

Meadows to Canal

Frequently asked Questions.

**Q1 Why is this taking so long?**

In 2015 the Councils Transport departments went through a transformation. During this time staff numbers were reduced and statutory duties were prioritised over projects development. Since then a consultant has been appointed to collate the results from the previous consultation and take forward the design incorporating the 2014 feedback.

**Q2 How will these cycle lanes affect the businesses in the area that rely on passing motor trade?**

Studies have shown that businesses on streets where money has been spent on improving provision for walking and cycling (including cycle parking) benefit more from increased passing trade.

**Q3 Are you promoting cycling on the footways and will those riding bikes have priority over those walking?**

No. There will be short transition areas (known as shared use areas) to allow cyclists to cross the footways from the cycle track to the carriageway on the side streets. At these junctions, cyclists will be asked to give way to any pedestrians.

**Q4 Why has the cycle track on Home Street moved from the East to the West side of the road?**

The businesses on the East Side (in particular the Kings Arms, the Cuckoos Nest and the Tollcross Superstore) depend heavily on the loading bay for large heavy deliveries. Locating the cycle track here in place of the loading bay would result in major difficulties for these businesses.

The loading bay space on the West side is easier to relocate on Gilmore and Lochrin Place.

**Q6 Why have you chosen the route down Tarvit Street and not the route that is currently signed down Valleyfield Street?**

The proposed route limits the time spent on busy roads and utilises the quiet streets of Lochrin Place and Tarvit Street. It also avoids travelling through the Gilmore Place / Home Street junction.

**Q7 I prefer to ride along Valleyfield Street and North Meadow Walk.**

That's fine, we're proposing improvements on Valleyfield Street that will permit West bound contraflow cycling so you'll be able to use this street legally in both directions. We're also proposing to widen and segregate the footway between North Meadow Walk and Leven Terrace.

**Q8 Why are the Brougham Street proposals different to the Home Street design?**

There is not enough road width to include a bi-directional cycle track on one side of the road and cater for the existing cycle movements on the other. This design is a compromise given the constraints and works better for all cyclists.

**Q9 Are you going to be providing more cycle parking?**

Yes. Details of cycle parking have been omitted from the draft proposals to reduce clutter on the drawings.

**Q10 When is it going to be built?**

We hope to start the TRO process following on from this public consultation. This could take around a month or so to detail and up to 12 months to go through the process. During that time, we will be carrying out detailed design as well as agreeing a route to market to appoint a contractor that will deliver the scheme. It is estimated that we will be on the ground in Spring of 2020.

**Q11 Why has Home Street been resurfaced ahead of these planned changes?**

The renewal of the carriageway had been delayed for so long that the surface had become dangerous and a priority to get fixed. We simply couldn't leave it any longer. Any abortive work will be limited to burning off some road markings to make way for the new layout. Unfortunately, this meant not laying red chip at the advanced stop lines.