

CIMT 17/07/20 – 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
Ferry Road	Provide protected cycling infrastructure on a key arterial route in the city to enable communities in this area of the city to travel safely by bike as lockdown eases. The scheme will also relieve pressure on the North Edinburgh Path Network where people are finding it difficult to social distance due to the volume of cyclists and pedestrians.	<u>Progress with scheme</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 Whyte	Is this good value for money, given proximity of Ferry Road path. What is the cost? Could money be better spent on other roads in the area (Carrington Road delayed scheme, crossing at the Botanics?) or addressing the more serious concerns about Crewe Toll roundabout ?, or widening the Ferry Road path, for example.	On the Ferry road path it has become increasingly difficult to accommodate the numbers of users, particularly when social distancing. The interventions will also better serve the local residents of the street and access to the businesses and shops along the street, which are not, or not easily, accessible from the path, such as the Morrisons Superstore. Many commuting cyclists already use the street and this will greatly increase their safety of travel.

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		All the funding is from the Scottish Government and will not affect the delivery of other active travel capital schemes.
Cllr Whyte	How feasible is the scheme given that Ferry Road junctions are at capacity for most of the day causing traffic congestion which delays buses? It seems this scheme at the expense of a very heavily used bus corridor with no bus priority.	Capacity at junctions has been maintained to help safeguard bus services.
Cllr Whyte	I object to the concept of floating bus stops which I believe are a danger to pedestrians and inhibit access for the less able. Also, the bus stops nearest at Crewe Toll should be staggered to prevent continuous queuing traffic when buses stop.	<p>Floating bus stops are approved under the Edinburgh street design guidance. These temporary stops would have many of the design elements that a permanent floating stop would have to ensure pedestrian priority and safety.</p> <p>No changes to bus stop locations are proposed under these schemes as this requires permanent civils works. However, this could be considered in the future under a permanent scheme, if one was taken forward.</p>
Cllr Whyte	Between Arboretum Road and Granton Road the absolute priority should be widening the pavement on the south side of Ferry Road to benefit pedestrians. Can this be considered? The scheme should continue to and past Inverleith Row,	This was looked at, however there was insufficient space to provide footway widening and a cycle lane. As this street is a main road with a lot of commuting traffic, rather than a shopping street, it was felt that on balance it was better to leave the space to cyclists, who currently have no protected space.
Cllr Whyte	The section of Ferry Road to the East of Inverleith Row should be considered for a bi-directional cycleway on the broad pavement which would have the additional benefit of removing the pavement parking that takes place.	<p>Cycle provision was considered along this section however, it was not taken forward for the following reasons:</p> <ol style="list-style-type: none"> 1. The road width is insufficient to permit introducing cycleways without removing all on

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		<p>street resident parking.</p> <p>2. though the footway is wide enough to provide a bi-directional cycleway. It would not be possible for eastbound cyclists to safely join the cycleway.</p> <p>We will however re-consider whether a westbound only (uni-directional) cycleway on the footway (segregated from pedestrians) should be taken forward.</p>
Cllr Mitchell	I am concerned about the floating bus stops. They can create conflicts between pedestrians/bus users and cyclists. Scenario would be rush hour, queues at the stop, or groups getting off, cyclists trying to get through them all and so on.	Floating bus stops are approved under the Edinburgh street design guidance. These temporary stops would have many of the design elements that a permanent floating stop would have to ensure pedestrian priority and safety.
Cllr Mitchell	A proper pinch point is the footway on the south side of Ferry Road between Arboretum and Granton Road with the railings. It's very narrow. The section of footway on Inverleith gardens between Inverleith Avenue and the Inverleith Gardens bus stop is narrower than the western half – nothing proposed	This was looked at, however there was insufficient space to provide the footway widening and a cycle lane. As this street is a main road with a lot of commuting traffic, rather than a shopping street, it was felt that on balance it was better to leave the space to cyclists, who currently have no protected space.
Cllr Mitchell	There is a very wide pavement on the south side of Ferry Road by Goldenacre playing fields. Was a segregated/off road cycle lane considered here? It would connect nicely to the Upper Goldenacre Path where there is ramped access to/from the cycle/walking network. Given there is this completely off road network running parallel is this the best use of the money?	<p>Cycle provision was considered along this section however, it was not taken forward for the following reasons:</p> <p>1. The road width is insufficient to permit introducing cycleways without removing all on street resident parking.</p> <p>2. though the footway is wide enough to provide a bi-directional cycleway. It would not be possible for eastbound cyclists to safely join the cycleway.</p>

