

CIMT 31 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 17 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
Gilmerton Road	Provide safer cycle conditions on a main road into the City connecting various communities and schools. Links in with Maintenance project – with segregated cycle lanes- to the south and with other Spaces for People projects (e.g. Craigmillar Park)	<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 Stephanie Smith	I just wanted to note my appreciation for the work on these proposals and my general support for this temporary scheme. This is one of the areas in the ward which will benefit from additional measures being put in place to protect all road users. I hope to see similar proposals coming forward for the Mayfield Rd/Liberton Brae junction in due course.	Noted.
Edinburgh Access Panel	Please protect pedestrians from cyclists with as much segregation as possible.	This project does indeed take care of this.
Edinburgh Access Panel	We note that the photo provided by you shows a Rediweld bus pad mounted on the footway while the map shows them spanning the cycle lane - as illustrated in your proposal for Minto Street. If they	This is currently being looked into as part of a separate survey for all Spaces for People (SfP) schemes.

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	will in fact span the cycle lane, they entail the same risks to pedestrians as floating bus stops. In fact bus pads are probably even higher risk than floating bus stops in that they are less conspicuous than floating bus stops. It's therefore essential to put measures in place to slow cyclists right down as they approach, eg zebra crossings, rumble strips, chicanes, signage.	
Edinburgh Access Panel	Please ensure the bus pads do not cause a trip hazard and are easily and safely usable by people with mobility difficulties or a vision impairment. This is especially important as the bus pads deteriorate with wear and tear, weather conditions and vandalism. They will need to be checked and maintained regularly.	See above.
Edinburgh Access Panel	Please ensure that parking provision for blue badge holders after the emergency measures have been put in place is equivalent to the current provision.	Parking and access for blue badge holders will be retained wherever possible.
Spokes	We strongly support the proposal to install temporary protected cycle lanes on Gilmerton Road. Gilmerton Road is an important route for cyclists heading into the city centre not just from TheInch, Moredun and Gilmerton, but also from large sections of Midlothian	Noted.
Spokes	General comments Pinch points: We are pleased to see cycle lanes which get wider at pinch points such as traffic islands. These will be some of the first instances of such a layout in Edinburgh, and we therefore hope that appropriate evaluation and monitoring of their effectiveness is carried out, so that they can be used more widely if successful.	Noted.
Spokes	Junctions with side roads: We believe that red screed should be applied at all places where the cycle lane crosses a side road.	This will be done at critical and busy junctions.
Spokes	Pedestrian crossings: The zig-zag markings at pedestrian crossings should contain a "cycle lane" - as has been done in the recent Spaces for People scheme on Old Dalkeith Road.	This will be done.
Spokes	Bus stops and cycle lanes: Although we believe that floating bus	This will be part of the above

	<p>stops are the safest way of dealing with conflict at bus stops with adjacent cycleways, we recognise that their implementation will not always be feasible in Spaces for People projects. However, it is important that monitoring and evaluation of the bus stop boarders on Gilmerton Road also takes place, and that they are modified if found to be unsatisfactory. Monitoring must also consider cyclists who choose to enter the carriageway in order to pass buses at bus stops. The ramps at 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>mentioned survey and of the monitoring programme.</p>
Spokes	<p>Cyclist stop lines: In a number of places, stop lines are put in the cycleway. We consider these to be unnecessary and counterproductive, as they will lead to increased conflict between pedestrians, cyclists and drivers</p>	<p>We have updated our drawings and removed the stop lines where possible.</p>
Spokes	<p>Liberton Road: Whilst we are pleased to see provisions for cyclists on Gilmerton Road and the Craigmillar Park/Minto Street corridor, the lack of similar proposals for the connecting section of Liberton Road is disappointing. The following suggestions should be considered:</p> <ul style="list-style-type: none"> ● Repainting the southbound ASL box at the Liberton Road/Gilmerton Road. ● Resurfacing the Liberton Road/Gilmerton Road junction. ● A cycle lane, similar to those proposed at the Craigmillar Park/Liberton Road junction, could be painted through the Liberton Road/Gilmerton Road junction, in order to emphasise to drivers that cyclists may be going straight on from the left hand lane at this junction. Such a lane would need careful positioning, in order to discourage drivers from overtaking cyclists in the junction. ● Shortening the bus lane, and relocating the bus lane camera accordingly. At present, many drivers pulling into the left hand lane at the end of the bus lane cut up cyclists who are already in the left hand lane. A shorter bus lane may reduce the prevalence of this. 	<p>We are currently working on this missing link and will consider the points that are mentioned here.</p>

