

Dundee Street Fountainbridge Active Travel Project

Spokes **DRAFT** Response

Spokes strongly supports the transformational improvements proposed on Dundee Street and Fountainbridge. The project will deliver a safe, continuous cycle route connecting a dense corridor in the city while providing an alternative to the congested Union Canal.

The project will also be a welcome early demonstration of the Council's new Mobility Plan policy that the 'Primary Cycle Network' should largely comprise main road segregated bike lanes.

With thousands of new homes, student beds and new office, leisure, and commercial development all under construction or recently completed, it is imperative that people are able to safely walk and cycle in their new community. If this project is not delivered, we risk more congested, less safe streets.

Overall Project Comments

Where there are significant space constraints, it is expected that the transport hierarchy will be respected with space being taken from the carriageway before cycleways and footways.

Bus stop bypasses are safe, tested solutions to protecting cyclists at bus stops while retaining pedestrian safety. Where proposed, they should follow Cycling by Design standards with clear, raised crossing points and wide footways for pedestrians.

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

The project should be designed to allow for future connections and improvements west on Slateford Road, north to the Roseburn-Canal project, east to the Lothian Road project and south towards Bruntsfield and Polwarth.

Public cycle parking and space for the Voi cycle hire scheme should be provided throughout the scheme, particularly at commercial and high-density locations.

There are sections of the route where existing Rosehill Lane Defenders ('bollards') are proposed to be retained. They should be replaced with continuous kerbing to improve the feeling of safety for users.

Detailed Comments on the map sheets [blank where no comments]

Sheet 1a

The cycleway should be extended to the junction of Ashley Drive and Ashley Grove to make eastbound movements for cycling clearer.

The parallel crossing over Ashley Terrace should be raised to reduce vehicle speeds and encourage compliance. This is particularly important given the adjacent primary school.

The echelon parking provision on Ogilvie Terrace should be converted to parallel parking to provide greater visibility of cyclists.

The three one-way plugs are strongly supported.

Sheet 1b

Sheet 2a

The modal filter on Harrison Gardens is strongly supported.

Sheet 2b

Harrison Road has now been closed for approaching a year. Retaining this closure will reduce traffic and danger in the area and allow for on-street cycling.

Sheet 3a

The parallel crossing of Harrison Road should be raised to reduce vehicle speeds.

Sheet 3b**Sheet 4a**

The one-way plug is strongly supported.

Sheet 4b

The junction radii at 38/50 Bryson Road should be reduced to lower vehicle speeds.

Sheet 5a**Sheet 5b**

The modal filter on Fowler Terrace is strongly supported.

Wayfinding should be clear here to direct users towards the Canal connection as well as towards Slateford Road/Gorgie.

Sheet 6a

While no signal drawings have been provided, it is unclear why the cycleway on Henderson Terrace is offset in such a way since it cannot run with the pedestrian phase. Consideration should be given to providing a single stage pedestrian crossing and utilising the available space for footway widening or Voi provision

Sheet 6b

Road markings should be adjusted on Ardmillan Place to highlight contraflow cycling at the junction with Angle Park Terrace.

Sheet 7a

Cyclists should be able to turn right into Henderson Terrace from the carriageway, in addition to buses.

Given the presence of double red markings at the gap in segregation adjacent to the footbridge on Dundee Street, mandatory cycle markings should also be used if this gap is essential for maintenance or otherwise.

The Dundee Street/West Approach Road junction will remain a dangerous junction on what is an otherwise significantly safer route. The junction should be raised or alternatively closed to provide a safe crossing for pedestrians and cyclists.

Sheet 7b

The enhanced public realm at Fowler Terrace/Dundee Terrace is strongly supported. Space should be provided for the Voi cycle hire scheme.

Where possible, remaining sections of Rosehill cycle lane defenders should be replaced with continuous segregation, including ScanKerb adhesive segregation. This enhances the feeling of protection within the lane.

The signalisation of the Yeaman Place junction is strongly supported.

Sheet 8a

It is unclear how cycle access to the toucan at Yeaman Lane is provided, such as via a dropped kerb adjacent to the westbound cycle lane.

There is no need for a give-way line at the signalised crossing as the lane to the right is unidirectional eastbound.

The area adjacent to Sainsbury's on Dundee Street is subject to frequent footway/cycle lane parking at present which should be designed out.

Sheet 8b

The bus stop outside Boroughmuir can be very busy at times. The bus stop island should be extended east to allow additional queuing space.

Narrowing the exit from Fountainpark is strongly supported.

Sheet 9a

The proposed parallel crossing on Drysdale Road is strongly supported. As Drysdale Road has shared use footways, easy access to these from the cycleway should be provided.

Sheet 9b

The extent of the contraflow provision on Grove Street is unclear. The wider drawing appears to show a marked contraflow lane as far as the bridge over the West Approach Road. Contraflow cycling should be permitted throughout Grove Street inline with CEC policies.

Sheet 10a

While the protected junction at Gardner's Crescent is strongly supported, a CYCLOPS dealing with the cycleway on the outside is counter to the existing designs implemented on Melville Street, Leith Walk and other CEC schemes under development.

A bidirectional crossing on the eastern arm should be considered for easier access to/from the Port Hamilton cycle route.

Access to/from the Meadows to Union Canal scheme should be considered, which is likely to be through the section to the east of the main cobbled canal access.