

CIMT 17 July 2020 – Spaces for People Project Approval

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 7 July 2020. Recipients were given five days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

Project Proposal

Location	Justification	Recommendation
Comiston Road	Provide protected cycling infrastructure on a key arterial route to the city to enable communities in the South of the city to travel safely by bike as lockdown eases.	<u>Progress with cycle project</u> as part of overall emergency measures to re-designate key parts of the road network to help pedestrians and cyclists travel safely while meeting physical distancing requirements.

Feedback

Comment from	Comment	Response
Cllr Inglis	I'd like to voice my support for the proposed schemes in Morningside and Comiston Road.	
Cllrs Cook, Rust, Ross, Daggart and Fairmilehead CC	Concerns regarding the consultation and engagement process for the proposals. Measures appear to be rushed through and should be continued for consultation and engagement so that views submitted by local residents can be properly taken into account.	We need to put temporary measures in quickly as our priority is to protect the health and wellbeing of our residents and support businesses. This means we are not able to follow a full engagement process. Though at present the number of cases of COVID-19 has fallen substantially, there remains a need for the temporary measures and for their rapid installation as further outbreaks may still occur. We have encouraged communities to submit their views on the Spaces for People initiative on the Commonplace website which brought in more than 4000 responses. Further information regarding the

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		Spaces for People Programme is available on the Council's website at www.edinburgh.gov.uk/spacesforpeople
Cllr Webber	Demonstrating how existing networks connect with these additional emergency measures will help identify those that are required.	This project will connect to another Spaces for People project between Greenbank Crossroads and the Meadows which will run along quiet streets parallel to Morningside Road. Designs for this scheme are in development and will be brought to notification shortly.
Cllr Ross	<p>I am concerned that these proposals for cycle lanes Pentland Terrace and Buckstone Terrace (Comiston Road) may be unsafe and could cause issues for all users - emergency vehicles, pedestrians, residents, bus users, cyclists and motorists. My concerns on safety are principally</p> <ol style="list-style-type: none"> 1. residents accessing their homes and driveways may have to cross the cycle lane, either on foot or in a car, potentially leading to conflicts with cyclists; 2. residents boarding and alighting from buses on the route would require to cross the cycle lane. Would cyclists travelling downhill at speed be expected to stop and wait until all passengers were safely on and off the bus? Any misunderstandings could put pedestrians and cyclists in danger. 	<p>The scheme has been subject to a Designers Risk Assessment and will be subject to safety audits.</p> <p>All layouts are approved under Edinburgh Street Design Guidance, including the need to access parking and bus stops across a cycleway. These are common arrangements in many parts of the UK and Europe and are in line with the design proposals for key cycle routes under development in Edinburgh, eg: City Centre West to East Link and Meadows to George Street.</p> <p>Cyclists will be required to give way to pedestrians boarding/alighting bus stops and this will be made clear with the road markings at these locations.</p>
Cllr Ross	Traffic congestion would almost certainly increase if the cycle lanes result in a narrower roadway and restrict the use of the bus lane for buses, thereby increasing congestion, pollution and journey times for	There is no impact on bus lanes, or approach lanes to signalised junctions as a consequence of this scheme. Generally at present Comiston Road has two usable running lanes due to the outer lanes

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	all.	being used for parking.
Cllr Ross	The Council has already agreed to reduce the speed limit on the road from 40mph to 30mph. This would greatly improve safety for all. Please can you implement the speed limit reduction before or at the same time as any other changes?	The speed limit will be reduced as part of these proposals.
Cllr Ross	What data have you gathered that points to this scheme as a solution?	<p>These proposals are required to both enable those who have taken up cycling during lockdown to continue cycling, and also to provide a sustainable alternative to Public Transport while public transport capacity remains limited in order to avoid significant impacts were these journeys all to switch to car based transport.</p> <p>Numerous suggestions to include segregated cycleways on this road were made on the council's commonplace website, and many letters of support have been received as a result of this notification.</p>
Cllr Webber	At present the road is very wide and there is more than enough space for cyclists to travel safely. Many people have commented that the road is wide enough to accommodate safe cycling and with the speed reduction to 30mph that this will be further enhanced. The numbers of people using the pavements, which again are generally wide enough to allow social distancing lead us to believe that that these measures are disproportionate to tackle and manage the need now and in the future. The proposals show themselves completely at odds with the fact that our city now faces an unprecedented economic crisis, borne from the public health situation. And taking a more pragmatic view, we are	<p>The need to move out past parked cars and stopped buses constitutes a hazard for people cycling which this project will address.</p> <p>The speed limit will be reduced to 30mph.</p> <p>These proposals are required to both enable those who have taken up cycling during lockdown to continue cycling, and also to provide a sustainable alternative to Public Transport while public transport capacity remains limited in order to avoid significant impacts were these journeys all to switch to car based transport.</p>