		<p>We will however re-consider whether a westbound only (uni-directional) cycleway on the footway (segregated from pedestrians) should be taken forward.</p> <p>On the Ferry Road path it has become increasingly difficult to accommodate the numbers of users, particularly when social distancing.</p> <p>The interventions will also better serve the local residents of the street and access to the businesses and shops along the street, which are not, or not easily, accessible from the path, such as the Morrisons Superstore.</p> <p>Many commuting cyclists already use the street and this will greatly increase their safety of travel.</p> <p>All the funding is from the Scottish Government and will not affect the delivery of other active travel capital schemes.</p>
<p>Cllr Webber</p>	<p>I am concerned given the proximity to Ferry Road Path which surely would be a far more suitable environment to encourage cycling and active travel, that these plans are fiscally irresponsible.</p> <p>Improvements and better access to the Ferry Road Path, which runs parallel to Ferry Road would surely be of far more suitable and long term benefit to the wider community that I am certain that they would all wholeheartedly embrace and welcome this investment.</p>	<p>On the Ferry Road path it has become increasingly difficult to accommodate the numbers of users, particularly when social distancing.</p> <p>The interventions will also better serve the local residents of the street and access to the businesses and shops along the street, which are not, or not easily, accessible from the path, such as the Morrisons Superstore.</p> <p>Many commuting cyclists already use the street</p>

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		<p>and this will greatly increase their safety of travel.</p> <p>All the funding is from the Scottish Government and will not affect the delivery of other active travel capital schemes.</p>
Cllr Webber	<p>The concept of Floating bus stops is not suitable. We have what appears to be a city wide approach that will see pedestrians reduced in the much referenced Transport Hierarchy and they will now have to give way and cross over a cycle path when boarding and disembarking from buses. Many of whom may have limited mobility / sensory impairments. I think this is shameful that this is even considered a solution and is clearly demonstrating where the priorities lie for the Spaces for People city wide proposals</p>	<p>Floating bus stops are approved under the Edinburgh street design guidance. These temporary stops would have many of the design elements that a permanent floating stop would have to ensure pedestrian priority and safety.</p>
Cllr Webber	<p>if the emergency proposals are to help pedestrians and cyclists, it seems to me the single most pressing measure should be to widen the pavement on the south side of Ferry Road between Granton Road and Arboretum Road. This is a busy, and extremely narrow pavement on which it is not possible for two people to pass while maintaining any social distance. Yet this is absent from these proposals.</p>	<p>This was looked at, however there was insufficient space to provide footway widening and a cycle lane. As this street is a main road with a lot of commuting traffic, rather than a shopping street, it was felt that on balance it was better to leave the space to cyclists, who currently have no protected space.</p>
Cllr Osler	<p>Pavements along Inverleith Gardens are particularly narrow and it is difficult for individuals to pass whilst maintaining social distance why are these not being extended</p>	<p>This was looked at, however there was insufficient space to provide footway widening and a cycle lane. As this street is a main road with a lot of commuting traffic, rather than a shopping street, it was felt that on balance it was better to leave the space to cyclists, who currently have no protected space.</p>

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Cllr Osler	There is a guardrail near Aboretum Road will this be removed	This was considered, however the narrowness of the footways and the proximity to often high volume of traffic made this undesirable.
Cllr Osler	I am concerned about the end of the cycle lane and how that is managed at Crewe Toll and whether it is sensible to encourage cyclists to cycle around the roundabout as it is dangerous. When will measures for the roundabout be coming forward to keep cyclist safe	We are looking at potential improvements to Crewe Toll roundabout which would tie in to these proposals.
Cllr Osler	Why does the cycle lane not continue on past Golden Acre and at least connect to the cycle network at Warriston this is a missed opportunity	A lack of available road width and the presence of on street resident parking, with no driveways made it not possible under a temporary scheme.
Cllr Osler	<p>I am not sure I understand the “floating” bus stops and how these will be accessed by pedestrians. Do they have to step down and back up again to cross the cycle lane or is it at the same height? If it is the first has that been agreed with the RNIB and other disability organisations</p> <p>The floating bus stops at the end by Crewe Toll are opposite each other very close to Crewe Toll, this could easily cause a log jam if buses arrived at the same time and that could impact vehicles exiting Crewe Toll causing a dangerous back up and also a blockage to Fire engines and ambulances.</p>	<p>They would be at the same height, or with ramps that are accessible for all users.</p> <p>Lothian buses and emergency services have been consulted on the designs.</p>
Cllr Miller	I was advised when commenting on Crewe Road South that the roundabout would be addressed under other schemes, but it's not changed here either. If we are going to provide a bike lane for the WGH on Crewe Road then we need to enable the connections both from the off road path to the north and east of this unction and for bikes coming from Ferry Road. Please can this be urgently progressed.	The Crewe Toll roundabout is being assessed for improvements and will come forward separately for notification.
Cllr Miller	Is this a two stage pedestrian crossing with guard rails? Can we replace this please with single stage and remove	Unfortunately, this requires significant civils works that is beyond the extents of these

