

Notes of Meeting on Cycling in Roseburn Park : 8th October, 2018

There were 22 people at the meeting with Martyn Lings, Cycling Officer, City of Edinburgh Council.

Issues

1. Notes of Meeting

These notes will be circulated to Ward Councillors, Friends of Roseburn Park, the Manager at Murrayfield View for circulation to residents and to anyone at the meeting external to MV, who left an email address. About half the attendees at the meeting were not online or have access to email.

2. What happens to any further information and comments?

These would be placed in an Appendix to the main consultation and monitoring report on the trial, after being taken into account in the main report.

3. Speed of cyclists

There was a clear feeling amongst the group that many cyclists are travelling too fast through the Park. From 7.30 a.m. onwards the pathway was considered by many to feel like a 'motorway' and this created considerable concern as it coincides with children walking to school through the park. Several cyclists do not use a bell and many felt that cyclists were taking over the Park. There have been campaigns within the city trialling different signs on improving behaviours by all users on shared paths and the use of bells. The findings of the surveys carried out as part of these trials showed that was an even split between the path users who felt that the signs did make a difference, may have made a difference and didn't make a difference. As such, the Council believes they are worthwhile, but also recognises that there may be situations where further interventions are required. There was discussion about the use of speed bumps, as rumble strips are known not to work. However, it was noted that these could impact on wheel chairs users, as bumps do not make an easy ride. Similarly, whilst it may be feasible to introduce physical barriers or chicanes, these might make the problems worse.

Unfortunately, the law on speeding for cyclists is missing. It used to be that cyclists were expected to cycle at an 'appropriate speed'.

4. Tactile Strips

These are the grey material set into the tarmac that have been put in place to help those with a visual impairment to work out which side of the shared path they are on, where there is segregation between cyclists and pedestrians. A wheel chair user suggested they made travel through the Park difficult as the wheels do not operate well on the pedestrian side of the path. Cyclists also find their wheels get caught in the tracks on the cyclist side of the pathway. Unfortunately, as they are required by national guidance to be set out in the manner that they have been laid, altering them is not feasible.

5. Speed Reduction measures for Cyclists

The extension of the segregation of pedestrians and cyclists was discussed including putting a kerb in the middle of the path. The meeting concluded that further segregation

throughout the whole Park was not feasible and could lead to further conflict between pedestrians and cyclists. Dogs and small children do not recognise the differences between the segregated paths.

6. Conflicts

CCTV had been setup before the trial took place and afterwards. Details of the results of the trial are set out in the main report, in summary there was high levels of adherence to the segregation and fewer conflicts which led to someone having to stop. However, the play area is being re-located. Although the play area is still under construction, it was felt that there would be a new conflict point with children emerging onto the main path once the play area was completed. The comment was made that the safest place to walk was on the white lines.

7. Segregation of Pedestrians and Cyclists

Martyn indicated that white line segregation works elsewhere, e.g. in the Meadows. However, this is a path that is wider than that in Roseburn Park. The point was made that Roseburn Park is a public park for everyone to enjoy. It is a place to relax. The discussion indicated that white line segregating pedestrians and cyclists was considered not a good idea and that pedestrian use should come first.

8. Is the Trial staying?

Martyn indicated that parts of the trial would stay because of the blind corner at the disused toilet block. It may be possible for the white lining at the Pavilion to be removed. A subsequent site visit confirmed the feasibility of this.

9. Diversion for Cyclists

It may be feasible to divert the cycle part of the path to be located behind the buildings on the river side. FORP had asked for this to happen as part of the flood works. But the idea had been turned down by the then Flood Prevention Works Manager. It would have involved installing gabion baskets and more earthmoving. A subsequent site visit indicated that this idea might be feasible, though it faces some significant challenges regarding the proximity of buildings, a large tree and path user safety if they are travelling behind a building.

10. Path Maintenance

There is a large puddle beside the old toilet block. Cyclists usually swerve to avoid it and hence encroach onto the pedestrian area at this point. This needed attention to encourage cyclist to remain on their own side of the path.

11. Direct Access to Play Area from Roseburn Crescent

A written comment received at the meeting indicated that an access from Roseburn Crescent over the flood wall should be considered. This would avoid conflict between cyclists and young children at the Roseburn Place entrance, especially when children wished to use the play area immediately after School. It might also avoid conflict between children

emerging from the play area with cyclists on the main path. This is a matter for Parks and Greenspaces. Friends will take up this issue directly with Parks.

Action Points

1. A feasibility study for diversion of the cyclists behind the Pavilion and the Old Toilet Block, to be further considered by the Friends of Roseburn Park. FoRP to pursue this with Sustrans.
2. The Council to consider removing the tactile strips and segregation on the west side of the Park.
3. The Council to consider maintenance of the path where puddles are appearing.
4. Interventions to slow down cyclists.
5. FoRP to further investigate the implementation of an access over the boundary wall to link with the new play park.