

Dalry - Living Well Locally: Spokes Response

Dalry Town Centre - Haymarket to West End Place

To what extent do you support the proposals for Dalry town centre?

Strongly Support

Detailed Comments

Spokes strongly supports the proposals for Dalry town centre. They will make a significant positive difference to the way people spend time in, and travel through, Dalry.

The provision of segregated cycleways will enable people to cycle in their local community who would not have previously felt comfortable or safe enough to do so. This includes people going to work, school or simply enjoying time in their community.

Providing high quality public realm helps to enhance the character of the area and make spending time within it more enjoyable. In particular, the addition of street streets, rain gardens, seating, and cycle parking amongst others will all improve the local area.

We have concerns regarding the 'cycle street' and whether traffic volumes will be low enough to make this a safe and comfortable option, particularly bearing in mind that 50% of existing Dalry Road traffic is local. Wherever space allows, segregated cycleways should be provided. The problem becomes worse if the bus gate is weak - see next section.

We are considering implementing the traffic filter between 7am and 7pm, 7 days per week. What do you think of the proposal to have a traffic filter for buses, taxis, emergency services and bicycles at the Haymarket end of Dalry Road so that we can deliver the proposed improvements?

The introduction of a bus gate will have a transformational impact on the comfort, safety and enjoyment of walking, cycling, and spending time in Dalry, as long as it is not weakened. The reduction of through traffic, while still enabling full vehicle access to properties, will make for a more pleasant street environment for all users.

Vehicle danger, noise, and pollution will all be substantially reduced. This impact is most profound outside the large number of businesses on the corridor as well as Dalry Primary School.

We would support aligning the times of the bus gate with the proposed bus gate on Bank Street as part of the Meadows to George Street project. This will operate between 06:00-22:00. We are very concerned that any relaxations in the bus gate outside these times, or for additional categories of vehicles, will increase traffic further, and revert further towards making Dalry Road a 'through route' again, rather than a local place. In particular, making Dalry Road a through route for all traffic after 7pm will make it less hospitable at a time when many people are still walking, cycling and using local businesses.

In particular, the 'cycle street' section of Dalry Road would need to be redesigned with segregated lanes if the bus gate is limited in operation.

We are proposing to move loading and parking bays from Dalry Road to nearby side streets to create more space for walking, wheeling and cycling along Dalry Road. Do you have any comments regarding moving loading and parking bays to side streets?

Where any parking is converted to echelon or 'nose in' arrangements, careful consideration must be given to the safety and visibility of cyclists on the street.

Consideration should be given to the use of bollards to protect the footway and cycleway from illegal parking and loading by those who don't wish to use the relocated bays.

Dalry Town Centre - Side Streets

To what extent do you support the proposal to introduce a one-way road system to the Dalry town centre side-streets?

Support

Detailed Comments

While the use of one-way streets to provide space for alternative uses is appreciated, we have some concerns around potential impacts. One-way streets are known to increase vehicle speeds as drivers know they will not experience opposing traffic. This should be considered and speed reduction measures considered.

The exact direction of each one-way street should also be carefully considered. By making Orwell Terrace one-way southbound, rather than Caledonian Road, vehicles would need to spend less time on Dalry Road itself. This reduces conflict within the cycle street area.

All one-way streets should feature contraflow cycling that is clearly signed and marked on the carriageway.

The use of continuous footways and installation of cycle parking is strongly supported. Where any parking is converted to echelon or 'nose in' arrangements, careful consideration must be given to the safety and visibility of cyclists on the street.

Dalry Swim Centre

Detailed Comments

Spokes supports the proposed public realm improvements which will both improve the surroundings of the historic swim centre as well as the local environment for the community.

Cycle parking should be included as part of the improvements to cater for people visiting the centre. The use of street trees and other SUDS are very welcome.

West End Place to Tynecastle High School

Detailed Comments

Spokes strongly supports the proposed protected junction at Dalry Road/Ardmillan Terrace. It will transform what is currently a hostile and unsafe environment for people walking and cycling.

The provision of segregated cycleways is strongly supported and will improve the corridor immensely for cycling.

There should be gaps in the segregation at either side of the protected junction on all approaches to enable cyclists to join and leave the cycleway/carriageway.

Consideration should be given to making Murieston Road and Murieston Terrace two-way for cycling, tying into the new protected junction.

Cycle parking should be introduced around the protected junction to serve the businesses and services on Ardmillan Terrace and Dalry Road.

Illegal parking is often observed on Dalry Road near Downfield Place and Springwell Place.

Bollards should be used where appropriate to protect the cycleway and footway from vehicles.