

Response ID ANON-WHXA-P7E4-R

Submitted to **Newbattle Terrace Public Realm Works**

Submitted on **2020-12-23 10:31:22**

Proposals for public realm works

1 Please use the space below for any comments relating to the proposals for the public realm works.

Comments:

NEWBATTLE TERRACE CONSULTATION

Response from Spokes South Edinburgh, December 2020

This response considers the proposals shared on consultationhub.edinburgh.gov.uk on 30th November 2020

GENERAL COMMENTS:

We welcome the recognition by City of Edinburgh Council that measures are needed to enhance Newbattle Terrace, due to the current state of the road surface and outdated design not meeting the current speed limit and travel hierarchy. We are reviewing these revised plans with the proposed Quiet Route from Greenbank to Meadows in mind. However as neither are fully approved or implemented we must caveat our response as pending approval / implementation.

As noted previously this scheme appears to be a tweaking of the status quo with heavy engineered intervention of "signalised pedestrian crossing on raised table" that could help address our and others concerns in regards to rat running traffic and the dominance of motorised vehicles over active travellers in this area.

Although many of the new features such as signalised crossing, continuous-footways, raised tables, footway build-outs, some widened footway & new street trees are welcome, we are unconvinced it will enable more cycling along this street. We believe it doesn't discourage unnecessary short motorised vehicle trips enough in the neighbourhood as whole in itself. However if the Quiet Route scheme is to go ahead this may combine to create an enhanced effect.

Enabling more people to walk / wheel / cycle may more likely require modal filtering of streets like Newbattle Terrace to prevent rat running by through traffic. We believe the neighbourhood streets adjacent would benefit if a trial modal filter was implemented at the proposed pedestrian crossing point.

We would encourage the City of Edinburgh Council therefore to provide a wider "LTN - Low Traffic Neighbourhood" strategy alongside the road resurfacing works. The proposed Greenbank to Meadows Quiet Route will hopefully provide an additional catalyst for this and monitoring of this scheme is needed with room for modification of both schemes allowed for.

We therefore still object to elements of the proposals put forward, and we urge the council to review our detailed comments carefully.

DETAILED COMMENTS:

The following notes are for the sheets as provided from west to east;

- Spokes SE welcomes the carriageway reduction to 6.0m at the Morningside Rd junction. We see that the material is listed as "Small element block paved area" which is not the same as the adjacent "PCC slab footway" pavements. Therefore it will not read as continuous to pedestrian, cyclist or motorist.
- As per Spokes SE's last submission the continuous pavement may deter east / west rat running vehicles. However these will not be eliminated from Newbattle Terrace unless a modal filter is provided. We are concerned that drivers arriving at the footway will be travelling faster than the 20mph speed limit and pedestrians will be fearful of proceeding due to fear of a driver not stopping to give way.
- Spokes SE would like to ensure all City of Edinburgh Street Design Guidance for 20mph residential streets is being implemented. The plans show the retention of a centre line. However G1 - Street Geometry and Layout Factsheet states; "Generally not reinstating centrelines on the 20mph network, other than on strategic routes". Thus cyclists will be forced into the door opening zone and discouraged by vehicle speeds from taking primary position.
- Spokes SE is concerned higher value natural stone "Natural stone sett-paved parking areas" is being used in areas below parked cars. This will be hidden from view for most of the time (cars are parked for prolonged periods of time) and we query the need for this use of limited council resources.
- Spokes SE is positive to see the ambition shown in adding a continuous footway and narrowing of the carriageway to provide a safer crossing for both cyclists and pedestrians. However this will only be successful if overall vehicle movements are reduced.
- Previously Spokes SE noted that Falcon Gardens could also be made one-way at the junction with Newbattle Terrace (with a cycling contraflow like Pitsligo Rd) to Falcon Avenue. This could reduce traffic movements to a minimum and aid School Street compliance. Spokes SE welcomes designs that will minimise the requirement for Police enforcement (which have limited resources).
- Spokes SE is unclear if there is Toucan crossing proposed or not at the Pitsligo Rd crossing.
- Spokes SE welcomes the introduction of a cycle contraflow lane to the southern portion of Pitsligo Rd. However we are unclear on the signal arrangement and how this is activated for cyclists to safely exit southwards. Is this sensor triggered or is this a Toucan crossing where cyclists and pedestrians mix? The same in reverse when headed north. If only a cyclist present at the traffic lights will the lights trigger by sensor?
- The contraflow lane should be segregated to protect waiting cyclists from turning traffic. As per CEC Street Design Guidance.
- The contraflow cycle lane should be red chipped or red screeded to visually indicate its presence. As per CEC Street Design Guidance.
- Spokes SE would suggest ASL (bike boxes) to be provided at the signalised pedestrian crossing lights. Consisting of standard bike symbols and red chips /

screed. As per CEC Street Design Guidance.

ADDITIONAL COMMENTS:

● **Greenbank / Meadows Quiet Route**

We would like to note the Newbattle scheme will be impacted upon by the traffic flows from the Meadows to Greenbank QR scheme. We request that the council monitor the interaction between the two schemes and allow for modification if required.

● **Future Electric Vehicle Charging Points:**

Spokes SE welcome the future-proofing of the street works to allow for EV chargers. However It is still unclear as to whether the design of these charging points will be in the carriageway and as such won't cause any hazards to those cycling (e.g. overhanging and trailing cables on the carriageway).

● **Edinburgh Cycle Hire (Just Eat Bikes):**

Spokes would welcome integration of a cycle hire dock at the west end of Newbattle Terrace. This would enable access for residents, visitors and cinema goers and act as a mid point between popular docks on Morningside Park & Bruntsfield Links.

● **"Non Standard" Cycle Parking:**

Spokes would welcome integration of "non standard" cycle storage points as these are becoming increasingly popular for utility trips for deliveries, shopping or taking children to nearby schools and leisure destinations.

● **CycleHoop Cycle Lockers:**

Spokes would welcome integration of an on street cycle locker at either end of Newbattle Terrace to encourage those who live nearby to be able to store bikes securely. It may also be used by those who work in Morningside to store their bikes securely whilst at work. There are currently being installed on Falcon Rd and Avenue so could provide overspill if these become over subscribed.

● **Enterprise Car Club:**

Spokes is disappointed none of the parking bays are to be used by the car sharing scheme which is heavily used in this area.

● **Accessible Parking Bays:**

Spokes welcomes accessible parking bays however Spokes would suggest the design of bays be varied to provide for a variety of accessibility needs. If through traffic was removed from this area it could become a good point for those needing access to the shops along nearby Morningside Rd.

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3 What is your name?

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5 If you are responding on behalf of an organisation, please tell us its name.

Organisation:

Spokes South Edinburgh (Lothian Cycle Campaign)