Craigleith Retail Park: Consultation Meeting with Spokes representatives, Councillors and Savills, 19/4/23.

Summary of comments by Spokes members canvassed before the meeting.

**1. Comments in relation to the north side, managed by Savills.**

* Cycle parking is very limited – provision needs to be made near every store, including space enough for trailers and cargobikes.
* Access between the two ‘sides’ of the retail park is difficult e.g. path from zebra crossing linking Sainsbury’s and KFC regularly blocked by parked cars. Crossing itself needs repainting.
* Addressing issues should be a joint venture between Savills and Sainsbury’s. It is likely most people see the retail park as a whole, and joined-up thinking is required.
* We need councillors, Savills and Sainsbury’s to agree a high level meeting to tackle active travel solutions holistically.
* Could Savills/Sainsbury’s aim to accredit themselves as ‘Cycle Friendly’ under a retailers scheme such as this: https://www.cycling.scot/what-we-do/cycling-friendly/retailer
* Access for walking and cycling from both road entrances is ‘dire’.
* The mini-roundabout is a ‘disaster area’ with many close misses witnessed.
* Lack of undercover bike parking, despite options.
* Security cameras covering bike parking?
* Cycle infrastructure on both sides should aim to allow an unsupervised 12 year old to visit the retail park on a bike safely.
* Car passengers parking are forced to walk on the road between their parking space and the shops. Every two rows of parked cars should be separated by a pavement, so that people (especially children) are not crossing behind reversing vehicles.
* Plastic grass is a very poor addition environmentally. Proper pavements should be installed that avoid the need for people to walk through flowerbeds, and offer the most direct route.

**2. Comments in relation to the south side managed by Sainsbury’s**

* Street lighting on path behind car wash has been out of action for over a year.
* No safe pedestrian access from the west side of the Sainsbury’s car park (e.g. the glass recycling) to the Savills side (e.g. Lidl). You have to cross a muddy patch and a busy road.
* Foot/cyclepath past play park should be widened and clearly signed as shared use.
* This path by the play park is the continuation of a light-controlled crossing on Groathill Rd South which is explicitly signed as a cycle crossing. The ‘cyclists dismount’ sign should be replaced with a shared-use courtesy reminder. This sign was put up in 2016 in response to a single complaint to Sainsbury’s, and this particular signage was used as it was ‘the only sign available to them’ at the time, according to the Deputy Store Manger.
* Same foot/cyclepath needs proper junction with access road past patrol station
* Pavement created alongside access road past petrol station, plus cycle path segregated with ‘orcas’ or armadillos.
* An Advanced Stop Line (ASL or ‘bike box’) should be installed at the Sainsbury’s exit to Craigleith Road.
* The 3 rumble strips at the exits are very problematic for bikes. They force bikes hard left, onto the narrow smooth part, when cyclists may need to be central or to the right of the lane to hold road position and avoid being cut up by impatient drivers. The strip nearest the petrol station entrance is still choked and slippery with leaves from the autumn, forcing bikes onto the cobbled section. Disabled tricyclists may not be able to use them at all. A different solution should be sought.
* Pulling out into Groathill Road South is dangerous as it is on a blind bend. This makes it all the more important that the path by the play park is re-instated as shared-use.
* A dedicated cycle route into Sainsbury’s on the access road from the 5-way junction should be installed. Currently all traffic is forced round a one-way system towards the recycling section, away from the supermarket.
* For pedestrians wanting to reach the recycling centre or to get in /out of the car park without walking a long way round there is no provision. Foot access directly from the recycling area to the public road should be considered.
* Any improvements to pedestrian accessshould be informed by the designers trying out a variety of non-car visits  (bike, on foot, by bus) to the retail park for a variety of purposes (shopping, recycling, cash machines, cafe stops).

**3. Other comments**

* Street signage outside the retail park directs cyclists arriving westbound on Queensferry Road to take the steps down to the NEPN (Roseburn Path) at the corner with Craigleith Cresc, rather than attempt to turn right into Sainsbury’s at the huge 5-way junction. These steps are inadequate for cycling up or down, e.g. a laden bike, cargobike etc.
* This junction should be remodelled to include safe options for people travelling by bike, rather than sending them round the houses.
* The 5-way junction is not easy for pedestrians to cross, and greater priority should be given by the light-controlled crossings to those on foot.