

CIMT 17/7/2020 – 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 |
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| Meadow Place Road | Provide protected cycling infrastructure on a key local route to important local destinations such as shops, the tram and cycling Quiet Route 8. This will enable communities in this area of the city to travel safely by bike as lockdown eases. | <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 |
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| Cllr Webber | What consultation has been done with residents/businesses living along this stretch and detail of the online request that initiated this | Through consultation on the West Edinburgh Link it was highlighted at a number of consultation events that cycleways here would be beneficial to the local community. There are also numerous calls for protected cycleways here on the Spaces for People Commonplace website. Under Covid-19 conditions it creates a viable and safe way for people to access local shops and the existing Quiet Route 8 for exercise and commuting, with maintaining social distancing. |
| Cllr Webber | The relative scoring of this project on the decision / assessment matrix provided at P&S on 14th May | It is ranked within the priority 1 group of schemes for implementation under travelling safely. |

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| Cllr Webber | What impact this is likely to have on congestion on one of the most polluted stretches of road in the country. | The proposals retain one traffic running lane in each direction, similar to current layout. Care has been taken to ensure the function of the junctions. Providing more people with safe and easy to use cycle routes will encourage less car use which in turn will reduce pollution levels. |
| Cllr Webber | The cost of signage/road markings for making this a 20mph route. | Final costs once the scheme is approved and a contractor is appointed. |
| Cllr Webber | What policing measures will be put in place to ensure drivers/cyclists obey the new speed limits/road markings | Enforcement/policing of speed limits is the role of the police and not the council. |
| Cllr Webber | 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. | 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 Miller | Are there no proposed changes for the junction at the Drumbrae roundabout? Can we please urgently look at getting this to be cycle priority with vehicles giving way. | Such changes would require significant civils works that are beyond the scope and budget of the current SfP programme |
| Cllr Miller | Ladywell Road junction - dangerous junction if you're on bike - this needs to be given a makeover if we are going to provide a route here then there cannot be a junction like this in the middle of it without any provision. This will lead to accidents if we don't change this. | Such changes would require significant civils works that are beyond the scope and budget of the current SfP programme |
| Spokes | Spokes welcomes in principle the provision of | Such changes would require significant civils works |

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| | <p>segregated cycle lanes on Meadow Place Road and the lowering of the speed limit. However, there are several points that could be improved.</p> <p>Cycle facilities stop just short of the two nastiest places, Drum Brae and Broomhouse roundabouts. Improvements will be needed here to allow safe cycling to places further north and south.</p> | <p>that are beyond the scope and budget of the current SfP programme</p> |
| Spokes | <p>We question the need for two southbound bus stops in the short stretch between St John's Road and Ladywell Road.</p> | <p>We are not currently proposing to remove the bus stops, as this can impact negatively on the local community, particularly older people. It can also lead to higher concentrations of people queueing at one stop which is counter to aiding social distancing.</p> |
| Spokes | <p>There will need to be gaps in the Temporary Kerb at places where cyclists are likely to turn right into or out of Meadow Place Road: in the northbound lane opposite Featherhall Crescent (a useful route for cyclists to avoid a right turn at Drum Brae roundabout) and Forrester Park Avenue (leading to Ladywell Road and the suburban streets in south Corstorphine), and in the southbound lane opposite Wester Broom Avenue.</p> | <p>Gaps will be provided.</p> |
| Spokes | <p>At the northbound approach to the junction with Ladywell Road, where there is to be a Left Turn Only lane into the shopping centre, we would prefer the cycle lane put between the left-turn and straight-on lanes with continuous pink surfacing along it (as has been done at Summerhall).</p> | <p>We can see some advantage to this suggestion, however encouraging cyclists to merge and go between traffic can be very uncomfortable for less confident cyclists and reduces the length of mandatory lane along the route.</p> |
| Spokes | <p>It's not clear what is happening to the guard rails at the toucan crossing between South Gyle Road and Broomhall Road, part of Quiet Route 9. If they are</p> | <p>We will consider this.</p> |

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| | <p>being kept, they should be modified to allow an easier route for cyclists going along QR9; at present, cyclists have to take some very sharp turns, difficult for cargo bikes. There should also be room for cyclists wishing to turn right onto QR9 from Meadow Place Road to wait for the toucan crossing phase.</p> | |
| Spokes | <p>There are pink cycle lanes at the junctions of Gylemuir Road, Wester Broom Avenue and Forrester Park Avenue but not at the similar junctions of Featherhall Crescent, Broomhall Road or Forrester Park Drive. They should all be pink.</p> | <p>Coloured screed is only being proposed at the large side roads where safer issue are more likely to be prevalent.</p> |
| 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 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</p> | <p>Pedestrians</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>Floating bus stops</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> |

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| | <p>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 Walk examples, on the understanding that a full monitoring and evaluation was carried out. The Council eventually agreed to this in 2017 but</p> | |
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| | <p>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> | |
| Public | <p>Given the proximity to Corstorphine Primary School, 20mph would be welcomed by parents walking with their children along Meadow Place Road. Speed limits must be enforced.</p> <p>Support for segregated cycle lanes. Improvements needed to make Drumbrae roundabout safe for cyclists.</p> | |
| Public (Commonplace) | <p>Pavements too narrow and cluttered, need to be extended. Marked waiting areas needed outside bus stops and shops.</p> <p>Segregated cycle lane needed.</p> <p>Restrict/suspend vehicle parking.</p> | We will consider de-cluttering |

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| | <p>Reduce speed and volume of traffic. No need for 2 lanes in each direction.</p> <p><i>Specific comments:</i> Overgrown hedge at Redwood Bistro.</p> <p>Remove bus lane and stop cars turning right into Corstorphine Bank Terrace (Drumbrae Roundabout).</p> | |
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