

Roseburn to South Gyle walking, wheeling and cycling improvements (Quiet Route 9)

<https://consultationhub.edinburgh.gov.uk/sfc/roseburntosouthgyle/>

Response from Spokes, March 2024

Spokes is supportive of quiet routes that create a safer and more accessible cycling network across Edinburgh. We welcome this consultation to improve Quiet Route 9 (QR9), and are supportive of the proposed junction redesigns.

Specifically on cycling, the proposals provide a range of benefits, including the removal of rat-running traffic, calmer streets and a significant increase in safety at the proposed junctions. We also note a good range of improvements for pedestrians.

Unfortunately, more detailed designs have not yet been provided for this project. We feel that, given preferred interventions have been selected, this consultation should have occurred once a concept design had been reached. However, Spokes volunteers conducted a walkabout at the sites on March 17 2024 to get an idea of how these proposals could be implemented. To that end, note our observations and comments for each junction below.

Site H

- **Balgreen Road / Balgreen Avenue / Saughton Crescent junction**

Spokes is supportive of all of the proposed junction improvements for this site.

There is no rationale given to the preference of a toucan crossing instead of a sparrow crossing - a sparrow crossing would be the preferred crossing type, separating pedestrians and cyclists and helping to ease any potential conflict.

It is not clear from the designs how the toucan crossing would be incorporated into the small sections of protected cycleway that are shown on the illustration. Our expectation is that people on cycles would be able to cross the road directly, without having to negotiate a bend or wiggle onto the toucan crossing point. We would also expect the toucan's button to be easily accessible for people cycling.

There will need to be a parking and loading prohibition around the sections of protected cycleway, in order to keep sightlines clear and ensure access to the infrastructure.

We would expect the correct tactile paving to be included around the boundaries of the protected cycleway, so that pedestrians with visual impairments understand the hazard.

It is not clear from proposals where one-way access would commence. We would suggest this to be in effect from Beechmount Park on the east side and Balgreen Park on the west side.

There are pedestrian guardrails to the south of this junction on the west side. The hope is that this street furniture would be removed to reduce clutter.

Traffic can occasionally tailback on Balgreen Road from Corstorphine Road. It would be good if this redesign takes this into account and makes it visually clear for drivers not to obstruct the junction.

Sites I

- **Saughton Grove / Saughton Loan / Saughton Park junction**
- **Saughton Crescent / Saughton Grove junction**
- **Saughton Crescent / Saughton Gardens junction**

Spokes is supportive of all of the proposed junction improvements for these sites.

We note that there are some properties on these junctions which have cars parked in their front gardens, without corresponding dropped kerbs to indicate they are legitimate car parking spaces. Private vehicles should not be able to drive over the tightened junction radii in order to park in gardens. There is ample on-street parking in this area to accommodate private vehicles.

Any green infrastructure will need to allow for clear sightlines.

Site J

- **Saughtonhall Drive / Saughton Crescent / Riversdale Road junction**

Spokes is supportive of all of the proposed junction improvements for this site.

We are pleased to see a sparrow crossing proposed for this site, as it is a better crossing solution than a toucan.

It is not clear from the designs how the sparrow crossing would be incorporated into the small sections of protected cycleway that are shown on the illustration. Our expectation is that people on cycles would be able to cross the road directly, without having to negotiate a bend or wiggle onto the sparrow crossing point. We would also expect the sparrow's button to be easily accessible for people cycling.

There will need to be a parking and loading prohibition around the sections of protected cycleway, in order to keep sightlines clear and ensure access to the infrastructure.

We would expect the correct tactile paving to be included around the boundaries of the protected cycleway, so that pedestrians with visual impairments understand the hazard.

It is not clear from proposals where one-way access would commence. We would suggest this to be in effect from Saughtonhall Terrace on the east side and Saughton Gardens on the west side.

Traffic commonly tails back on Saughtonhall Drive from Western Corner and people cycling often have to squeeze between tailed back vehicles to get across the quiet route junction. It would be good if this redesign takes this into account and makes it visually clear for drivers not to obstruct the junction.