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	the guard rails. (see map)	temporary measures. However, it could be considered under a permanent scheme, if one was brought forward.
Cllr Barrie	Why are cyclists not being directed on to the safe and segregated (from Traffic) cycle paths in the area some of which run parallel to Ferry Road. I recognise not all areas of the proposals are covered by these paths but much of it is. Additional Signage indication where safe cycle routes can be accessed would be of benefit.	On the Ferry Road path it has become increasingly difficult to accommodate the numbers of users, particularly when social distancing. The interventions will also better serve the local residents of the street and access to the businesses and shops along the street, which are not, or not easily, accessible from the path, such as the Morrisons Superstore. Many commuting cyclists already use the street and this will greatly increase their safety of travel. All the funding is from the Scottish Government and will not affect the delivery of other active travel capital schemes.
Cllr Barrie	I see that nothing has been suggested for the intersection of Ferry Road at Inverleith Row, this is disappointing and a bottle neck for all traffic and more so for cyclist navigating this junction. I do however recognise the difficulties of improving this area given the limitations of the road space.	The limited road space and existing signals layout makes it not possible to introduce further measures here without significant permanent civils works.
Cllr Barrie	My only major concern is the floating bus stop at the Crewe Toll end of Ferry Road. This will see some cyclists heading West coming from behind the bus stop and in a relatively short stretch of road perhaps trying to cross lanes of traffic to be able to get to Davidson Mains or Crew Road North. I believe it would be preferable to allow them to try this	Regarding the approach to Crewe Toll roundabout; further cycling improvements are being proposed for the Crewe Toll roundabout. These will be brought forward separately for notification.

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	<p>manoeuvre before they get beyond the bus stop and that this would be safer. Better still if they were directed on to the adjacent cycle path prior to negotiating this extremely busy roundabout.</p>	
Cllr Campbell	<p>It seems to me the single most pressing Improvement should be to widen the pavement on the south side of Ferry Road between Granton Road and Arboretum Road (photo attached at bottom) This is a busy, and extremely narrow pavement (less than 780mm at its narrowest) on which it is not possible for two people to pass while maintaining any social distance. It's a route to Inverleith Park, the Botanic Gardens, a school & school playing fields and it is directly in front Inverard Home & supported accommodation. Improvements here are essential. I would invite any Member or Officer to visit this stretch of pavement and observe the difficulties.</p>	<p>This was looked at, however there was insufficient space to provide footway widening and a cycle lane. As this street is a main road with a lot of commuting traffic, rather than a shopping street, it was felt that on balance it was better to leave the space to cyclists, who currently have no protected space.</p>
Cllr Campbell	<p>Consideration should also be given to widening the north side pavement adjacent to 2 to 4 and 9 to 21 Inverleith Gardens inclusive, where the pavement can be as narrow as 1200mm and 1020mm respectively.</p>	<p>This was looked at, however there was insufficient space to provide footway widening and a cycle lane. As this street is a main road with a lot of commuting traffic, rather than a shopping street, it was felt that on balance it was better to leave the space to cyclists, who currently have no protected space.</p>
Cllr Campbell	<p>The practical elimination of traffic passing a stopped bus on exiting the Crewe Toll roundabout east bound along Ferry Road needs to be examined in terms of any elevated safety risk on the roundabout. The proposed design coupled with the existing Pelican Crossing (which will inevitably create a cumulative backing up at times) has the potential to</p>	<p>Under Council policy active travel and public transport are the priority. At the highlighted location neither of these modes should be adversely affected by the proposed changes.</p>

