

From: On Behalf Of Spokes Portobello

Sent: 14 December 2020 20:19

To: spacesforpeople <spacesforpeople@edinburgh.gov.uk>

Cc: Maureen Child <Maureen.Child@edinburgh.gov.uk>; Callum Laidlaw <Callum.Laidlaw@edinburgh.gov.uk>; Kate Campbell <Kate.Campbell@edinburgh.gov.uk>; Mary Campbell <Mary.Campbell@edinburgh.gov.uk>; Spokes <spokes@spokes.org.uk>; secretary@portobellocc.org

Subject: Duddingston Road - Feedback

Dear Spaces for People Team (cc to Portobello Community Council and local councillors).

Spokes Party would like to congratulate and thank you for the implementation of the Duddingston Road protected cycle lanes Spaces for People scheme. It has been well received by local people who ride bikes and many parents at St John's RC Primary School and Duddingston Primary School. As with all these schemes, there are teething problems and we know that the scheme will take a few months to settle down.

We have been out to observe the use of the new lanes and have been delighted to see so many people using them, even at night in bad weather.

However, of immediate concern are the drivers (generally but not limited to parents on the school run) stopping on double yellow lines, blocking the sections of bike lane that don't have defenders, and stopping in bus stops. This action, by a minority of drivers, means that the cycle lanes are not helpful for some people, particularly for parents who want to cycle up to Duddingston Primary School from Portobello with their young children, but also for people on bikes wary of moving out into the traffic past illegally parked cars.

Apart from daily police enforcement during school drop off and pick times, which would be welcome but is not practical given city-wide resourcing issues, there is not a lot more that can be done to stop individuals determined to flout the rules. However, on the whole it has been very well done.

We have also observed drivers weaving into unprotected sections of cycle lanes to get around the speed bumps, and have seen drivers do this when cyclists are in the lane.

We would like to provide some positive feedback on a few areas that we feel could improve the scheme and design out opportunities that put people on bikes at risk and or will discourage people from using the new infrastructure.

Please see attached an overmark of the original scheme design map identifying six locations for additional or adjusted wands, along with annotated photos of those areas to make things clear. We would welcome your response on these issues..

Thank you

Council response...

From: **spacesforpeople** <spacesforpeople@edinburgh.gov.uk>
Date: Mon, 21 Dec 2020 at 18:09
Subject: RE: Duddingston Road - Feedback
Cc: spacesforpeople <spacesforpeople@edinburgh.gov.uk>, spokes@spokes.org.uk
<spokes@spokes.org.uk>

Good afternoon

Thank you for your email.

A little bit of background to the design:

Duddingston Road is on a bus route, which means that we need to have lane widths of at least 3.25m each.

Segregated cycle lanes need to be at least 1.5m wide in order to clean and grit the lane properly. To achieve this, the outside of the segregator sits at 1.75m from the kerb and the centre of the continuous white line is marked at 1.8m from the kerb.

There are multiple areas where we don't have the width for segregated cycle lanes plus the required lane width for buses (1.75+3.25+3.25+1.75m), and in these cases we resorted to creating a mandatory lane on one side of the road (which only needs 1.5m width) or, in cases where we didn't even have enough width for this, we had to apply an advisory lane to allow enough lane width for buses.

The limited road width is the reason that we could unfortunately not create a scheme that has segregation along the full length.

Another point for consideration is that we don't want to use stand alone segregators, because they are a safety risk (especially at night). Where possible, we double them up, but where we did not have enough space, we have had to remove single segregators. Fortunately, this is not the case on Duddingston Road, but it may be that we cannot install a single segregator where you have suggested to do so.

As far as your suggestions for improvement are concerned:

P01. We will check if there is enough width to place a segregator in this location. If so, we will actually place 2 (see above);

P02. This is a good idea and we will do this when the crew that installs the segregators is back in the new year;

P03. There is unfortunately not enough width for bus lanes and 2 segregated cycle lanes in this area (road width smaller than 9.5m);

P04. This does indeed look strange (and different from our design) and we will check with the site supervisor why this was done;

P05. The lady who lives here is in the process of requesting a blue badge. As soon as she has received the badge, we will apply double yellow lines here. Unfortunately, the situation will not change much (apart from the fact that other people will not be able to park here anymore);

P06. Unfortunately we cannot install a segregator on a speed cushion. We would also want to install 2 (see above), for which we don't have space considering the 2 driveways.

I hope this answers your questions and thank you again for your comments.

Kind regards,

Gert Rijdsijk, Senior Project Officer | Active Travel