

# Travelling Safely – ETRO/21/27B [North area schemes] **CLOSING 15 FEB**

## Spokes Response to consultation

### INITIAL DRAFT -WE (AND THE COUNCIL!) NEED YOUR COMMENTS

[Consultation website](#) [click *North schemes*]

[Official full ETRO](#)

**VERY IMPORTANT NOTE:** Legally, the drawings for the ETRO need only show the loading and waiting restrictions needed to allow the bollarded cycle lanes to exist. The drawings usually **do not show** the cycle lanes and segregation. **For your response, do not worry about this.** The Council is basically interested in whether to retain, modify or scrap the schemes. **So, from your own personal knowledge of those schemes that you are familiar with on the ground, say what you would like to happen to the schemes, and what improvements you would like made.**

Also, if you find it more convenient, instead of using the online consultation, you can send a response by email, to [edinburgh.consultation@projectcentre.co.uk](mailto:edinburgh.consultation@projectcentre.co.uk) and to [TRO.Consultations@edinburgh.gov.uk](mailto:TRO.Consultations@edinburgh.gov.uk).

*If you respond by email* be sure to put **ETRO/21/27B consultation** in the subject line. We'd also appreciate if you'd send a copy ASAP to [spokes@spokes.org.uk](mailto:spokes@spokes.org.uk).

[Note – Silverknowes is now covered in different ETROs, still to be published]

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### INITIAL DRAFT SPOKES RESPONSE

#### INTRO

**Spokes strongly supports the North Edinburgh ETRO** and its significant contribution to encouraging people to walk, cycle and use public transport in the city.

Where **lane defender units** have been used in cycleways, efforts should be made to replace these with more permanent materials such as adhesive Scan kerbs as used on Holyrood Road. This both improves the visual appearance of the cycleway and provides a more continuous protected nature to the route.

Many of the schemes do not cater adequately for cycle safety at **junctions**. These are the greatest danger areas, and also the sections most likely to deter people from using a bike. An otherwise attractive segregated route with a difficult junction at the end or elsewhere is likely to deter many potential cyclists from using any of the route.

There are numerous instances across the scheme areas where cycleways have an unacceptably **poor surface** from their time as vehicle lanes. Given the narrow nature of many of the cycleways, this can cause acute issues for cyclists. Notably, those taking avoiding action may potentially strike a lane defender. The surface of all cycleways should be reviewed, and suitable resurfacing undertaken where required.

Where **motor vehicle prohibitions** are proposed, access should always be retained for people walking and cycling - including on non-standard cycles such as cargo bikes and trikes.

There are numerous sections of cycleway where **kerbside motor access** is allowed and provided. Any instance of this, which forces cyclists to rejoin traffic, reduces the safety and attractiveness of the route and should be avoided where possible. The use of floating parking and loading bays, as well as relocating loading to side streets, has been successful in the city and should be used in further locations.

**Cleaning of the cycleways** it often irregular and there tends to be a build up of mulch and debris in a number of locations.

Drivers parking/waiting **close to the start or end of segregated areas** making it difficult on entry and dangerous on exit requiring cyclists to immediately pull out to overtake. For example, this is especially a problem on Rodney Street northbound just after the Bellevue Chapel on a Sunday when it appears that chapel-goers are parking on the yellow line as close as they can to the chapel.

## SPECIFICS

**Bellevue to Canonmills & Broughton Street** Significant changes are likely to be needed to the ETRO. We are concerned that cycle facilities have been removed between Canonmills and Broughton Road. The ETRO must include traffic restrictions which allow for safe and convenient cycle routes throughout. The uphill cycle lane here is extremely valuable for cyclist safety and confidence. Furthermore, this cycle lane should be extended to the top of the street - it is clearly possible given that the inside lane here has been closed as part of the tram-work Traffic Management Plan. Finally, any waiting/loading restrictions that support the roundabout safety measures must be retained and extended to provide for direct pedestrian crossing facilities at the footway build-outs.

Adding an Early Release traffic signals at the junction with Broughton Road are needed so that southbound cyclists can get up the hill and out of the way of left turning vehicles. Also helpful for those heading north to get a good start and "take the lane" for going ahead to Inverleith Terrace via Huntly Street.

Also: Red surfacing has just been added across the mouth of East Claremont Street – this is welcomed as drivers often creep out causing cyclists to veer out of the cycleway.

*Comment from a member (to use all or any relevant bits)*

*"I am writing in strong support of retaining the bike lanes along the Bellevue to Canonmills route. My wife and I recently purchased our flat on Rodney St. and its accessibility by bicycle was a central factor in our property purchase. I commute and travel every day by bicycle up this route, often several times per day, and would not feel safe doing so if I had to weave around parked cars, or did not have the safety of a divided lane. The route could still use improvement, but it is a huge step in the right direction. Beyond its personal value, I see how many, many people use the route, especially because it connects to the Goldenacre and Warrison paths. Even though cycle route 75 takes a different path, the steepness of the hill and the cobbles along Scotland St. make it very impractical (and almost impossible) to comfortably cycle. In effect, the Bellevue to Canonmills route is the true route connecting the northside active travel paths to the city center, and hopefully soon to the exciting George St. and Meadows to George St. developments."*

**Crewe Road South** The surface in the cycle lanes is very poor, and should be improved.

At Comely Bank Roundabout, the geometry of the roundabout should be changed so that drivers cannot use the desire line and go straight across the hatching from Craighleith Road to Comely Bank Road.

**Ferry Road** Waiting by coaches should not be permitted, alternative waiting areas should be provided. Even if drop-off only is permitted, this brings the alternatives either of a large group of people exiting from the bus into the cycle lane, or, if the parking is kerbside, forcing cyclists out into the main traffic lane outside of the bus.

Adding an example of cycle lane cleaning not being effective at the car wash location eastbound

**West Shore Road** and **Marine Drive** ?