

CIMT 18/02/21 – Spaces for People Project Approval

From: **spacesforpeople** <spacesforpeople@edinburgh.gov.uk>

Date: Fri, 19 Feb 2021 at 13:15

Subject: RE: Covid 19 Emergency Measures - Proposed segregated cycleways, Drum Brae North

Dear Councillors and Stakeholders

Thank you for your comments regarding the proposed emergency road measures. Comments have been reviewed and a summary of comments is included in the attached assessment feedback form to the Council Incident Management Team (CIMT). Following consideration by the CIMT on 18 February the proposals have been approved for implementation. We expect that these measures will be implemented from 22 February 2021.

Officers will be monitoring all the temporary measures and will make adjustments as necessary to mitigate any impacts.

Further information about how the Council is implementing temporary road measures to support safe walking, wheeling and cycling is available at www.edinburgh.gov.uk/spacesforpeople

Kind Regards

Martyn Lings

On behalf of the Spaces for People Team

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I am not available on Tuesdays

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 8 February 2021. 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
Drum Brae North	<p>As part of overall emergency measures we are proposing to Drum Brae North to re-designate key parts of the road network to help pedestrians and cyclists travel safely while meeting physical distancing requirements.). In summary the scheme includes:</p> <ul style="list-style-type: none"> • Introduction of segregated cycleways on Drum Brae North between Queensferry Road and Drum Brae Terrace • The scheme also includes pedestrian improvements at side roads through narrowing of the junctions of Barntongate Avenue, and double yellow, double blip parking/loading restrictions at all side roads along the route. • Retention of access to driveways along the route • Restriction of parking at all times alongside the segregation • Retention of loading and blue badge parking along the route, except at junctions. • Retention of existing bus stops. 	<p><u>Implement scheme as per design, but with removal of the dismount sign.</u></p>

Feedback

Comment from	Comment	Response
Councillors	No comments received from Councillors	
Spokes	<p>We approve of the parking and loading restrictions at the side road junctions, and the change to the junction layout at Craigmount Avenue North, but we do not like much of the rest of the scheme.</p> <p>Segregation on a main road like Drum Brae would normally be welcome, but Drum Brae North really is not a good road for this treatment. The gradients are extremely steep, uphill only suitable for the really fit, and downhill cyclists should not be close to the kerb as they will be going fast and will not have a chance to take avoiding action if a driver comes out of a side road and stops in the cycle lane</p>	<p>We recognise the setting on the hill, and for this reason we have widened out the downhill cycleway up to 2.3m. This provides space to potential obstructions. The site lines here are also very good so cyclists should have plenty of time to decide to slow down if required, and will be in a protected space when they do so rather than amongst live traffic.</p>
Spokes	<p>A much better route for cyclists is Craigmount Avenue North. It runs parallel to Drum Brae, avoids the steep hills, is quiet, and is also part of the projected West Edinburgh Active Travel Network (WEATN). It would need to be complemented by a crossing of Drum Brae at Craigmount Way, for reaching the roads around Drumbrae School and Community Hub. We would also like to see an island to the south of the Craigmount Avenue North junction if there is room for one, for better protection of right-turning cyclists.</p>	<p>The link was highlighted though feedback to the West Edinburgh Link consultation as useful for cyclists. We recognise that Craigmount Avenue North is an important route for cycles, and part of the idea of these cycleways is to link this down to the crossing at the A90 and onward to NCN1.</p> <p>The link beyond Craigmount Avenue North (heading south) provides connections to the park and leisure centre on Drum Brae Terrace and as closer toward the turning for the Drum Brae Hub at Drum Brae Drive.</p>
Spokes	<p>At the north end of Drum Brae, it should not be necessary to tell cyclists to get off and walk across Queensferry Road if heading north along the path to Barnton Park. This is the only practical cycle link between the WEATN and National Cycle Route 1 at</p>	<p>We will remove the sign.</p> <p>Unfortunately under this temporary scheme it is not possible to reconfigure the signal phasing as you</p>

