

TRO/21/17B Grange Road Feb 23

Response from Spokes South Edinburgh

Summary

Spokes South Edinburgh (Spokes SE) welcomes the proposals to improve the crossing of Grange Rd at the junction with Tantallon PI / Cumin PI, as an additional crossing of Grange Road. We agree that this will form an improvement to the Edinburgh Cycle Network (Quiet Routes) from Meadows to Kings Buildings and other local utility cycle trips. An even more significant improvement could be achieved by making this crossing part of a connection between low traffic neighbourhoods, rather than merely making improvements to the least safe parts. With some key streets closed to traffic in the area, there is the potential to provide very useful, well used, walking and cycling routes to local destinations

Details

The improvements to the Tantallon Place should provide an additional crossing to the toucan crossing at Lauder Road. When traffic is busy, the Northbound crossing on Lauder road requires cyclists to turn across busy traffic on Lauder Road on both sides of the crossing, because of the short two-way lanes. The Cumin Place crossing will be an attractive alternative for cyclists looking for a safe Crossing of Grange road Northbound, and in both directions will be useful in providing local access to Sciennes PS, shops, library etc and other local amenities, as an alternative to the more direct route on Lauder Road.

We strongly suggest that while filtering streets to prevent certain turns and routes by vehicles is a way to make streets somewhat safer for more vulnerable road users, these filters would be best deployed as part of a series of low traffic neighbourhoods rather than as part of discrete routes. This would restrict through vehicle traffic to roads with the infrastructure to cater for it (crossings etc), rather than simply moving the problem onto other parallel streets.

Cyclists are an exception in the traffic order for the 'no right turn' sign from Tantallon Road into Grange Road, so signage should reflect this. We assume that cyclists are being offered the opportunity to take advantage of the pedestrian crossing and cross side by side. Will they have access to the button, or better still will there be a sensor which will turn the lights Green? Are the tactiles set correctly to avoid conflict between pedestrians and cyclists?

We hope the quality of construction of the crossing changes is as per that installed in 2022 at the junction with Lauder Rd. It would be good if the work could be compressed into a short timescale, to prevent the frustration from months of testing to see if the crossing lights were working yet.

We have a general comment regarding the parking proposals. By retaining the dominance of private motor vehicle storage on residential streets, many of which have private

driveways, we believe there is a missed opportunity to reduce car dependency and encourage active travel.

Spokes SE would like to add the following detailed comments in relation to Grange Road Crossing at Lauder Rd. The toucan already installed at Lauder Rd has a relatively prompt response time compared to other toucans in the city. However we would like to suggest that 'cyclist aware' sensors are provided to trigger the crossing in advance of the crossing point. This would make cycling as convenient as driving through this junction. Otherwise a trial of green phase priority for active travel could be trialled here?