

## 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**

<b>Location</b>	<b>Justification</b>	<b>Recommendation</b>
Orchard Brae	Provide protected cycling and pedestrian infrastructure at a key local junction that connects to key COVID-19 SfP cycle and pedestrian infrastructure on Crewe Road South and at Stockbridge. This will enable communities in this area of the city to travel safely by bike and foot 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**

<b>Comment from</b>	<b>Comment</b>	<b>Response</b>
Cllr Osler	I am supportive of the improvements but concerned about how they will be enforced, so I would suggest that posts (wands) be put on the outline of the outside hatched areas. Otherwise I would imagine that vehicles would continue to breach the hatched area, especially if they are turning immediately left. I would not suggest any wands on the inner circle as it is unnecessary and would also allow for larger vehicles.	We will consider this, provided that swept path analysis of larger vehicles indicates that it is achievable.
Cllr Miller	Genuinely shocked that this proposal seems to be taking road space and turning it into dead space rather than allocating it to active travel. I have attempted to draw on top an example of the infra for	We understand the type of layout that you would prefer to see, typically referred to as a 'Dutch style' roundabout. Unfortunately, such layouts have yet to be approved for implementation in Scotland and

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	<p>a cyclist that I would expect them to be able to use here given how much space there is to be able to provide it. The general idea is that the bike would have the priority and the vehicles would give way to the bike lane. I would urge officers in the strongest possible terms to radically change this to create a safe roundabout for people on bikes.</p>	<p>incorporate non-standard elements that would require sign off from Transport Scotland. This would likely be a lengthy and uncertain process and not in keeping with the quick win approach of the SfP. The proposed design tightens up the junction reducing speeds thereby making it safer for cyclists.</p>
<p>Cllr Barrie</p>	<p>I recognise what you are attempting to do but fear that these basic measures will have little effect. I note from the drawing the road markings appear to be of broken lines which in general terms, as far as I am aware, means drivers can use that road space if necessary. This is what I believe will happen in most cases. It is a busy roundabout and those who choose to avoid the road markings will frustrate others who want to use the whole width of the road to keep the traffic moving and this may cause frustration and confusion among vehicle drivers.</p> <p>If these road markings cause a build-up of queuing traffic (worse than is currently experienced) it should be noted that this slow or stationary traffic will be emitting exhaust fumes on two roads directly outside the primary school playground at this junction.</p> <p>I believe careful monitoring is required of this change to ensure it does not actually have a detrimental effect by causing frustration and perhaps negative behaviours from vehicle users and that it may lull pedestrians and perhaps cyclists into a false sense of security, in that they believe that the areas marked on the road are safe spaces for them.</p>	<p>Similar changes have been implemented at a roundabout in Silverknowes and the feedback received has been that this was useful in reducing traffic speeds and increasing the feeling of safety for cyclists.</p> <p>Though speeds would be reduced we think it unlikely this would lead to increased congestion and subsequent pollution.</p>

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Cllr Webber	Agreed this is a complex roundabout in a very tight place with 5 significant roads feeding. It is often challenging to enter the roundabout and if users fail to signal when exiting then it too provides uncertainty. Anything that can be done to encourage this would be helpful	The proposal would change the layout, however, driver behaviour in terms of indicating may not improve. Driver speeds would hopefully reduce due to reduced lane widths, that may improve the issue described.
Cllr Webber	Its proximity to the hospital, a retail park and a local town centre will mean it will continue to be busy from all road users and as such I was wondering if it was not considered an option to use the peripheral space to create a visible and defined (through paint) “cycle lane” around the perimeter of the roundabout?	We understand the type of layout that you would prefer to see, typically referred to as a ‘Dutch style’ roundabout. Unfortunately, such layouts have yet to be approved for implementation in Scotland and incorporate non-standard elements that would require sign off from Transport Scotland. This would likely be a lengthy and uncertain process and not in keeping with the quick win approach of the SfP. The proposed design tightens up the junction reducing speeds thereby making it safer for cyclists.
Cllr Mitchell	Would it not make more sense putting a segregated cycleway round the circumference (paint the lines, pop in the wands/those curbs, could this please be looked at?) and put vehicular traffic into the middle section? This would prevent people parking on the roundabout/half on the pavement at the corner shop/post box too and probably slow people down too.	See above.
Cllr Mitchell	Would prefer to see segregated cycleway around the outside to protect cyclists/encourage cycling. Need to make it easier to cross onto/over the islands by the roundabout particularly at Comely Bank and	See above