	<p>Braepark Road, hence a core cycle route. The traffic light phasing should include provision for cyclists to take this route, in both directions.</p>	<p>suggest.</p>
Edinburgh Access Panel	<p>Please ensure the availability of parking for blue badge holders both on the main road and on the side streets is comparable to current availability.</p>	<p>Blue badge parking will be retained to a comparable level.</p>
Edinburgh Access Panel	<p>It's essential to make it clear to blue badge holders where they may park. In practice they look for single blips on kerbs which allow blue badge parking in line with the hours specified on the signs for loading and unloading. We note your proposal to cover up at least some of these signs but not to erase the blips. Please confirm that this will mean</p>	<p>The street will only have either no blips or double blips. So it should be clear where blue badge parking can and can't be undertaken. These sections where the signs will be covered up are wherever there are currently single blips.</p>
Edinburgh Access Panel	<p>Similarly we are pleased to note your proposal to retain blue badge parking along the route, except at junctions. Please confirm whether you mean blue badge parking will be allowed on the cycle lane or blue badge holders should park alongside the cycle lane - as at Comiston Road.</p>	<p>At the junction mouths blue badge holder won't be allowed to park on the carriageway. On the design drawings, this is wherever there are double blips.</p>
Edinburgh Access Panel	<p>We are delighted to note your proposal to erect a "Cyclists dismount" sign. We would like to see similar signage elsewhere, especially in places where cycle lanes and cycle paths flow on to the footway - eg Greenside Place, Cameron Toll roundabout and Holyrood Park Road.</p>	<p>We will actually be removing this sign to reduce street clutter. We understand your point, however we don't want to potentially encourage cycles to use the crossing when they would otherwise normally use the carriageway, as this could reduce potential for physical distancing by pedestrians at the crossing.</p>
Drum Brae Community Council	<p>Welcome the start of learning more about these matters given initial view was that Community Councils as statutory groups were being afforded a quite</p>	

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	amazing amount of disrespect from the City of Edinburgh Council.	
Drum Brae Community Council	<p>Keen to get better grasp of the following:</p> <p>The narrowing of the junction Barntongate Avenue and likewise the junction of Parkgrove Drive, what will that look like?</p> <p>How these proposals will affect the already planned and (extremely) long standing plan for the Drum Brae Drive junction?</p> <p>How these proposals will impact on the nursery in Drum Brae North?</p> <p>The statistics of how many cyclists actually use Drum Brae North, it is one of the biggest steepest hills in Edinburgh</p>	<p>The narrowing is to reduce crossing distance and increase pavement space for physical distancing.</p> <p>These temporary measures have no impact on the planned crossing.</p> <p>The nursery will still have full access to their large driveway. Drop off from the cycleway is still possible but waiting will be restricted to blue badge only. The cycleways will make it possible to safely use the road on bike to pick up and drop off children. It will also move cars further away from pavements which makes it safer for children.</p> <p>We don't have figures on current cycle usage; however one of the rationales for providing cycle provision here was based on requests for the cycle link in prior public consultations.</p>
Drum Brae Community Council	We also require to look at parking on Drum Brae North, double blip parking/loading restrictions at all side roads along the route will not be welcomed readily and anything parking (blue badge or not) here will back up the traffic which is usually substantial in this area. (we've surveyed this and at any one time there have been up to 11 vehicles parked on the hill ... mostly in the evening)	The scheme will be under a 2 monthly review to assess its effectiveness.
Public responses	13 against, 2 in favour and 2 in favour with suggestions	
Low Traffic Corstorphine	While we support the provision of this cycle lane given the topography of the road and safety improvement a segregated lane on either side presents, we would prefer to see a fuller	We recognise the benefits and desire for this wider intervention, however it is beyond the scope of this temporary scheme. We note this

