

Spokes draft comments on Jock's Lodge/Portobello Rd 13 November 2019
[Incorporating Active Travel in major road resurfacing schemes]

- A. What is the specification of the cycleways/lanes - width, surface/colour, delineation on pavement, segregation on carriageway?
- B. Cycleways across the mouth of junctions should be extra wide
- C. Inset cycleway/pedestrian crossings should give priority to pedestrians and cyclists
- D. Anywhere on London road where there are only single yellow lines will be parked on and make the cyclelanes unusable.

1. **[TDD-636674-8-10-01]**

The changing of west bound lane designations at the foot of Parsons Green Terrace looks a bit dangerous. If we are going to have these cycle lanes, why can't the lane be extend to the Meadowbank Terrace junction? West of Jock's Lodge the cycle lanes are probably counter productive anyway, anyone happy to cycle on London Road there would probably want to take a more primary position.

- 2. They should consider adding an ASL on the eastbound approach to the ped crossing. Typically I don't think ASLs at ped crossings are essential, but here it would be helpful as a cyclist could -- if the signals are red -- use the ASL to get into the right lane early if they are trying to turn right into Willowbrae Road or indeed to overtake a bus at the bus stop immediately after the crossing. Additionally it's nicer for pedestrians as motor traffic is set back from the crossing.

3. **[TDD-636674-8-10-02]**

Cycle lane across Wolseley Crescent should be the same width as the bus lane before and after. Cyclists have every right to use the full width of the bus lane and shouldn't feel forced into a narrower cycle lane across the side road. It risks a car accidentally thinking a cyclists is moving left to turn. Steven Blacklaw kindly corrected this oversight when we raised it on the Bridges resurfacing so they should do the same here.

- 4. Disappointing that there's no improvements to the right turn into Willowbrae Road. Even as a confident cyclist this is one where it can be tricky to get into the right turn lane amongst queueing traffic. If they're installing early release signals anyway then they could trivially provide a two-stage right by adding a cycle box ahead of the stop line on Restalrig Road South. That would provide a safe alternative especially for less confident cyclists. At the very least the offside advanced stop line could be started earlier at the same point as the nearside one, allowing a move across. Moving the ASL back would provide some protection from eastbound traffic.
- 5. Also at Jocks Lodge, disappointing to see that two of the ped crossings remain two stage -- that seems very outdated and contributes to the area feeling car dominated. They'd still need a refuge island for a 4 lane ped crossing, but it could be one stage (as they did at Leith Street at its junction with Greenside Row).
- 6. The cycle lanes across the Jock's Lodge junction are not helpful, especially westbound, as they force cyclists into a very secondary position. The whole left hand lane should be marked out westbound.
- 7. The Westbound lane beyond Jock's Lodge looks very wide - is there room for a much wider cyclelane so that cridlers are more prominent?

8. **[TDD-636674-8-10-03A]** Has the off-road cycleway on the North side been introduced solely because of the bus stop blocking the eastbound lane? Instead, could the lane be widened to allow riders to overtake?
9. The segregated section on the north side of Portobello road looks good - behind the parked cars, floating bus stops, SRET crossings. What separation is there from the parking?
10. At the south side bus-stop, is the cycleway on the pavement or carriageway and it should start beyond the bus stop to avoid pedestrian conflict?
11. The south side bus-stop cycleway emerges onto the road just across the mouth of a junction. Cyclists could be hidden from the view of drivers turning left into Piershill Terrace by any large parked vehicle. Riders would need to be looking behind to avoid this and may not be able to see drivers turning in from the right or emerging from PT. Should the cycleway be diverted into and across PT as with the junctions on the North side with a less dangerous exit into the bus lane.

SPOKES NOTE (2023)

The above is our draft comments – we don't seem to have a copy of the final submission