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	Crewe Rd South for pedestrians	
Cllr Whyte	The proposal may well be ignored by drivers at busy times. Suspect that the only effect will be to create longer vehicle queues at all arms of the junction which will cause deteriorating air quality and noise and other nuisance for residences adjacent to the junction.	<p>Similar changes have been implemented at a roundabout in Silverknowes and the feedback received has been that this was useful in reducing traffic speeds and increasing the feeling safety for cyclists.</p> <p>Though speeds would be reduced we think it unlikely this would lead to increased congestion and subsequent pollution.</p>
Cllr Whyte	If the aim of the proposal is to help cyclists on the roundabout it needs a better scheme that has a cycle lane around the outside and motor vehicle space restricted to the middle to give greater deflection and reduce speed. If the aim is to help pedestrians this could be achieved better by looking to physical measures to reduce crossing widths.	<p>We understand the type of layout that you would prefer to see, typically referred to as a ‘Dutch style’ roundabout. Unfortunately, such layouts have yet to be approved for implementation in Scotland and incorporate non-standard elements that would require sign off from Transport Scotland. This would likely be a lengthy and uncertain process and not in keeping with the quick win approach of the SfP.</p> <p>The proposed design tightens up the junction reducing speeds thereby making it safer for cyclists.</p>
Access Panel	We are in favour of tightening junction radii as a means of slowing traffic down and widening footways	Noted
Spokes	<p>It is very good that the design aims to reduce traffic speeds by tightening the corner radii and narrowing the lanes. Hopefully, this being done with physical measures, rather than painting alone will have some success.</p> <p>However, we would like to see the Council move towards replacing roundabouts such as this with much more pedestrian and cycle friendly junction designs, such as the <i>Cyclops</i> design</p>	<p>We recognise and agree with the desire for even safer junctions, however the type that you are referring to require significant reconstruction of the junction that is beyond the extent and budget of these temporary, quick win measures.</p>

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	being introduced in Manchester.	
Spokes	The proposals should be integrated with the interventions already existing on Crewe Road South, with continuous cycling protection all the way to, or past, the roundabout; perhaps using part of very wide pavement spaces at the Crewe Road South junction	We are generally trying to avoid using footways as this is counter to the street design guidance and the aim of social distancing. This is particularly the case at a junction in relative close proximity to a busy high street, where pedestrian numbers may be quite high.
Spokes	We recommend the closure of the Orchard Road exit to simplify the roundabout to being 4-way. One of the reasons why this roundabout is problematic for pedestrians and cyclists is because of the uncertainty of driver route intention caused by there being 5 legs. With the common lack of <i>Highway Code</i> standard use of indicators, it is hard to determine drivers route intentions. This would also make pedestrian access to the Orchard Brae Pelican Crossing safer from the west. Orchard Road is entirely residential and would remain accessible via multiple other routes. A secondary benefit is to close a rat-run, as this street is used as a short-cut to the Queensferry Road. If it was also closed at its junction with Queensferry Road, an entire residential complex would be freed of through traffic, thereby encouraging more walking and cycling to school and to the local shops in Comely Bank and Blackhall.	Thank you for highlighting this. It is an interesting proposal and may be considered in the future if a Local Traffic Neighbourhood were proposed for the area.
Spokes	A ban on parking and loading on the actual roundabout is required. Car parking is currently permitted on the roundabout at newsagents on the western side, but is a serious hazard to cycling. With the new alignment, and the narrowness	We will consider banning parking on the roundabout, and look at whether we can relocate the loading as suggested.

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	<p>of the hatching outside the shops, there will no longer be sufficient space for parking, so a full ban on parking and unloading will be required. Loading bays could be created very close-by in Craigleith Road.</p>	
Spokes	<p>Interventions are also required at the north end of Crewe Road South to make the Crewe Toll roundabout much safer for cycling. We appreciate how busy you are, but hope that these are in the pipeline.</p>	<p>Crewe Toll roundabout is under consideration in another SfP scheme</p>
Spokes	<p>Every opportunity should be taken to introduce additional cycle parking facilities</p>	<p>It is being considered under another project.</p>
Spokes	<p>While we agree with Council's policy to remove guardrail, it's important to be aware that some guardrail is used as cycle parking where facilities don't exist or are at capacity. Please ensure that alternative cycle parking is considered for locations where guardrail is removed. This not only supports access for cyclists, but also improves conditions for pedestrians, by avoiding bikes being left in awkward positions on the footway</p>	<p>Thank you for highlighting this issue.</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>Tightening up the junction with will reduce vehicle speeds making it safer and easier for pedestrians to cross.</p>

	<p><b>Pedestrian improvements</b></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 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><b>Floating Bus stops</b></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 -</p>	
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	<p>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 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 (2 responses)	If the lane on the roundabout is being curtailed to one only, then there is potential for bad congestion when Flora Stevenson's school is in session and parents stop in their cars. Could an ambulance bypass	We have consulted the ambulance service who have not raised any concerns about the proposals



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	<p>congestion to reach the WGH?</p> <p>Vehicles travelling more slowly will benefit all. Guard rails on Orchard Brae mean a lengthy unnecessary walk to cross the road.</p>	
<p>Public (Commonplace)</p>	<p>No safe place to cross.</p> <p>Suspend vehicle parking. Double yellow lines needed all around roundabout to enable pedestrians to cross safely and aid visibility for cyclists.</p>	<p>We will consider banning parking on the roundabout.</p>