	now some way on the road map to recovery. Most of the proposals that would have been more suitable for Phase 1 of lockdown now look decidedly out of step with the country now that we are in phase three.	
	Access to residents' driveways	
Cllr Webber	There appears to be a wide discounting of the residents that live along this road. Many have driveways and will have to reverse into their driveway from Comiston Road as they do now. But with these changes the risk to manoeuvring safely has increased significantly as they are now doing so in one lane of traffic. They will now have to face a single lane of traffic where they must stop and reverse onto oncoming traffic prior to crossing a cycle path and a footpath, in reverse. We are adding risks rather than making things safer.	<p>The designs have maximised the amount of the road where parking will remain permitted, meaning for many driveway there will be space to carry out this manoeuvre without impeding following traffic.</p> <p>The manoeuvre described is often required at present due to parked vehicles on Comiston Road, and the situation described is not uncommon across the rest of the road network (ie: a driveway onto the running lane of a carriageway). The reduction to 30mph speed limit will help minimise this risk and the project designers have carried out a Designers Risk Assessment of the scheme.</p>
Cllr Arthur	Quite a few people have raised concerns about accessing driveways safely. Was this risk assessed? Has there been any problems elsewhere?	The reduction to 30mph speed limit will help minimise this risk and the project designers have carried out a Designers Risk Assessment of the scheme. The scheme will also be subject to required Road Safety Audits.
Cllr Rust	The proposals will make access to residents' properties more difficult on a busy arterial route where already the topography can make sightlines difficult for those emerging from driveways.	The reduction to 30mph speed limit will help minimise this risk and the project designers have carried out a Designers Risk Assessment of the scheme. The scheme will also be subject to required Road Safety Audits.
	Floating bus stops	
Cllr Webber	The concept of Floating bus stops is not suitable. Pedestrians will be impacted unfairly, many of whom	The principle of Bus Stop Bypasses is generally accepted and applied across the UK and Europe.

	<p>may have limited mobility / sensory impairments, as they will now have to give way and cross over a cycle path when boarding and disembarking from buses.</p> <p>Concerns regarding removal/reduction of bus stops. Travelling southbound there is a significant gradient for those with mobility issues to face.</p>	<p>Though there are few examples in Edinburgh, Bus Stop Bypasses are included in Transport Scotland design guidance (Cycling by Design 2010) and CEC’s Edinburgh Street Design Guidance. The design of Bus Stop Bypasses on this scheme will be subject to a Road Safety Audit prior to delivery and will include clear markings to cyclists to give way to people embarking/ alighting buses.</p> <p>One bus stop will be removed, southbound immediately south of junction with Braidburn Terrace. This is required due to the narrow carriageway widths at this point. It is understood that this bus stop is quite lightly used. The southbound bus stop immediately north of the junction with Oxfords Road will be retained.</p> <p>Bus stops are being moved at some locations to ensure that when two buses stop opposite each other this does not block the carriageway. The distance to the relocated bus stop is minimised in each occurrence.</p>
<p>Fairmilehead CC</p>	<p>Bus pads appear to be going to be placed in the middle of the road. This is inconvenient for passengers as they will be required to cross the active cycle lane to get on a bus. This will lead to conflict between passengers and cyclists and could lead to injury of either. Who has right of way at proposed bus pads?</p>	<p>The principle of Bus Stop Bypasses is generally accepted and applied across the UK and Europe. Though there are few examples in Edinburgh, Bus Stop Bypasses are included in Transport Scotland design guidance (Cycling by Design 2010) and CEC’s Edinburgh Street Design Guidance. The design of Bus Stop Bypasses on this scheme will be subject to a Road Safety Audit prior to delivery and will include clear markings to cyclists to give way to people embarking/ alighting buses.</p>

