

CIMT 03/02/2021 – Spaces for People Project Approval

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

Date: Fri, 5 Mar 2021 at 13:22

Subject: Covid 19 Emergency Measures - Proposed segregated cycleways, Meadow Place, Broomhouse and Ladywell Road

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 4 March the proposals have been approved for implementation. We expect that these measures will be implemented from 8 March 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

Martyn Lings

Senior Project Manager

Active Travel Team, City of Edinburgh Council

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 19 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
Meadow Place, Broomhouse and Ladywell Road	<p>As part of overall emergency measures, we are proposing to re-designate key parts of the road network on Meadow Place Road, Broomhouse Road and Ladywell Road to help cyclists and pedestrians travel safely while meeting physical distancing requirements. This is a re-issue of a scheme that was previously published for notification last year and has since had some design alterations. In summary the design includes:</p> <ul style="list-style-type: none"> • Introduction of segregated cycleways on Meadow Place Road, Broomhouse Road and Ladywell Road • Retention of access to driveways along the route • Additional restriction of parking at all times alongside the segregation along certain sections • Retention of loading and blue badge parking along the route • Retention of existing bus stops • Retention of residents parking on Ladywell Road, where residents don't have driveways or parking close by. • Retention of some on street parking bays for the Medical and Records centre on Ladywell Road 	<p><u>Implement the scheme as set out in the design drawings, but with consideration to adding additional red screed markings at side streets/d islands.</u></p>

Feedback

Comment from	Comment	Response
Councillors	No comments from Councillors	
Edinburgh Access Panel	<p>We are pleased to note that you propose the "Retention of loading and blue badge parking along the route".</p> <p>However, we note also that you propose "Additional restriction of parking at all times alongside the segregation along certain sections."</p>	<p>All the disabled bays are being retained and whilst there is a reduction in general unrestricted kerbside parking, there is no new in loading blip restrictions, so their should be a retention of space availability for blue badge parking.</p>

	<p>Please ensure that the availability of parking for blue badge holders is equivalent to current provision, including parking in places where loading is not prohibited by double-blips.</p>	
Spokes	<p>Spokes welcomes in principle the provision of segregated cycle lanes on Meadow Place Road and the lowering of the speed limit.</p> <p>This is a busy main road with a lot of traffic, and temporary protected cycleways and a lower speed limit will help to make cycling for short, everyday journeys more of an option for people in the local community. This will help reduce the spacing pressures on bus occupancy, and also enable former bus users to travel in the fresh air rather than transferring to confined car interiors possibly shared with others.</p> <p>However, we are disappointed with some elements of the revised plans for this SfP scheme, as it is less ambitious than the initial ones we commented on in July 2020. We have several points to feed back.</p>	
Spokes	<p>Meadow Place Road south of Ladywell Road junction</p> <p>The earlier scheme plans featured bus stop bypasses along Meadow Place Road, but the revised plans have removed the bus stop bypasses. Our preference would be to reinstate these as part of the proposals in order to make the protected cycleway continuous and consistent. A paper (in conjunction with Sustrans) on how to treat bus stops in SfP schemes was promised months ago - this is long overdue, which is resulting in substandard provision in schemes such as this one.</p>	<p>Due to budget and time limitations we are not able to introduce floating bus stops. We note your desire for the development of a paper of temp floating bus stops.</p>
Spokes	<p>Protected cycle provision stops short of the Broomhouse roundabout. Is there any scope to provide improvement here?</p>	<p>The cycleways reach the roundabout however segregation ends at the crossing, this was to give cyclists plenty of space to re-position themselves</p>

		currently on the road depending on what turn they are making at the roundabout.
Spokes	It's not clear what is happening to the guard rails at the toucan crossing between South Gyle Road and Broomhall Road, part of Quiet Route 9. If they are being kept, they should be modified to allow an easier route for cyclists going along QR9; at present, cyclists have to take some very sharp turns, difficult for cargo bikes or adapted cycles. There should also be room for cyclists wishing to turn right onto QR9 from Meadow Place Road to wait for the toucan crossing phase.	We understand the desire to remove them. However, we feel that without civils works to change the crossing alignment, a temporary removal of guardrail will not be beneficial and could increase safety risks. Unfortunately, there is insufficient road width to provide more space for turning right here, also as it is within a crossing, no right turn lane could be marked.
	All protected cycle provision and cycle lanes, particularly pinch points at pedestrian refuges, should be coloured to help show cycle priority to drivers	We will consider this.
Spokes	Meadow Place Road north of Ladywell Road junction Protected provision has been removed completely from the north part of Meadow Place Road in comparison to the earlier proposals. This is disappointing, however we do note that there has been some protected provision provided on Ladywell Road instead. Our assumption therefore is that this scheme is to accommodate desire lines heading along Ladywell Road and vice versa, rather than towards Drumbrae roundabout. We note that the recent High Street SfP proposals aim to dovetail into this new protected provision along Ladywell Road.	Your assumption is correct.
Spokes	Ladywell Road We are pleased to see parking prohibition along both sides of Ladywell Road to provide space and make sightlines clearer. Parking prohibition is better along the westbound route - the eastbound side is spotty and this is also reflected in the piecemeal protective kerbing along the road for cyclists. We would like to see better protection on the eastbound	We note your preference for a longer eastbound cycleway. Unfortunately, there is a need here for on street parking as the near by houses have no off street parking or nearby alternative on street parking. Further the 3 disabled bays have to be retained. We feel that the eastbound cycleway still provides a useful safe space for cycles on the lead into the cycle provision and traffic calming on Corstorphine High St.

