

## **Marionville Road walking, wheeling and cycling improvements:**

### **Spokes Response**

August 2025

Spokes strongly supports the proposed improvements on Marionville Road. The project will enhance the already planned Smokey Brae improvements, create new links for cycling and reduce vehicle dominance in the area.

Marionville Road is currently a wide street that often sees significant numbers of vehicles travelling well over 20MPH. The proposed improvements will narrow the street, reducing vehicle speeds and making crossing easier for pedestrians.

It is expected that wayfinding will be provided as part of the project, including on-street cycle symbols, taking into account the new 'Edinburgh Cycle Network'.

The project should be designed to allow further connections in the future, such as to Fishwives Causeway via Moira Terrace and Holyrood Park

### ***Detailed Comments:***

#### **Marionville Road**

Cycleway widths are not provided but it is expected that all new cycleways will meet or exceed recommended widths, not absolute minimums. This is especially important given the adjacent Meadowbank regeneration which is focussed on active travel.

The interface at the west for cyclists joining the route is awkward and could be improved by swapping the location of the entry/exit of the cycleway on/off from Marionville Road.

The westbound bus stop adjacent to Wishaw Terrace ('Dalgety Avenue') is some distance from its eastbound pair. Moving the stop opposite to Dalgety Avenue itself, where a wide area of footway already exists, reduces costs and better spaces the bus stops.

The cycleway should only be raised at crossing points to emphasise them.

#### **Smokey Brae**

If possible, the segregation on London Road should be extended closer to the junction with Smokey Brae to prevent the lane being blocked by vehicles.

#### **Marionville Avenue/Restalrig Avenue**

Cycle lane markings should be extended over the junction of Marionville Avenue/Marionville Park/Marionville Crescent to highlight the presence of cyclists. Particularly as cyclists will be turning here to access numbered the cycle route.

We understand that the proposed traffic calming on Marionville Avenue/Restalrig Avenue has priority in one direction to facilitate the Marionville Road fire station. Should the station close as-is proposed, the priorities should be alternated to prevent vehicles speeding in one direction.

There do not appear to be parking restrictions proposed at the uncontrolled crossing on Restalrig Avenue. This could allow poor parking to impede cycle and vehicle access.

6. To what extent do you support or oppose the proposed accessibility and public realm improvements on Marionville Road?

Introduction of new, widened and renewed areas of pavement

**Strongly Support**

Introduction of a new signalised crossing on Marionville Road at its junction with Marionville Park and entrance into Lochend Park.

**Strongly Support**

Introduction of a protected cycle lane on Marionville Road between the proposed signalised crossing and Wishaw Terrace

**Strongly Support**

Introduction of a planting and seating in the reclaimed area of carriageway at the entrance to Lochend Park.

**Strongly Support**

Changing the parking and loading restrictions to suit the new road layout, while also futureproofing for the planned Council-led Meadowbank housing development.

**Strongly Support**