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	indiscriminately trap all modes of traffic on what is a very busy roundabout	
Cllr Campbell	The floating bus stops opposite each other at the Crewe Toll end of Ferry Road proposal seem an unsatisfactory arrangement. Can these bus stops be staged as has been achieved with all the other bus stops in the proposal. There is an obvious relationship between this and point 2 above	No changes to bus stop locations are proposed under these schemes as this requires permanent civils works. However, this could be considered in the future under a permanent scheme, if one was taken forward.
Cllr Campbell	The proposals seem to come to an abrupt end before reaching Inverleith Row. I would support examining the continuation of the cycleway along Ferry Road to the Goldenacre Path. This last section could be bi-directional on the north side of Ferry Road from Inverleith Row to the Goldenacre Path, using the excess tarred area alongside the Heriots Playing Fields	Cycle provision was considered along this section however, removing or restricting pedestrian access here was not considered to be viable. The road width is insufficient to permit introducing cycleways without removing all on street resident parking.
Cllr Campbell	Can time limited loading provision be include in the proposal in a suitably wide parts of Ferry Road / Inverleith Gardens section	There are no businesses that we believe should require on street loading along the sections where the segregation is proposed, so there should be no need for loading provision.
Cllr Campbell	What is the intention for traffic turning right into Boswall Drive and West Winnelstrae (and the Ferry Road set back access just west of West Winnelstrae)?	Traffic would wait in the running lane for a gap in the opposing traffic to turn right. As theses are not busy turns, we do not anticipate the. causing any significant delays to general traffic.
Spokes	We're generally pleased by the proposals put forward, but some of the changes risk making conditions worse if not implemented carefully and we urge the council to review our concerns carefully.	Noted.
Spokes	Suggestion 1: Carefully consider stud spacing and gaps to facilitate safe right turns We're very concerned that the temporary kerbs as shown in the drawings don't always leave sufficient gaps to enable a cyclist to safely pull out into the middle of the	Current spacing shown is only indicative. We will consider the use of appropriately larger gaps on the approach to right turn junctions mentioned.

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	<p>road to execute a right turn. Insufficient gaps risk a cyclist trying to cut between the studs, with the risk that they hit one and fall off.</p> <p>A cyclist travelling at 10mph covers 4.4m/s. Given traffic conditions it's not unreasonable to pull out approximately 10 seconds before the junction, and as such we suggest allowing 40-50m gaps in the temporary kerbs ahead of key right turns, and a smaller gap ahead of minor ones. During these gaps a solid white lane (mandatory cycle lane) should still be used to delineate the cycle lane.</p> <p>We note the following right turns where the proposed spacing looks inadequate (major ones in bold):</p> <ul style="list-style-type: none"> ● Into the large office near Crewe Toll ● Into the care home east of East Fettes Avenue ● Into West Ferryfield ● Into Boswall Drive ● Into Arboretum Road (see below) 	
Spokes	<p>We're very concerned about the lack of a safe right turn into Arboretum Road. The proposals actually makes provision worse by removing the existing right turn lane. It is vital that this right turn lane is retained, even if it is a reduced width usable only by cyclists. Ideally the right turn lane should have a temporary traffic island at the end of it to afford cyclists refuge from oncoming traffic.</p>	<p>We will look at whether a right turn waiting island or lane for cycles can be accommodated at the location highlighted.</p>
Spokes	<p>Suggestion 3: Use red surfacing and mandatory lanes where segregation is not possible</p> <p>The drawings show that advisory cycle lanes are used in the locations where there is insufficient room for segregation. We suggest that mandatory lanes should be used instead, since the solid white line provides a stronger signal for other vehicles not to encroach on the</p>	<p>We will look to change the advisory lanes to mandatory lanes wherever residences have driveways.</p> <p>Due to the high maintenance burden and cost of red screed, this will only be considered at major side road junctions.</p>