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<p>Spokes</p>	<p>We are supportive of “floating” bus stops in principle, and welcome their inclusion in this temporary scheme. However, pedestrians crossing the cycleway at floating bus stops must have clear and explicit priority. Ideally, this would be achieved with controlled crossings, to aid vulnerable pedestrians, but zebra crossings, similar to those at the floating bus stops on Leith Walk, should be included at minimum. We understand that this is possible using the proposed Rediweld and Vectorial materials. The ramps at the floating bus stops should not be too steep or narrow, as this will cause problems for people using non-standard cycles such as recumbent bikes or handcycles.</p>	<p>The design of Bus Stop Bypasses on this scheme will be subject to a Road Safety Audit prior to delivery and will include clear markings to cyclists to give way to people embarking/ alighting buses.</p>
<p>Fairmilehead CC</p>	<p>It is noted that the proposals included the closing and/or moving of existing bus stops. A paper entitled Public Transport Priority Action Plan – Bus Stop S[spacing Review Trial was on the agenda for the meeting of the Transport and Environment Committee on 27 February 2020 as Item 7.2. The paper was withdrawn for further consultation but due to lockdown has never been presented to the Committee. There is therefore no approval for the Council to move or close bus stops. It would appear that in this respect the Council may be acting <i>ultra vires</i>. Have Lothian Buses been consulted on the bus stop removal/closure?</p> <p>The current bus stop locations, we would argue, are ideally placed for the current users of the buses. They are clear of traffic islands and allow for the free flow of traffic. They are placed where a large number</p>	<p>One bus stop will be removed, southbound immediately south of junction with Braidburn Terrace. This is required due to the narrow carriageway widths at this point. It is understood that this bus stop is quite lightly used. The southbound bus stop immediately north of the junction with Oxfords Road will be retained.</p> <p>Bus stops are being moved at some locations to ensure that when two buses stop opposite each other this does not block the carriageway. The distance to the relocated bus stop is minimised in each occurrence.</p> <p>Lothian Buses have been made aware of the proposals.</p>

	<p>of people board or get off the buses and nearby the main areas of housing. It should also be borne in mind that a large proportion of the population is elderly and many have mobility problems which would limit their use of public transport if the bus stops were moved or closed and involved them having to walk further to a stop.</p> <p>The bus services are resuming almost normal services. Most of the secondary school pupils in this area attend Boroughmuir School and use public transport to get there and when the schools resume on 11 August there will extra buses running to accommodate them. If bus stops are removed then this will cause problems in that there were be a large number of pupils trying to get on the bus at fewer stops and this will cause congestion on the footway. Also at peak times there can be two or even 3 buses in a queue at the bus stops. The proposed system does not appear to take account of this fact.</p> <p>One of the bus stops proposed to be removed is the southbound one at the steps which lead up to Braid Read and the Braid Hills Hotel. This stop is used not only by residents of Braid Road, Braid Hills Drive and the surrounding area but also by patrons of the hotel. It is not very welcoming to patrons that they have to walk some considerable distance, with their luggage, once they get off the bus to reach the hotel rather than just climb a few steps.</p> <p>It is suggested that the bus stop at Buckstone Road</p>	<p>This bus stop is being moved approximately 40m south of its current location.</p> <p>This bus stop has been relocated slightly to ensure that it is not directly opposite the stop going the other direction. This is to ensure that when two</p>
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	<p>is moved southwards nearer to the traffic island. This is a dangerous move as, if the stop is moved as intended, buses will be nearer the junction with Buckstone Road. It is difficult enough at present when buses are stopped for traffic which intends to turn left into Buckstone Road to negotiate past a bus due to the closeness of the traffic island.</p>	<p>buses are stopped the full carriageway is not blocked.</p>
<p>Cllr Rust</p>	<p>The current bus stop locations, are well placed for the current users of buses. For instance, the current southbound bus stop at Fairmilehead crossroads is very well used. The bus stops currently are clear of traffic islands and allow for the free flow of traffic. They are placed where a large number of people board or alight from buses and are near the main areas of housing. The proposals mean accessing buses across a cycle lane creating potential hazard.</p>	<p>The Southbound Bus Stop at Fairmilehead Crossroads will now be retained.</p> <p>One bus stop will be removed, southbound immediately south of junction with Braidburn Terrace. This is required due to the narrow carriageway widths at this point. It is understood that this bus stop is quite lightly used. The southbound bus stop immediately north of the junction with Oxgangs Road will be retained.</p> <p>Bus stops are being moved at some locations to ensure that when two buses stop opposite each other this does not block the carriageway. The distance to the relocated bus stop is minimised in each occurrence.</p> <p>The principle of Bus Stop Bypasses is generally accepted and applied across the UK and Europe. Though there are few examples in Edinburgh, Bus Stop Bypasses are included in Transport Scotland design guidance (Cycling by Design 2010) and CEC’s Edinburgh Street Design Guidance. The design of Bus Stop Bypasses on this scheme will be</p>

