

CIMT 28th May 2020 – Spaces for People Project Approval

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB & Edinburgh Access Panel on 20th May. Recipients were given 5 days to respond with comments. The closures 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.

Location	Identified by	Justification	Recommendation
Crewe Rd South	Council Officers	Providing additional cycle improvements on a main route to the Western General Hospital.	Progress with cycle project 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

Location	Comment from	Comment	Response
Crewe Rd South	Cllr Barrie	<p>On the attached sheet it is marked up as '<i>TM - no right turn in and out of Carrington Road.</i>' Does this only apply to motorised vehicles or cycles as well? It certainly does not make sense to ban cyclist from turning up Crew Road South to the Western General at the end of Carrington Road.</p> <p>Secondly, can you describe what is happening to the nose/tail on parking, and other parking, that is currently allowed at the West End of Carrington Road, the drawings don't make it clear?</p>	<p>The no right turns have been removed due to the requirement to upgrade the traffic signals at this junction.</p> <p>Existing parking on Carrington Road will not be altered or affected.</p>

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	<p>Cllr Osler</p>	<p>I would like to support Cllr Barrie’s comments. When we discussed the initial closure of East Fettes Ave all four Ward councillors expressed concern over the lack of safe pavements on Carrington Road, this needs to be addressed as a priority for this plan to work effectively, especially with the schools returning in August.</p> <p>Also, I see that thought has gone into improving the safety of cyclists and pedestrians by banning the right turn onto Carrington Road, I have asked for several years for a filter to be put on that set of lights but I can understand for expediency and cost reasons you have decided to just remove the right turn. A couple of questions, will there be signage at the Comely Bank end of Crewe Road (South) and Carrington Road to inform motorists of this change? Secondly how will it be enforced</p>	<p>Carrington Road will be looked at under a separate package of works for installing temporary measures.</p> <p>The no right turns have been removed due to the requirement to upgrade the traffic signals at this junction. The signals upgrade is part of an existing Active Travel project that is to be delivered at a later date.</p>
	<p>Cllr Whyte</p>	<p>I support the general principle of improved cycling facilities on Crewe Road South. However, this does not address the safety issue at Crewe Toll roundabout which your email says is the clear intention of the measure. Please explain what other measures could be installed to address this. Please also indicate what measures can be done to improve matters on Carrington Road as has been a long awaited permanent active travel request?</p> <p>I do also have some concerns about the proposed layout. I believe the traffic islands proposed with cycle space out to the island are of a type that can cause confusion for both cyclists and drivers who are unused to them. These can cause conflict and I would like to see an assessment to ensure they do not create a danger of collisions. The road is generally quite wide so I cannot see why the dedicated lane for cyclists cannot pass through these islands.</p> <p>My second concern is with the proposal to ban right</p>	<p>A permanent solution for Crewe Toll roundabout will be developed by Active Travel in the future.</p> <p>Carrington Road will be looked at under a separate package of works for installing temporary measures.</p> <p>At the traffic islands there are large cycle logos to indicate the cyclist has priority. This is a safer option as it forces drivers to slow down and give way to cyclists and reduces the risk of close passes.</p> <p>The no right turns have been removed</p>

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		turns in and out of Carrington Road. This will create long diversions for users of this route – especially locals accessing home – and will add to already heavy traffic past residential properties further up Crewe Road South and potentially create even more congestion in Stockbridge. It should not be included in the proposal.	due to the requirement to upgrade the traffic signals at this junction. The signals upgrade is part of an existing Active Travel project that is to be delivered at a later date.
	Cllr Mitchell	<p>Could you please confirm the installation? Is it a painted cycleway? Or will there be physical interventions to segregate the cycleway from the main carriageway?</p> <p>As well, could I please have some information regarding the reasons for no turning into Carrington Road?</p>	<p>The cycle lane will be line markings only due to limited available carriageway widths.</p> <p>The no right turns have been removed due to the requirement to upgrade the traffic signals at this junction. The signals upgrade is part of an existing Active Travel project that is to be delivered at a later date.</p>
	Cllr Miller	I think this is a very sensible scheme and fully support it. I would like to add that this should not be only marked out in paint on the road, and that it should have traffic posts to protect the lane.	The cycle lane will be line markings only due to limited available carriageway widths.
Crewe Rd South	Edinburgh Access Panel	What are the reasons for removing the existing pedestrian guard rails?	It is council policy to remove unnecessary guardrail. Removing street clutter provides additional space for pedestrians.
		<p>We are surprised and disappointed that the cycle lanes shown are not segregated. We note the use of segregation in the Old Dalkieth Road proposals and also here is clearly suggested by Cllr Macinnes's Evening News article.</p> <p>We recognise that extra road space is required for safe passing by pedestrians, but the result is to push cyclists harder against the busy traffic lane. Traffic in that lane will commonly press-on past (ie closepass)</p>	The cycle lane will be line markings only due to limited available

