

# **Response to Walk Wheel Cycle Burdiehouse issued 6/6/22 By Spokes South**

proposal here: <https://consultationhub.edinburgh.gov.uk/sfc/walkwheelcycle-burdiehouse/>

## **SUMMARY**

**We are very happy to see a comprehensive plan for walking, wheeling and cycling in this very busy area, especially when the new Frogston road primary catchment straddles busy roads with no allowance made for active travel.**

**We are broadly in agreement with the proposed changes for local access but need to understand where this proposal fits into a wider strategy for active travel in South Edinburgh. There is no published active travel strategy covering North and South in this area. The only published document covering East / West travel at this level is the Portobello to Pentland proposal for a WOL- style path. This, while very welcome for leisure access, is unlikely to be a year-round commuter route. Until this is clarified, we cannot know if these significant changes will be good fit with a wider commuter cycle traffic.**

## **DETAIL**

**Regarding local access to the proposal, we are largely in favour of the proposed changes and would make the following points:**

**We would encourage the scheme to be widened to include the following:**

- A route providing safe access to Frogston Primary from the Howdenhall/ Alnickhill area to avoid having one part of the school catchment left without safe active travel access.**
- Local access through the Kaimies junction to Edinburgh Leisure and shops at Gracemount. These would surely be part of a 20 minute neighbourhood for the area and would extend the access provided by the proposal.**
- Both Straiton and Cameron Toll are less than 20 minute cycle away and it should be part of any longer term plan to make these connections safely by bike for local residents including those in Alnwickhill /Howdenhall. There are also large employers in both an East and West direction ( eg RIE and Heriot Watt/Edinburgh park) which if safely accessible by bike would contribute to a reduction in cars.**

**We are encouraged by the proposal to use a CYCLOPS junction following well publicised successful trials in Manchester & Cambridge to allow safe passage to pedestrians and cyclists through busy junctions such as the one at Kaimies. We would expect to see signalling designed to enable continuous movement for cyclists and pedestrians around several stages of the junction without stopping to press a button**

**(for example using sensors to detect users) unlike at Cameron Toll (not a CYCLOPS) where each crossing is a separate wait.**

**We note the possible use of temporary cycle lane defenders for elements of this scheme mentioned in the online consultation. We assume these would be consistent with those used elsewhere in the city and lessons would be implemented from the use elsewhere in this scheme.**

**We would like to see the travel hierarchy fully supported at the junction, with priority to buses over other vehicles. The design of incoming roads to the junction where bus and traffic lanes merge should maximise the priority for the bus. This probably means making the merge as close to the crossroads as possible even if that means removing RT and central hatching to enable it.**

**It is good to see links to the residential areas near to the junction to enable and encourage active travel and the widening of the bi-directional shared path towards Straiton junction to the Limes estate. We are disappointed that it stops short of Lang Loan (already a difficult crossing even on the path). It also means that cyclists heading South are pushed onto the very busy A701 road. If this is caused by boundary issues with Midlothian Council we would like to see some serious effort be put into sorting this out in partnership with SESTRAN etc.**

**We would like to know why a bidirectional cycle track is proposed for Frogston Road East as opposed to a unidirectional cycle track on each side of the road. It won't be an intuitive choice for a cyclist heading West to cycle the CYCLOPS (clockwise) then leave after passing across the mouth of Frogston Rd East so clear signage in advance will be needed if this is to be intuitive to users. If the land to the south is developed in future we assume this would allow for a safe and convenient connection east and west along Frogston Road.**

**Where the bidirectional path ends at Mortonhall Gate it also means putting in place measures to avoid conflicts with others on the road/pavement. A safe link to connect to the garden centre, campsite etc should be provided (much like the existing visible desire line in the grass.**

**We would like to stress that the overall design of this area covered by the proposal should be suitable for non-standard cycles, such as cargo and adapted cycles, and also for mobility scooters and wheelchair users.**

**Also Advance Start Lines (ASL) do not appear to be shown on the carriageway. This is a feature of the Manchester CYCLOPS installed and means road cyclists aren't discouraged from using the carriageway that is better suited for their needs.**

**Consideration should be given to placing cycle parking close to the Kaimes junction, enabling people to reach a convenient bus stop from residential area. We note there is underused space at the North side of Frogston Rd East that could be used for this and other public uses such as biodiversity or SUDS.**

Heading West along Frogston Road there are bus stops but no pavements or crossings to reach them for a long stretch West of Broomhills Rd, making it dangerous for pedestrians and cyclists. Safe crossing points need to be provided for both the bidirectional cycle lane and the roadway to reach these bus stops. A crossing at Mortonhall Gate would also render the proposed bi-directional on the North side of Frogston Road East (which suddenly stops at Mortonhall Gate) less dangerous and a bit more useful for cyclists heading further West if the bi-directional lane ends there.

A consistent approach should be taken to walking, wheeling and cycling across all side streets in this scheme with continuous pavements and cycle lanes and a raised table to signal to vehicles that they need to give way when entering and leaving each residential area.

There are problems with road and pavement quality (including pavement clutter) across the broader area covered by the proposal. Would it be possible to make complete and consistent changes across the whole area instead of partial (and temporary) improvements.

Within each of the neighbourhoods around the proposed scheme we would like to see local consultation to develop a quietened streets/ paths across the neighbourhood that would encourage local cycling in a safe environment.