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		subject to a Road Safety Audit prior to delivery and will include clear markings to cyclists to give way to people embarking/ alighting buses.
Cllr Rust	The reduction in traffic lanes from 4 to 2 is of serious concern on a key arterial route into and out of the city and the evidence base for this is not provided in the supporting document. I have concerns about congestion and poorer air quality as a result. Proper assessment is required, followed by consultation. Although the council has stated that these plans are to help pedestrians travel safely, I am not aware of anything within the plans designed for making the roads and pavements safer for pedestrians. The pavements currently have potholes and uneven surfaces and attention to those in the first instance would be preferable. Furthermore, the likely tailbacks of traffic that will undoubtedly be created as a result of this will increase pollution which will not make the roads safer for pedestrians.	<p>Generally at present Comiston Road has two usable running lanes due to the outer lanes being used for parking. There is no impact on approach lanes to signalised junctions as a consequence of this scheme. There are not expected to be any significant increases in congestion as a result of these changes.</p> <p>Pedestrian safety will be improved by the reduction of the speed limit from 40 to 30, the cycleway pushing moving traffic further from the footway, and the removal of guardrail at certain points.</p>
Cllr Doggart	The route is a major route for those who work in the city but who travel from Midlothian, West Lothian and the Borders. For many of those commuters, assuming they return to Edinburgh, public transport and cycling are not viable options. I do not believe this factor, which is critical for many organisations employing non-residents, has been considered in these proposals. For residents many people will use public transport as their choice of transport into the city. I am not sure the importance of buses and the	Generally at present Comiston Road has two usable running lanes due to the outer lanes being used for parking. There is no impact on approach lanes to signalised junctions as a consequence of this scheme. There are not expected to be any significant increases in congestion as a result of these changes.

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	<p>interaction with cycling has been fully considered for the area.</p> <p>I am also concerned about the northbound stretch at Pentland View. I fear that this downhill stretch will encourage cyclists to travel faster, without providing any enhanced safety features to them due to the difficult sightlines of vehicles existing Pentland View. Many residents have expressed concerns about this junction in the past and I am not sure the proposals will make this any better.</p>	<p>There is already a northbound cycleway across the mouth of Pentland View.</p>
	Parking	
Fairmilehead CC	<p>A large majority of the houses, particularly those between Braid Hills Road and Comiston View, do not have drives and therefore park their vehicles on the main road. Due to the road width they do not cause any problems. If the proposals are implemented where are these vehicles going to park. The side street are already full and the proposals for a few parking bays in the middle of the road is ludicrous. How are large deliveries, tradesmen and emergency services going to access these premises?</p>	<p>We have developed the designs so as to retain parking wherever possible. We are aware of a few specific areas where concerns have been raised and intend to adjust the proposals slightly in several areas so as to further maximise the availability of parking, especially for households without driveways.</p> <p>Parking bays separated from the kerb by a cycleway is approved under Edinburgh Street Design Guidance and is common in many parts of the UK and Europe.</p>
Cllr Doggart	<p>Residents frequently contact me about parking issues caused by the surplus of Scottish Water employees with cars. They frequently park on Buckstone Terrace. The proposals will displace that parking to residential areas, which is only going to cause more issues to residents.</p>	<p>We have developed the designs so as to retain parking wherever possible. Significant parking is retained in front of the Scottish Water offices under these proposals.</p>
Cllr Cook	<p>Points have been raised around the removal of</p>	<p>We have developed the designs so as to retain</p>