	<p>a cyclist in the painted cycle lane, especially if there is oncoming traffic; which is why segregation protection is required.</p> <p>We do, however, welcome the helpful use of segregation within the WGH on Porterfield Road, to keep taxis out of the cycle lane and the short section at the Carrington Road junction. Will the posts there be on a 500mm wide kerbed island, as at Leith Walk?</p> <p>1.4 We, therefore, strongly recommend barrier segregation at this stage. Both for the reasons of cyclist safety mentioned above and because these interventions will be most successful in achieving modal shift if they are high profile,</p> <p>However, if implementing segregation in first roll-out would delay the scheme, then it should go ahead in its current form initially and be kept under review.</p> <p>Carrington Road junction. We note that this part of the proposal is still under development and without knowing more detail it is currently difficult to make specific comments.</p> <p>We are unclear as to possible requirement to ban the right turn from Carrington Road and whether that ban includes cycles. We consider it essential that right turns for cyclists still be permitted from Carrington Road, as it is a major cycling approach route to the Western General Hospital (WGH) from the east, including via Inverleith Park. We would prefer that cyclists can make the turn without resort to a 2-stage right turn. However, if the design is for a 2-stage turn, the boxes need to be of sufficient size. In either case the specification should include the signals giving advanced release to cyclists and a generously long lead-in lane to the ASL.</p>	<p>carriageway widths.</p> <p>The no right turns have been removed due to the requirement to upgrade the traffic signals at this junction. The signals upgrade is part of an existing Active Travel project that is to be delivered at a later date.</p> <p>Carrington Road will be looked at under a separate package of works for</p>
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		<p>Carrington Road is problematic for cycling, because of the end-on parking and we ask that you give consideration to an early follow-on intervention there to create a segregated cycle route along it to Inverleith Park. We see that Cllr Osler has recently Tweeted about this</p> <p>We have concerns about cyclist safety at the crossing islands. It is important that the design and the signage actively discourage attempted overtaking at these pinch points. The dashed lines going diagonally up to the island doesn't seem as clear a solution as the East Lothian approach of widening the cycle lane rather than connecting it. The diagonal lines could usefully also start earlier and lengthen the central lines as per East Lothian</p> <p>Whilst these proposals will benefit commuter cyclists on Crewe Road South, they do nothing to help them to safely get on at either end, where there very cycling-unfriendly roundabouts. We ask that you give serious consideration to addressing this in an early follow-on intervention, without which the full potential of this scheme will not be realised.</p>	<p>installing temporary measures.</p> <p>The comments have been noted and the design will be amended.</p> <p>Suggestions have been noted for delivering at a later date.</p>
	Public	<p>Do not see the point in this at all. What evidence is there that this is a risk, danger or otherwise during covid 19? If the current working measures continue, then traffic will remain moderate at worst. If lockdown is relaxed we are back to where we were in January. What is proposed is more likely to see pedestrians being knocked down by bikes.</p> <p>I cycle On the roads without issue just now and there are cycle paths. Tell the council to stop wasting my money please</p>	

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Location	Justification	Recommendation
Old Dalkeith Road	Providing protected cycle lanes to improve access to Edinburgh Royal Infirmary	Progress with segregated cycle project 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

Location	Comment	Response
Old Dalkeith Road	<p>Concerns raised around the distance and integration of cyclists and traffic at the Cameron Toll roundabout. Inexperienced cyclists may struggle to cross over 3 lanes of traffic to turn right.</p> <p>Concerns raised about the bus stop being directly opposite the junctions of Craigmillar Castle Road. Can it be relocated?</p> <p>Does there need to be a right turn lane so that cycle segregation could be continued to stop vehicles from entering the cycle lane when trying to pass vehicles turning right?</p>	<p>There is an existing cycle lane which cuts right across the middle of Cameron Toll roundabout for cyclists. It is accessed by a dropped kerb on Old Dalkeith Road and toucan crossings to get on and off the roundabout.</p> <p>The bus stop opposite Craigmillar Castle Road has been in the same position – we will carry out further review and this can be amended a later date.</p> <p>I considered removing the right turn lane into CCR but decided against because its a blue light route close to ERI and cars waiting to turn right may hold up blue light vehicles. Regular vehicles should also be able to stay in lane when passing right turners therefore not affecting cyclists,</p>

