

Comiston Road ETRO Stakeholder Feedback

Dear Isabelle,

We welcome the addition of several new sections of 'No Waiting at any time' (Double Yellow lines) largely around side road junctions where parked cars are clearly dangerous for all road users. We note, however, that there will be very few remaining 'No Loading at any time' (Double Yellow Blips) along the entire road from Greenbank Crossroads to Fairmilehead Crossroads where there is the segregated unidirectional cycle lane.

Cycle by Design makes specific reference loading to this in section 3.11;

3.11 Parking and loading. A cycle link should not be halted where there is a requirement for on-street parking and kerbside loading. Removal or relocation of parking can be considered as part of a wider parking review of the area, enabling provision of a more direct and safe cycle link.

On Comiston Road (especially when travelling slower in an uphill direction) any vehicle blocking the cycle lane for loading means cyclists will have to pull out into 30mph traffic. For a motor vehicle this would be a minor inconvenience, however for many cyclists this could be a challenging manoeuvre. The very worst section experienced by Spokes Members for this issue is North of Riselaw Cresc (picture adjacent) near a bend and a major junction.



Spokes South Edinburgh would suggest that instead of removing loading restrictions on the segregated cycleway we would welcome alternative forms of loading to be explored involving householders in finding appropriate solutions and trialling them as ETROs.

These could be but are not limited to the following;

- Make better use of the existing designated parking areas outside the cycle lane for Loading (3 Southbound and 2 Northbound). Spokes members have commented that when challenged for loading from and blocking the cycle lane when a nearby parking space is close, drivers often seem unaware that these exist or where they are. Could they be better indicated with a designated loading bay big enough for a delivery truck with road markings and signage. This could be for typical daytime delivery hours (7am - 7pm) only, meaning resident parking overnight is possible.
- Side road loading bays could also be marked along the route (9 Southbound and 4 Northbound) where loading bays would be protected and serve these streets too.
- Many of the houses along the route have existing driveways where smaller vans for regular visitors (e.g. gardeners, construction vans) could park by invitation from houseowners.
- Householders could be reminded that there are several click and Collect sites along or near to the road.

Spokes South Edinburgh supports safe local cycling for all abilities 24/7/365 and cannot support proposals that do not make this possible.

Kind regards,

Spokes South Edinburgh