	<p>expansion of the cycleway along the full length of the Drumbrae North and Drumbrae carriageway, properly linking to the Meadowplace Road interventions to the south over Drumbrae Roundabout with the single phase traffic crossing on Queensferry Rd to the north, which also then links through to the Royal High School and Cramond access routes north of Queensferry Road.</p> <p>We hope there will be a future consideration for cycle route implementation which would also connect with an A8 segregated direct cycle route to the City centre to the east, and the WEL routes to the west, to bring a more complete cycle network to Edinburgh West and the Corstorphine area as a whole.</p>	<p>desire for consideration as part of any future schemes.</p>
In support	<p>In favour of the cycle lane on Drumbrae North. Can't see that it will inconvenience many as most properties along here have their own driveways. There are several side roads that can be parked in if needed. It's a steep hill, but manageable as a cycle for many. A dedicated cycle lane would be much better and safer.</p>	
	<p>The best way would be to have a cycle route along the Barnton Road to meet up with the Queensferry Road NOT over and down Drum Brae</p>	<p>We note the desire for this link, and will flag it for consideration in any potential future schemes</p>
Not in favour	<p>13 emails not in favour and 4 emails in favour/with suggestions</p>	
	<p>Need for segregated cycle lanes on Drum Brae North is wholly unnecessary. The cyclpaths are located on a very steep hill and it is unlikely that cyclists will want to use them</p>	<p>The link was highlighted though feedback to the West Edinburgh Link consultation as useful for cyclists to link this down to the crossing at the A90 and onward to NCN1. It also can provide an alternative to paths in East Craigs, which can aid</p>

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		with physical distancing on these paths
	Lack of consultation and adequate advance notice	We understand this is a change for usual processes. However, we are following the process set out by committee for Spaces for people schemes
	<p>Has a feasibility study been carried out?</p> <p>Will the Council explain the scheme's added value for residents?</p> <p>Any cycle space installed on the west side of the road will cause serious traffic congestion during rush hours.</p> <p>The scheme provides no alternative parking, with the side streets in the area being totally unsuitable.</p> <p>Many of the residents are old and/or infirm and require access for private transport.</p>	<p>A design process has been followed which included a scoping stage for each scheme, including checking swept paths and design risk assessments.</p> <p>The link was highlighted though feedback to the West Edinburgh Link consultation as useful for cyclists to link this down to the crossing at the A90 and onward to NCN1. It also can provide an alternative to paths in East Craigs, which can aid with physical distancing on these paths</p> <p>The scheme will be under a 2 monthly review to assess its effectiveness, including impacts on traffic.</p> <p>Access to all homes driveways is maintained, as is on street parking for blue badge holder along most of the street.</p>
	What we need on Craig's Road is speed bumps that cover the width of the road. Your plans will not resolve or stop this problem, only aggravate the residents who live on this part of Craig's road who won't be able to park there.	It was not possible to provide a full width speed table in temporary materials that was both suitable for buses and could effectively reduce speeds.

	<p>Don't install the dismount sign at the bottom of Drum Brae?</p> <p>I think some cyclists will be confused by the proposed blue sign, 'Northbound cyclists dismount and use crossing'</p>	<p>We won't install the sign</p>
	<p>Narrowing the road to install cycle lanes will make congestion and pollution worse and is also likely to lead to more accidents.</p> <p>Residents will be adversely affected as they will be blocked from accessing or leaving their driveways as waiting vehicles try to pass through the build outs.</p>	<p>The scheme will be under a 2 monthly review to assess its effectiveness, including impacts on traffic.</p>
	<p>Widening pavements around High School: Can you explain why it was built like this in 2004 if it is unsuitable? The roads were purposely rerouted to be safe for the new school when it was built in 2004 and you are now saying you need to widen the pavements?</p>	<p>The purpose is to provide additional footway width for physical distancing during the pandemic, this is different to the original objective from 2004.</p>
	<p>Question the wisdom of removing the guard rail at the exit from the pathway opposite the school entrance – it acts as a barrier preventing a child or cyclist from exiting that path at speed to go straight across Craigs Road</p>	<p>The purpose is to provide additional footway width for physical distancing during the pandemic. Further by narrowing the street we can decrease traffic speeds making the road suitable to cross at this point. Both of these aspects make the guardrail less required. Removal of the guardrail follows the councils Street Design Guidance.</p>