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	parking leading to an increase in vehicular traffic and parking on neighbouring streets. In line with other areas in Ward 10, I concur with this.	parking wherever possible.
Fairmilehead CC	The number of cyclists and pedestrians using Comiston Road is minimal, even with the current additional pedestrians and cyclists, and does not justify the proposals. The roadway is a four lane carriageway in the most part and is wide enough to accommodate all users safely , motorised transport, pedestrians and cyclists, without any additional measures and without conflict. The accident figures over the past five years for the whole stretch do not justify the proposals.	<p>The need to move out past parked cars and stopped buses constitutes a hazard for people cycling which this project will address.</p> <p>These proposals are required to both enable those who have taken up cycling during lockdown to continue cycling, and also to provide a sustainable alternative to Public Transport while public transport capacity remains limited in order to avoid significant impacts were these journeys all to switch to car based transport.</p>
Cllrs Arthur & Rust	Lack of explanation to accompany the plans. Plans not easy to interpret – small text, poor colour choice and lack of detail	We need to put temporary measures in quickly as our priority is to protect the health and wellbeing of our residents and support businesses. This means we are not able to follow a full engagement process. We are sorry that you have experienced difficulty in interpreting the plans and will seek to improve this with subsequent SfP schemes.
Cllr Cook	With bus lanes essentially removed for a stretch, residents are also concerned by increased traffic Qs and pollution. Again, had this been Phase 1, this may not have been a problem, but the fact is we are now in Phase 3 and traffic is returning means this concern is relevant. Yes, some people will be able to switch to cycling, however many simply will not. Should they opt for the bus, priority is taken away meaning timetables could be impacted and with it the	There is no impact on bus lanes, or approach lanes to signalised junctions as a consequence of this scheme.

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	economy.	
Cllr Cook	Given the topography, particular concerns have also been raised on the safety of residents emerging from their street by car onto the road – sightlines being negatively impacted for road users looking to turn left or right onto Comiston Road.	The reduction to 30mph speed limit will help minimise this risk and the project designers have carried out a Designers Risk Assessment of the scheme. The scheme will also be subject to required Road Safety Audits.
Fairmilehead CC	It is stated that the proposals are only temporary but we are suspicious of the Council as once installed it will be very difficult to get rid of the system.	The proposals will be installed under a TTRO which is expected to last for 18 months. During this time the council may consider the value of retaining the scheme permanently. However, this would require Statutory Roads Orders (including a TRO and possible RSO) which would include a requirement for a statutory consultation. This would have to take place before the scheme was made permanent and would include an opportunity for objections.
Cllr Arthur	<p>Local residents have provided a fairly mixed response to the plans. Some people think the plans don't go far enough and others feel they go too far, but most people are in the middle and are making constructive comments. The “questions” below are my summary of the 12 most common issues raised by residents.</p> <ol style="list-style-type: none"> 1. Will Braid Road remain closed? Has the interaction with Braid Road been fully considered? 2. Why do the plans not extend all the way to Morningside and the bypass? 4. Why is there no protection northbound at Buckstone Shops? 5. Where will Buckstone/Pentland Terrace parking be displaced to? 6. Can a right-turn filter be added to the southbound 	<ol style="list-style-type: none"> 1. Braid Road will be considered separately on its own merits. 2. This route will connect with a quiet route through Morningside/ Bruntsfield to the Meadows. This route will run parallel to Morningside Road on quiet routes. Plans will be brought for notification shortly. 4. In order to retain loading capacity for the retail units here. 5. Parking is being retained as far as possible. 6. It is not easy to deliver changes to traffic signals under a temporary arrangement. We will consider this change moving forward. 7. We will investigate provision of an advanced green for cyclists at this junction. 8. We need to put temporary measures in quickly as our priority is to protect the health and wellbeing of our residents and support businesses. This means

