for all users. Numerous [missing dropped kerbs](#). Have future plans to widen/dual Eastfield Road been considered?

### **Greendykes Road**

There are several [missing dropped kerbs](#) on this road.

A pocket for right turning cyclists at Greendykes Road/Niddrie House Ave. This could be achieved through markings only or with an island if space permits.

As Quiet Route 61 runs on Greendykes Road, cycle symbols on the carriageway could be added from the roundabout to Niddrie House Avenue. Brendan Forrester from CEC AT will be able to advise on any additional improvements that could be delivered.

## 2023/24

### **Waterloo Place**

Reallocate hatching for uphill cycling facilities. There are designs for an eastern leg of CCWEL on Waterloo Place - can anything be implemented as part of strengthening?

### **Edinburgh Road**

Improve cycleway crossing over access [here](#). Widen existing cycle route if possible. Important cross-boundary connection.

### **Ferniehill Road**

This is on the RR cycle route, and is steep uphill westwards. A cycle lane here would be useful. Good opportunity to simplify the Old Dalkeith Road junction, making pedestrian crossings single stage.

### **Charlotte Sq**

Does this include the planned public realm works here? If not, this could improve the CCWEL/George Street connection in the meantime.

### **Kingston Avenue**

Good to see as this in a very poor condition

## 2024/25

### **Glasgow Road**

Numerous other plans exist in the area, including the LDP AP and City Region Deal work on West Edinburgh transport. Potential to improve existing shared use paths.

### **Portobello High Street**

An opportunity to reallocate road space on a hostile street for cycling.

Potential for improvements to the Brighton Place junction, including early release cycle signals and better cycling facilities on approach.

There are also obviously proposals to improve the junction with Sir Harry Lauder Road, and the 20 minute neighbourhood work that is in its early stages - these are further good reasons to reallocate road space to cycling now.

### **Peffermill Road**

Wide carriageway with hatching that can be removed. Good opportunity to introduce improved cycling facilities. Protected cycle lanes here would provide an alternative to the Innocent path, which has been the scene of lots of anti-social behaviour, and recent assaults make an on-road alternative route essential - especially for women.

### **Frogston Road West**

Opportunity to integrate with the Local Develop Place Action Programme proposals for the east of the street.

Remove the central hatching and provide a protected cycle lane on the uphill side of the road.

### **Fountainbridge**

Opportunity to convert the Spaces for People cycle lanes to permanent materials.

## **Resurfacing Schemes:**

West Harbour Rd (West Shore Rd to Granton Sq) this could be an opportunity for enhancements on a key cycle route - extend protected cycle lane westwards.

Millar Cres - needs to include Morningside Terrace to the west which is in a dire state.  
Greenside Row - could this include clearer cycle crossings along Leith St?

Findhorn Place was [completed last year](#) so unsure why it would be on the list or why it was even prioritised over many other roads?

Holyrood Road - put a cycle lane on the south (uphill) side.

Braidburn - which street is this?

Brougham Place & Brougham Street - Includes a stretch of Meadows-Canal. Does it mean that Meadows-Canal is about to start, or being delayed for an indefinite period? It looks as if some work is imminent; there are surfacers' marks on Melville Drive round all the rough bits and they extend into Brougham Place. But it definitely needs attention: parts of it have open joints like tram tracks.

Moira Terrace - extend protected cycle lanes (at Piershill).

Gilmerton Road - could improve cyclist crossing of the spur off the northern roundabout by widening/shifting dropped kerbs closer to the desire line. Resurface pavement too.

Duddingston Road West - some markings to assist westbound cyclists making the turn onto the path might be helpful.

## Surface Treatment

General - that could be an opportunity to alter the paint layout (to add cycle lanes etc). More importantly, after the work is done, all loose gravel **MUST** be swept up as soon as possible.

Bristo Place - that's part of the MGS project. Why treat it now?

Blackford Avenue - add a cycle lane on the north side south of the junction.

Colinton Road - add a cycle lane on the north side.

Russell Road - opportunity for better road markings at the junction with the NEPN. An island should be added to prevent southbound drivers from cutting the corner.

Pleasance - an uphill cycle lane would be useful.

Blackford Road - that was resurfaced only a few years ago.

## Missing Roads:

The roads not on the list which are dire need of a resurface (from my own experience)

The Shore

Gilsland Road

Bright's Crescent

Rillbank Crescent / Fingal Place. Obviously it won't be practical to resurface it while the Sick Kids development is going on, but it should have been done 10-15 years ago when Melville Terrace was resurfaced

Canaan Lane - on official quiet route but surface so bumpy that I usually take a different route, especially when using Brompton