

CIMT Friday 21 August 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 30 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
Seafield Street	Creation of section of uni-directional, segregated cycle lane on Seafield Street to help pedestrians and cyclists travel safely while meeting physical distancing requirements.	<u>Proceed with the installation of the segregated cycleway and new road markings.</u>

Feedback

Comment from	Comment	Response
Cllr Miller	I'm completely supportive of this and hope that it can be implemented as soon as possible.	Noted
Cllr Booth	I strongly support these measures and urge you to implement them as soon as possible. Please can you also look at measures which could be introduced at the top of this street, near the junction with the Restalrig path, where the large roundabout is a major source of conflict between users? I often cycle this section with my kids, aged 7 and 10, and they do not feel safe on this section.	Noted This can possible be looked at as a future intervention however is outwith the scope of this scheme. The proposed location for future interventions has been noted.
Cllr Webber	Can I make a call to ensure that this scheme is clearly set out, not confusing and looks as aesthetically appealing as possible. At this rate the city is going to look dreadful with drivers, cyclists pedestrian all confused with all the new "cones" being laid down indiscriminately	The design has attempted to meet these requests and it is considered to not be confusing and the layout is clearly laid out. Temporary materials are limited in terms of aesthetic quality

		<p>but in terms of spacing and coverage of segregation materials we have attempted to make the intervention as unobtrusive as possible whilst maximising user safety.</p>
<p>Spokes</p>	<p>Spokes Party welcomes this proposal for a 17m long, 2m wide section of uni-directional segregated cycle lane on the west side of Seafield Street. We also welcome the extension of double yellow lines to prevent car parking.</p> <p>The street is part of Quiet Route 10 from Portobello to Leith, and also provides access to the off-road shared path route through to Restalrig, Lochend, Leith Academy and Easter Road Stadium. The off-road path is well used for leisure and commuting trips. Seafield St can be difficult for cyclists, particularly those with children, as they navigate past parked vehicles, avoid turning buses, and avoid drivers exiting from the Arnold Clark entrance. (According to Arnold Clark, many of these drivers are not using Arnold Clark but are cutting through from other businesses).</p> <p>The ASL in Seafield Street is regularly blocked by parked cars. This proposal will assist cyclists using the ASL in the drivers' phase, as well as those heading north using the toucan crossing on the west side.</p> <p>We'd be grateful if the Council would also consider three further improvements:</p> <ul style="list-style-type: none"> • marking out the routes to/from the toucans in a clearer way so that they are easier to understand for people not familiar with the junction. • extending the existing double yellow lines on the east side of Seafield Street up through the bin area to prevent 	<p>Noted.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p> <p>We can include “shared use” roundels to make it clear which part of the footway cyclists are allowed to use. This suggestion will be incorporated</p>

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	<p>drivers squeezing vehicles into the space between the bins and the double yellow lines</p> <ul style="list-style-type: none"> measures to reduce the risk of drivers exiting the Arnold Clark entrance and colliding with cyclists. 	<p>into the design.</p> <p>The designer will re-visit the design in order to incorporate appropriate road markings that will alert drivers to cyclists.</p>
Edinburgh Access Panel	Please ensure the provision of blue badge parking in the immediate vicinity is not reduced.	There are no proposals to reduce blue badge parking in the area.
Public (1 response)	Strong support for the proposal. Anything that makes a junction on a busy road a wee bit safer is welcome. I also like the principle of converting an advisory cycle lane to permanently segregated cycleway (i.e. not parking spaces).	Noted
Public (Commonplace)	<p>Path too narrow.</p> <p>Improve crossing.</p> <p>Extend pavement.</p> <p>Add protected cycle lanes.</p>	<p>Due to the available carriageway width the cycle lane is the maximum width possible and cannot be widened.</p> <p>More details are required in terms of what the respondent is requesting.</p> <p>More details are required in terms of what the respondent is requesting.</p> <p>Protected cycle lanes are being introduced as part of the design.</p>