	<p>approach to Fairmilehead traffic lights?</p> <p>7. Can cyclists turning right into Hermitage Drive be given an advanced green light?</p> <p>8. Why did the consultation (even in general terms) not start earlier?</p> <p>9. Will the speed limit be reduced to 30mph? (this united those for and against the proposals)</p> <p>10. Can all parking be retained/removed?</p> <p>11. When will the temporary measures end?</p> <p>12. Are the bus stop arrangements safe for pedestrians?</p>	<p>we are not able to follow a full engagement process. Though at present the number of cases of COVID-19 has fallen substantially, there remains a need for the temporary measures and for their rapid installation as further outbreaks may still occur. We have encouraged communities to submit their views on the Spaces for People initiative on the Commonplace website which brought in more than 4000 responses. Further information regarding the Spaces for People Programme is available on the Council's website at www.edinburgh.gov.uk/spacesforpeople</p> <p>9. Yes</p> <p>10. Parking will be retained as far as possible.</p> <p>11. The proposals will be installed under a TTRO which is expected to last for 18 months. During this time the council may consider the value of retaining the scheme permanently. However, this would require Statutory Roads Orders (including a TRO and possible RSO) which would include a requirement for a statutory consultation. This would have to take place before the scheme was made permanent and would include an opportunity for objections.</p> <p>12. The principle of Bus Stop Bypasses is generally accepted and applied across the UK and Europe. Though there are few examples in Edinburgh, Bus Stop Bypasses are included in Transport Scotland design guidance (Cycling by Design 2010) and CEC's Edinburgh Street Design Guidance. The design of Bus Stop Bypasses on this scheme will be subject to a Road Safety Audit prior to delivery and</p>
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		will include clear markings to cyclists to give way to people embarking/ alighting buses.
Spokes	We strongly support this proposal for temporary segregation on A702. Protected cycleways on this road have been a long-desired addition to an area with virtually no safe cycling options. We believe giving this protected space for cycling in both directions will enable far more people to cycle within the broader Fairmilehead area. We also believe that the proposals will benefit pedestrians, as the cycleways will act as a buffer between the pavement and the carriageway. We are therefore hopeful that the proposals will form the beginnings of a safe cycle network in South Edinburgh, and hope that they can be implemented with minimal delay. Such a network must include a safe route connecting Greenbank Crossroads to Morningside	
Spokes	The wand spacing should be sufficient to allow cyclists to time their decision to move into the vehicle lane for turning right throughout the whole road. This is an issue which is difficult for cyclists at present and the proposals are neutral in that respect. Should the segregation become more permanent or solid consideration would have to be given to how this would work	There will be 4 – 5 m spacing between wands
	Cycle lane colouring: All stretches of unsegregated cycle lane should be red-screeded, particularly where the cycle lane crosses a side road, in order to give them clear priority over turning traffic. This has been included in the plans in a couple of places, but should be done at every side road, as well as at entrance and exit to the petrol station. If any	Red screed is being used only across side roads where the level of traffic or the layout of the side road is deemed to cause a significant hazard. This is for budgetary reasons. There is not currently any resurfacing planned.

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	<p>resurfacing is done prior to the temporary infrastructure being installed, the cycle lanes should be red-chipped, even in segregated sections, as long as this would not result in the project being delayed. At junctions, consideration should be setting the stop line on the side road back slightly before the cycle lane, to stop motorists encroaching on the cycle lane. Consideration should also be given to making the cycle lanes wider where they pass side roads.</p>	<p>Give way markings will be before the cyclelane.</p> <p>The cyclelane is generally 1.5 – 2m wide.</p> <p>We will consider adding cycle logos to side road crossings.</p>
	<p>Parking-protected cycle lanes: We are pleased to see these being trialled in these temporary schemes. Again, we hope that monitoring and evaluation will take place in order to inform the design of future permanent schemes. There are a few places where the temporary kerb layout could be adjusted in order to tighten the radius of the junction. This is needed to ensure that drivers turning into and out of the side street do so at a safe speed. This is especially important since parking-protected cycle lanes will be a new addition to Edinburgh, and so many drivers will not have encountered them before. Such locations include the junctions with Riselaw Place and Riselaw Crescent.</p>	<p>We are working on the development of a monitoring and evaluation programme for the Spaces for People projects.</p> <p>We will seek to use hatching and segregation units to reduce junction radii where practicable.</p>
	<p>Speed limit reduction: We believe the speed limit on these roads should be reduced to 30mph. We understand that there are existing proposals to accomplish this on a permanent basis, and hope that these can be included in the temporary scheme as</p>	<p>This will be carried out.</p>

