

Road and Footway Improvements Meadow Place Road/Broomhouse Road

Consultation Response

December 2013

About Sustrans

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1 Introduction

Sustrans welcomes the improvements that the proposals would bring to pedestrians and cyclists in the local area. We agree with the the scheme objectives namely:

- improving road safety for all road users; pedestrians and cyclists
- providing a cycling network that joins into existing links in the area
- promoting clearer sight lines at junctions
- making drivers more aware of pedestrians along this stretch of road

However we feel that this street presents a great opportunity to be even more ambitious in design terms. We believe the suggestions set out below would further enhance the designs you have presented and would welcome the opportunity to discuss them with the project design team.

2 Potential design enhancements

Mandatory cycle lanes

We suggest making replacing the advisory cycle lanes with mandatory cycle lanes. We believe mandatory lanes, i.e. being marked with a solid white line, are a higher level of cycle provision and will improve road safety relative to advisory cycle lanes. They send a stronger message to road users that the space is for cyclists and is likely to result in less encroachment and parking in them. Indeed both of these behaviours would be prohibited during the hours of operation. Additionally the fact that there is little frontage on Broomhouse Road and Meadow Place Road should make it easier to implement mandatory cycle lanes in this scheme.

Semi-segregated cycle lanes

In addition to marking mandatory cycle lanes we suggest consideration of making the lanes semi-segregated from general traffic, by including small 'cats-eyes like' features along the length of the lane marking, known as Armadillos. They are relatively cheap with a unit price of £20. Armadillos are an innovative way to increase the feeling of safety users will have when cycling in the lanes and are likely to further reduce encroachment by motor vehicles.



Example of an armadillo (Picture courtesy of Alex Sully)

To our knowledge such an approach has been used in London and some European cities however it would be a first for Scotland and we are keen to see it trailed in this scheme.



Example of a semi segregated cycle lane (Picture courtesy of Transport for London) in which armadillos are placed between mandatory cycle lane markings. In the case of Meadow Place Road the cycle lane would be unidirectional.

In the case of Meadow Place Road / Broomhouse Road consideration should be given to bus stop treatments and whether cyclists should have to leave the cycle lane to overtake a stationary bus. Where semi-segregation was used in London the lane was raised to footway level at bus stops (see below) which increases safety for cyclists. However due consideration should be given to the needs of pedestrians boarding and alighting buses (alternative markings and/or materials could give a greater sense of pedestrian priority).



Example of bus boarding / cycle lane arrangement (Picture courtesy of Alex Sully)

We believe that the combination of mandatory cycle lanes and armadillos would enhance road safety for cyclists to such an extent that it is not necessary to provide a colour contrast by using red chips in the scheme. This would result in a cost saving that could be put towards some of the additional items we suggest, such as armadillos.

Zebra crossings

In order to make drivers more aware of pedestrians and increase road safety for pedestrians we suggest that zebra crossings are provided at your new crossing points. Zebra crossings provide pedestrian priority and also require drivers to be more observant of pedestrians. In turn a series of zebra crossings along the street is likely to slow vehicle speeds. In order to ensure that traffic slows at them you could consider raising the crossings to footway level as per the current zebra crossing in place at Groathill Avenue North in Drylaw, Edinburgh.

We suggest introducing zebras would do away with the need for the proposed double D-islands, which at the current specification are of insufficient width to allow wheelchair users and push chairs to wait in them.

Pedestrian guardrail

We welcome the removal of pedestrian guardrail proposed under this scheme. However we think that you should consider removing more, for example around the toucan crossing adjacent to Broomhall Road.

Tighten junction corner radii

In the interests of increasing road safety for pedestrians we suggest that the opportunity is taken to tighten the corner radii of all side road junctions on this scheme, e.g. Forrester Park Avenue. This approach is recommended in the Scottish Government Policy – Designing Streets and we believe is to be incorporated in the Council's new Street Design Guidance. Reducing the radii will slow down the speed of turning traffic, shorten crossing distances and make crossing side road safer and easier for pedestrians. We also recommend including dropped crossings with tactile paving across side roads where this is currently absent.

Integration with the wider cycle network

With a few minor changes the cycle facilities on Meadow Place Road / Broomhouse Road could link well with two east-west 'Family Friendly' cycle routes proposed in the Council's Active Travel Action Plan (linking the city centre with Edinburgh Park and The Gyle). One cycle route follows the path running parallel to the tram route while the second follows quiet residential streets and crosses Meadow Place Road at Broomhall Road.

We suggest that as part of this scheme dropped kerbs are added at appropriate locations such that it is easy to interchange between these routes and the new cycle facilities along Meadow Place Road and Broomhouse Road.

3 Funding Opportunities

We are aware that the changes we suggest will increase the scheme cost. However if you are interested in incorporating our suggestions into the scheme it is possible to secure up to 50% of the total costs through our Community Links Programme. We would be happy to discuss this with you.

Applications can be submitted from January 2014 and the closing date is 14th February. Further details can be found here:

<http://www.sustrans.org.uk/scotland/what-we-do/communities/community-links>