	<p>Concerns about the cycle posts ending so far away from the junction of Craigmillar Castle Road.</p>	<p>Lane width restrictions</p>
<p>Old Dalkeith Road</p>	<p>We wish to stress that we want absolutely no delays to what is a very important scheme. We have a number of suggestions, which we hope can be incorporated without delaying implementation. However, if any would delay the scheme then it should go ahead anyway and hopefully our suggestions can be retained for later consideration and in the light of experience.</p> <ul style="list-style-type: none"> • Firstly, we hope that separate projects are also being planned to extend the route north on the Minto Street and Dalkeith Road corridors, and south on Old Dalkeith Road as far The Wisp (and further, with Midlothian Council's cooperation). • Segregation in the current project could extend further south to the Little France Crescent junction. <ul style="list-style-type: none"> • The area around the Craigmillar Castle Road junction has a particularly poor safety record, and we think it could use a bit more attention. • <ol style="list-style-type: none"> 1. The northbound, uphill section of Old Dalkeith Road near Craigmillar Castle Road is a blackspot for close passes, and more segregation here would be very helpful (leaving only a gap for the bus stop). 2. The right turn filter lane could be removed to provide space for a wider northbound segregated cycle lane. 3. Right turns into Craigmillar Castle Road could be banned, or the road closed altogether (with 	<p>The current proposals are only for Old Dalkeith Road but we are looking at extending the scheme to the Ferniehill junction and plan to contact Midlothian about our proposals under a separate phase.</p> <p>The carriageway widths, bus stops, junctions and the requirement for the right turn lane into Craigmillar Castle Road, mean that extending the segregation all the way to Little France Crescent is not possible. we will carry out further review and this can be amended a later date.</p> <p>As above, the lane widths do not allow for segregation due to the possibility of large vehicles passing right turners.</p> <p>The right turn lane into CCR is the reason for this, but we feel its important to retain this to avoid queueing so close to the ERI as its an Emergency service route.</p> <p>Important to keep Craigmillar Castle open for emergency services. Alternative options can be reviewed at</p>

	<p>exceptions for cyclists and emergency services).</p> <ol style="list-style-type: none"> 4. Southbound segregation should be extended closer to the junction. 5. We support the new island at the junction. Further radii tightening, to slow turning traffic, may be possible with planters or bollards. 6. Signage to remind motorists to slow right down and give way. <ul style="list-style-type: none"> • If patching is carried out as suggested south of Craigmillar Castle Road, then please also consider the section between Kingston Avenue and Craigmillar Castle Road. • It's not completely obvious why there're such a big gaps in segregation outside and opposite 128-140 Old Dalkeith Road and outside 21-23 Old Dalkeith Road. If possible, the segregation should be continued here. The crash barriers near 23 Old Dalkeith Road should also be removed. • We are very pleased that chicanes will be replaced with bollards. The gap between bollards should be 1.5m. • We realise that there are space constraints, particularly near bus stops but, if at all possible, segregation should carry on right up to traffic islands (such as near Cameron Toll Gardens junction). If this isn't possible, please consider widening the cycle lane, in a similar fashion to the cycle lanes at pinch points on Linkfield Road in Musselburgh. • We support all suggestions of further parking restrictions. 	<p>a later date.</p> <p>The lane widths do not allow for segregation due to the possibility of large vehicles passing right turners</p> <p>Additions Line markings can be considered to tighten the radius.</p> <p>Limited space to locate signage.</p> <p>Patching has been carried out between ERI and Kingston Avenue in advance of this project being issued for notification.</p> <p>Other gaps in the segregation are for vehicular access (driveways and side roads) and at crossing points</p> <p>Will consider extending the segregation further north. It was stopped to allow cyclists to get into the right hand lane but wider gaps will assist merging. Similarly with extending the ASL further south but need to check lane widths and if it requires the removal of a lane then this will need to be considered with the space available for drivers to merge.</p>
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	<ul style="list-style-type: none"> • The ASL lead-in at the Cameron Toll junction could be extended back to the bus lane. Removing the two "diverging arrows" where the bus lane ends, and extending the ASL to meet the bus lane would discourage drivers from cutting in on cyclists exiting the area of temporary segregation. • Segregation should extend further north, ideally all the way to the dropped kerb at the Cameron Toll traffic lights. The gaps between wands would have to increase to allow space for cyclists turning right to get into the right hand lane. 	<p>Comments noted and design will be considered</p> <p>Wil consider extending the segregation further north</p>
<p>Old Dalkeith Road</p>	<p>While we are broadly supportive of measures like these that make travelling safer for cyclists, we would ask you to be mindful of the needs and vulnerabilities of disabled people. Please therefore:</p> <ul style="list-style-type: none"> • Protect pedestrians and wheelchair users from cyclists with as much segregation as possible. • Take measures to slow cyclists down at places where segregation is impossible - e.g. pedestrian crossing points. • Ensure that road and pavement surfaces are well maintained. 	<p>The cycle lane has been widened in places which means cyclists can ride further from the footway</p>