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	well.	
Edinburgh Access Panel	Please protect pedestrians from cyclists with as much segregation as possible.	Cycleways are fully segregated from footways.
	<p>At floating bus stops, it's essential to take effective measures to slow cyclists right down as they approach - eg with chicanes, rumble strips, pedestrian crossings and signage.</p> <p>Please ensure that any special equipment that you propose like the Rediweld Buspad and the Vectorial Floating Bus Stop is thoroughly vetted for the safety of pedestrians including those with a vision, mobility or cognitive impairment</p>	<p>There will be clear markings that cyclists should reduce speed on the approach to bus stop bypasses, and should give way to people embarking/ alighting buses.</p> <p>Careful consideration will be given to the materials to be used for floating bus stops.</p>
	Please make sure that access and parking provision for blue badge holders is at least equivalent to their current access and provision.	Parking and access for blue badge holders will be retained wherever possible.
Living Streets	<p>We support improvements to cycling infrastructure which encourages cycling and reduces motor traffic, so long as it is not detrimental to the actual and potential walking environment. Organisations like Spokes have rightly been very clear that new space for cycling must come from space for motor vehicles, rather than for walking. We therefore wish to record our support for the overall programme. However, we have two significant qualifications.</p> <p>Pedestrian improvements</p> <p>It is hard to see *any* improvements for people walking in these schemes? While general pavement widening may be difficult to achieve simultaneously with installation of cycle lanes, this should be a</p>	

	<p>priority where pavements are especially narrow (eg south side of Ferry Road). We would expect to see at least significant efforts to remove pavement clutter such as signage poles and guard rails and simple measures such as cutting back hedges, sweeps of roadworks debris (traffic cones, sandbags, etc.) We also want to priority for pedestrians increased at all signalled junctions. Given that almost everyone is a pedestrian in their own neighbourhood, such measures are also likely to increase local support for these schemes, including among people who don't cycle.</p> <p>Floating Bus stops</p> <p>We note that there are dozens of 'bus stop bypasses' or 'floating bus stops' proposed in these cycle schemes, which route cyclists between the bus stop and the pavement, rather than on the road. There appear to be at least: 13 on Comiston Road, 10 on Ferry Road, 9 in Wester Hailes, 7 on Meadow Place Road and 5 on Fountainbridge.</p> <p>As the Council's Active Travel team is well aware, the Living Streets Edinburgh Group has never been happy with this design concept which means that bus passengers boarding - and especially alighting from - buses have to cross a cycle way and may therefore unexpectedly encounter a cyclist, possibly travelling at considerable speed. While we recognise the benefits for cyclists, this design can only disadvantage bus users and pedestrians, especially older people and blind people, many of whose representative organisations have objected to the</p>	<p>These proposals include the removal of Guardrail at various locations.</p> <p>The principle of Bus Stop Bypasses is generally accepted and applied across the UK and Europe. Though there are few examples in Edinburgh, Bus Stop Bypasses are included in Transport Scotland design guidance (Cycling by Design 2010) and CEC's Edinburgh Street Design Guidance. The design of Bus Stop Bypasses on this scheme will be subject to a Road Safety Audit prior to delivery and will include clear markings to cyclists to give way to people embarking/ alighting buses.</p>
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	<p>design concept.</p> <p>Living Streets Edinburgh did not object to the first Leith Walk examples, on the understanding that a full monitoring and evaluation was carried out. The Council eventually agreed to this in 2017 but although we understand that this exercise has long been completed, it has never been published. It is wholly inappropriate to use the Covid19 pandemic and 'spaces for everyone' programme as the means for the sudden mass installation of these controversial bus stop designs at virtually no notice and with minimal consultation.</p> <p>We therefore strongly oppose their inclusion in the Council's current proposals. We suggest that instead, a much wider review exercise is taken at a later date, to consider the use of floating bus stops in the city strategically, once evaluation evidence is in the public domain. This should involve all relevant interests - walking, cycling, bus passengers, disability groups, etc.</p>	<p>The results of the monitoring carried out on the Leith Walk Bus Stop Bypasses has been shared in summary with Living Streets, detailing that both the number and severity of interactions between cyclists and pedestrians at these locations are very low.</p>
<p>Public</p>	<p>Over 140 emails received both in favour and against. Those in favour commented:</p> <ul style="list-style-type: none"> • It is excellent proposal which is much needed. • It will improve cycling safety and encourage more people to cycle. • Cycling reduces pollution, improves cardiovascular fitness and mental wellbeing. • It is cheaper than car travel and has less 	