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	<p>lane. Waiting restrictions (double yellow lines) are proposed along the route so a mandatory lane should therefore be possible.</p> <p>Additionally, red chips (or red screed if necessary) should be used at all non-segregated locations (e.g. across junction mouths) and ASLs. This colour contrast is important for highlighting the cycle lane at these critical locations.</p>	<p>If it not possible to put down red chips, as this requires full surfacing of the carriageway.</p>
Spokes	<p>Suggestion 4: Cycleway to Goldenacre Path (QuietRoute 13)</p> <p>We hope that Spaces for People will also consider a cycleway eastwards to Goldenacre Path. This would link in much better with QuietRoute 13 running north and south. There is ample room to locate a cycleway by preventing car/motorhome parking on the wide footway next to Goldenacre Playing Fields .</p>	<p>Cycle provision was considered along this section however, it was not taken forward for the following reasons:</p> <ol style="list-style-type: none"> 1. The road width is insufficient to permit introducing cycleways without removing all on street resident parking. 2. though the footway is wide enough to provide a bi-directional cycleway. It would not be possible for eastbound cyclists to safely join the cycleway. <p>We will however re-consider whether a westbound only (uni-directional) cycleway on the footway (segregated from pedestrians) should be taken forward.</p>
Spokes	<p>Suggestion 5: Extend cycleways west to Ferry Road Footbridge (QuietRoute 11) We hope that Spaces for People will also consider extending the cycleways westwards to Ferry Road Footbridge. This would link in much better with QuietRoute 11 running north and south.</p>	<p>Separate schemes, under Spaces for People, are looking at linking cyclists through the Crewe Toll roundabout, however the section between the roundabout and Ferry Road bridge is too narrow to provide cycleways and maintain running lanes that are important for bus services.</p>
Edinburgh Access Panel	<p>Please protect pedestrians from cyclists with as much segregation as possible</p>	<p>In this scheme currently cyclists are always kerb separated from pedestrians, except at short</p>

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		sections on floating bus stops (see below).
Edinburgh Access Panel	At floating bus stops where segregation isn't possible, it's essential you take effective measures to slow cyclists right down as they approach - eg with chicanes, zebra crossings, rumble strips and signage	At floating bus stops pedestrians will be given priority and cyclists will be directed to give way at all times.
Edinburgh Access Panel	We would question the wisdom of creating floating bus stops opposite each other, as proposed near the junction with Crewe Road South. Please consider moving them further apart.	We are retaining the existing locations of the bus stops. This is to maximise continuity for users and because for these temporary schemes we are not looking to relocate permanent features such as bus stops and shelters.
Edinburgh Access Panel	Please make sure that parking provision for blue badge holders is at least equivalent to the current provision.	We are not aware of any dedicated blue badge parking spaces that this scheme is impacting upon. Blue Badge holders will continue to be able to park free of charge in pay and display and shared use parking places as well as on yellow lines where there is no loading prohibition.
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</p>	<p><u>Pedestrians</u></p> <p>Unfortunately, there is insufficient space to provide for both cycle and pedestrian improvements at this location. However, we will revisit and assess if any de-cluttering of the footways can be achieved. We will also look into if any changes can be made to signal timings to improve conditions for pedestrians without adversely impacting bus services.</p> <p><u>Floating bus stops</u></p> <p>Floating bus stops are approved under the Edinburgh street design guidance. These temporary stops would have many of the design</p>

	<p>lanes, this should be a 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 design concept.</p> <p>Living Streets Edinburgh did not object to the first Leith</p>	<p>elements that a permanent floating stop would have to ensure pedestrian priority and safety.</p>
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	<p>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>Public (one comment)</p>	<p>These works are totally unnecessary given the temporary nature of covid distancing. The works are costly and will bring not benefits for pedestrians.</p>	<p>The scheme will greatly help cyclists, particularly those who are new to cycling or less confident to cycle. By doing so, the route offers an alternative to the Ferry Road path which will help to reduce usage levels on the path and thereby aid social distancing, particularly for pedestrians.</p>
<p>Public (Commonplace)</p>	<p>Pavements too narrow and cluttered, need to be extended. Railings should only be removed to create more space if safe for pedestrians.</p> <p>Add segregated cycle lane. More cycle parking.</p> <p>Reduce speed and volume of traffic and improve signage.</p>	<p>We will consider decluttering.</p> <p>We are including segregation in the scheme. Cycle parking is being advanced in another project across the city.</p> <p>Providing cycle facilities will help encourage</p>

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	<p>Restrict/suspend vehicle parking.</p> <p>Limited places to cross. Extend time for 'green man' at crossing points.</p> <p>Improve condition of road.</p>	<p>people to cycle rather than take a car.</p> <p>Along the cycleway the existing informal parking will be removed.</p> <p>Changing signal timing to benefit will be considered providing it doesn't impact buses.</p> <p>The council has a prioritised programme for carriageway renewal which is sperate to this scheme.</p>
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