	<ul style="list-style-type: none"> • The radii of the junction could be tightened, in order to force drivers to slow down more before turning left. 	
Spokes	<p>Detailed comments</p> <p>Northbound: There is a zebra marking just past Walter Scott Avenue. It is not completely obvious why it is here, as there is no pedestrian crossing at this location, and so we want to check that this wasn't a mistake.</p> <p>A 1.3m cycle lane width at Double Hedges Road is far too narrow, especially given the proximity to the traffic island. A 3m wide cycle lane, as at other pinch points in the proposals, would be more appropriate.</p> <p>Since the central hatchings will be removed outside Liberton PS, there is more than enough room to have cycle lanes which are 2m wide, or even wider. The general traffic lanes are proposed to be 4m wide, and these should be narrowed in order to help reduce vehicle speeds outside a primary school.</p>	<p>It is not in the latest drawings.</p> <p>This is a mistake and will be changed to at least 1.5m.</p> <p>This is a good point and we will increase the cycle lane width where possible.</p>
Spokes	<p>Southbound: At the traffic island just past Glenallan Drive, the carriageway is 5.25m wide (including the cycle lane). We think that is probably too narrow for a 1.8m cycle lane, and that close passes will therefore continue at this location. The cycle lane should widen to 3m here, as at other pinch points in the proposals.</p>	<p>5.25m will be enough width for a car and a cycle lane.</p>
Living Streets	<p>Gilmerton, Duddingston Road and Craigmillar Park.</p> <p>These all appear to include a design where bus passengers boarding or alighting <u>have to cross the cycleway directly onto the bus</u> - this looks like a concept with even more pedestrian/cyclist conflict built in than the 'floating' bus stops.</p> <p>We note that the intention appears to be to put a "stop" sign for cyclists before the bus stops. However, we are very sceptical that many cyclists will come to a halt. We urge the council *not to</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</p>

	<p>introduce untested infrastructure which may disadvantage pedestrians* - especially those who are old, frail or have poor eyesight. An Equality Impact Assessment is also needed before this kind of thing can be installed.</p> <p>We are sorry to see apparently more proposals to remove bus stops and bus lanes.</p> <p>We note that it is planned to remove a number of guardrails which we support; but will other street clutter be removed? Or only 'clutter' like guard rails which affect cyclists?</p>	<p>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>We will aim to streamline all street clutter and facilitate safe travel for all.</p>
<p>Living Streets</p>	<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 also want to priority for pedestrians increased at all signalled junctions. Given that almost</p>	<p>Please note that segregated cycle lanes will prevent people from cycling on the pavement. The scheme includes the removal of guardrails at various locations.</p>

	<p>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 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.</p>	<p>See response above regarding bus stop bypasses.</p>
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	This should involve all relevant interests - walking, cycling, bus passengers, disability groups, etc	
Public	No comments	
Public (Commonplace)	<p>Pavements too narrow, need to be extended. Remove pavement clutter/railings.</p> <p>Create segregated cycle lane.</p> <p>Add cycle parking.</p> <p>Reduce speed and volume of traffic.</p> <p>Improve crossings.</p> <p><i>Specific comments:</i> Object to the following road closures; Mount Vernon Road/Kingston Avenue - Key route to RIE, Crematorium, Liberton Hospital and Schools.</p>	<ul style="list-style-type: none"> - Guard rails will be removed under this scheme. - Segregated cycle lanes are installed where ever possible. - A large section of this road already has a 20 mph speed limit. - Please note: Kingston Avenue is on the list for road closures (awaiting comments from Ambulance, Fire and Refuse collection services).