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## **Spokes Response to the Spaces for People Proposals – Arboretum Place**

August 2020

Spokes, The Lothian Cycle Group welcomes the opportunity to comment of these *Spaces for People* proposals.

### **1. Introduction:**

1.1 Although a very welcome first step, we consider that the proposals need to go further if they are to achieve their primary objective. We recommend that for this scheme to fully succeed in its stated primary objective, being to “*facilitate pedestrians crossing the road*”, that it must address why the road is difficult to cross which, in our view, is because of:

1.1.1 the overall crossing distance (see 2), and

1.1.2 the volume and speed of the traffic (see 3).

1.3 We also have concerns about the proposed route for cycling to and from Inverleith Park (see 4)

### **2. Addressing the overall crossing distance:**

2.1 We consider that reducing the carriageway is welcome, but that a 6 meter gap remains unnecessarily wide and insufficient deterrent to **reduce the speed of the traffic**. High traffic volumes and speeds are a danger for both those walking and cycling. We recommend narrowing the crossing distance to 3.5 meters, using a directional-priority pinch-point; as is successfully used on MacDonald Road, with “Priority Over Oncoming Vehicles” signs and Zebra road markings.

2.2 We also recommend increasing the width of the actual crossing point.

2.3 Both these measures serve to give increased emphasis of pedestrian importance in the travel hierarchy.

2.4 There is currently pedestrian congestion on the east-side pavement to the north of and around the current temporary Gardens entrance and this pavement needs to be widened to permit safe spacing and



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queueing. We recommend relocating the proposed drop-off spaces further south and using that space instead for extending the pedestrian space.

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### **3. Addressing the volume and speed of the traffic:**

3.1 Much of the traffic here is not visiting Inverleith Park or RBGE, but is on a longer journey and it using this street as part of a rat-run to by-pass the Goldenacre Junction traffic signals. To address the problem of through traffic contributing to the volume and speed of traffic here, we recommend that a wider review be carried out for the next phase. Wider-area measures, such as banning the northbound Left Turn from Inverleith Row to Inverleith Terrace for all traffic, other than buses and cycles, would greatly reduce volumes here, but still leave the streets accessible to local traffic.

### **4. Implications for cycling:**

4.1 We are very concerned about possible obstructions to the proposed cycling route between Arboretum Place and Inverleith Park. We fear that this:

4.1.1 could be obstructed by poor positioning of the ice-cream van and/or by other vehicles entering this area.

4.1.2 will have its entrance blocked and have poor sight-lines on Arboretum Place as the route emerges between parking.

4.2 To address these concerns, we recommend:

4.2.1 that the disabled bays on this side are relocated slightly south along the street, to be to the south of the cycles/ice-cream van entry point. This would beneficially allow cycles to filter in and out through the gaps in the orcas, whilst still having the disabled spaces very close to the park entrance.

4.2.2 that the ice-cream van be should be allocated a specific marked-out parking space, selected such that queues do not block the entrance Park entrance gates.

4.2.3 that the access point for the ice-cream van be fitted with a drop bollard, to prevent rogue parking in this space impeding access to the Park gates.

4.3 In the next phase, we ask that segregated cycle lanes be created here, to link the Inverleith Park cycle routes with:

- Stockbridge, via a potentially restricted access Arboretum Avenue.
- the North Edinburgh Park Network, via Eildon Street on a potential segregated cycle lane on Inverleith Row.

### **5. Other issues:**

5.1 Although maybe not within the scope of *Spaces for People*, idling diesel engine ice-cream vans are very bad for air quality. In a future phase, it would be good if an electricity point for the van is installed. This has happened in London. Also, could it even be a cargo e-bike ice cream vendor?

We are very happy to answer questions or give further detail about any of these points.

Ewan Jeffrey, for Spokes Planning Group : 6 August 2020