	<p>environmental impact.</p> <ul style="list-style-type: none"> • More bikes will fit on a road than cars. • Cyclists need the segregated lanes here for safe cycling on the hill. • One major benefit of the lockdown has been the creation of space on the street for a wide variety of other road users -- including a much wider range of cyclists of all ages who normally are concerned about traffic. • Please consolidate these gains by finally building the infrastructure we so desperately need. <p>Very strong support for the reduction of speed limit from 40 to 30.</p> <p>Other key themes and comments include:</p> <ul style="list-style-type: none"> • Engagement process not open and transparent, difficult to find information about the proposals • Concerns about the safety of accessing and exiting driveways in Comiston Road/Buckstone Terrace • Loss of parking and the impact this will have on shops and for residents, in particular older people and those with disabilities • Where will people with no driveways park their cars? • Removal of bus stops and impact on bus times • Concerns about the safety of 'floating bus 	<ol style="list-style-type: none"> 1. Addressed above 2. Addressed above 3. Parking retained as far as possible, especially at locations with no driveways. 4. As above. 5. Only one bus stop will be removed, southbound immediately south of Greenbank Crossroads. 6. Addressed above. 7. No anticipated impact on traffic displacement. 8. No anticipated impact on congestion due to retention of Bus Lanes and approach lanes at signalled junctions.
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	<p>stops'</p> <ul style="list-style-type: none"> • Displacement of traffic • Will cause congestion, increase pollution • Proposal not necessary, pavements and road wide enough for social distancing • Need to ensure access for emergency services • Why is the Council proposing changes now when we are moving out of lockdown? • Simpler, cheaper, longer term solutions exist • Lack of evidence, what studies have been undertaken? • Removal of guardrail will make less safe • Money could be better spent on maintenance of pavements etc • Support for and against reopening of Braid Road • How long will the temporary measures be in place? 	<ol style="list-style-type: none"> 9. Necessity outlined above. 10. Emergency services are aware. 11. Addressed above. 12. It is unclear what is being suggested. 13. Numerous responses to Commonplace, clear evidence of support and demand for cycling infrastructure in Bike Life Edinburgh report. 14. Under Edinburgh Street Design Guidance there is a presumption against guardrail. 15. Project is fully funded by Scottish Government Money would not be available for resurfacing pavements, etc. 16. Braid Road is separate scheme. 17. Addressed above (18 months under TTRO)
<p>Public (Commonplace)</p>	<p>Reduce pavement clutter and extend pavement in narrower areas. Marked waiting areas needed outside bus stops and shops.</p> <p>Reduce speed/volume of traffic and improve crossings. Reduce to 30mph particularly outside shops.</p> <p>Add segregated cycle lane.</p> <p>Restrict/suspend vehicle parking.</p> <p>Consider floating bus stops.</p>	<p>Guardrail will be removed. Bus stop islands will enable social distancing while passing people waiting for buses.</p> <p>Speed limit will be reduced to 30mph.</p> <p>Segregated cycleways will be added on each side of Comiston Road. The ability to park will be retained wherever possible.</p> <p>Floating bus stops will be installed.</p>

	<p><i>Specific comments:</i></p> <p>Buckstone Terrace, crossroads – need right filter from traffic from the south and improve crossing.</p> <p>Either re-open Braid Road or install traffic lights at the Braid Hills Road/Comiston Road junction. Reducing the speed limit on Comiston Road is not enough to solve this problem. Traffic heavy and difficult to join road here for vehicles.</p>	<p>Not possible to make changes to signals of this kind in a temporary situation.</p> <p>This project is separate to the closure of Braid Road and no comment is made on this.</p> <p>It is not proposed to install traffic lights at this junction, this would be difficult and costly under a temporary scenario.</p>
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