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	<p>side of the road - at the moment the provision is verging on pointless, as cyclists would have to weave in and out of bus stops and car parking to access the very short protected lanes. There is an argument to remove the eastbound side completely if you can't improve it, because it does not provide much protection in its current form. If the eastbound section is to be retained however, consideration should be given to removing the first bus stop since it's so close to the second one (<150m). If removed, the recommended spacing (~400m) would still be maintained. This allows a longer section of protection but it's still not great.</p>	<p>Bus stop removal was considered, however, on balance, it was felt that retaining stops was important, particularly for more vulnerable groups in the area</p>
Spokes	<p>The south side of the road is better provisioned, although we do note that there are still obstacles to contend with, including bus stops and pinch points with pedestrian refuges. We would suggest that the road at pedestrian refuges and the cycle lane (both protected and unprotected) is painted a different colour, so drivers have a clearer understanding of priority. We would also suggest the use of bus stop bypasses.</p>	<p>We will consider adding red coloured surfacing</p>
Spokes	<p>As our High Street SfP response stated, it is unfortunate that protected cycling provision cuts out half way along Ladywell Road and it is not extended along the High Street. This is a busy road with many local amenities and a primary school; protected provision along this entire stretch would be beneficial. Perhaps this can be looked at as part of the wider Corstorphine Connections scheme, if SfP budget and remit is insufficient to address.</p>	<p>Further measures for cycle improvement can be considered through the Corstorphine Connections project.</p>
Low Traffic Corstorphine	<p>We support the main body of the SfP interventions for Meadow Place Road and Ladywell Road, but ask for adjustment to the Ladywell Road design to allow for an unbroken eastbound protected cycle lane.</p>	<p>We note your preference for a longer eastbound cycleway. Unfortunately, there is a need here for on street parking as the nearby houses have no off-street parking or nearby alternative on street</p>

		parking. Further the 3 disabled bays have to be retained. We feel that the eastbound cycleway still provides a useful safe space for cycles on the lead into the cycle provision and traffic calming on Corstorphine High St.
Low Traffic Corstorphine	<p>Ladywell Road</p> <p>We are disappointed with the inadequate cycle provision on the first part of the eastbound Ladywell Road where car parking (we assume this is disabled access) breaks up the protected cycle provision and appears to turn the cyclist out into the line of vehicular traffic. More consistent protection for people cycling, that allows for a full length unbroken cycle lane eastbound would clearly be preferable.</p>	As above
Low Traffic Corstorphine	<p>North section of Meadow Place Road</p> <p>The decision not to carry the SfP intervention on through Drumbrae roundabout and up Drumbrae to the other SfP interventions on Drumbrae North is disappointing. Whilst we understand this is outside the remit of this particular intervention, we would like to ask this to be considered more fully in future. We believe a properly linked and direct segregated north/south cycle route, linking the Calder Road and the south of the city with Cramond, Barnton and the north west of the city would be a significant strategic improvement to the cycling network in the city.</p>	We note the suggestion for further linking up of the two schemes as part of any future scheme outside of SfP.
Public in support (6)	<p>It will make the route to the local school much safer and something we would consider by bike (which presently we would not due to the volume of traffic and parking)</p> <p>Keen to see an extension of Edinburgh cycling network in order to encourage active travel and improve sustainability.</p>	

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	<p>Will help to make cycling a viable choice for those that have not previously had the confidence to cycle in the city due to safety concerns.</p>	
Public suggestions	<p>Some resurfacing could improve safety of cyclists</p> <p>The kerbs would need to be high and strong enough to avoid cars parking over them. Any gap big enough to park, the drivers will take it.</p> <p>On Meadow Place Road, the section of cycle lane from Gyle park doesn't seem to have protective kerbs? If that is the case, it's no help for people coming through Gyle Park to Corstorphine school.</p>	<p>We will assess the route for any surfacing defects.</p> <p>We presume that by 'Gyle Park section' you mean from Gyle Road to Ladywell Road. If so then we can confirm this section will have segregators.</p>
Public – not in favour (2)	<p>Proposals will be dangerous, cause congestion and pollution</p> <p>No requirement for the changes</p> <p>Money could be better spent on repairing existing roads and pavements to allow safe journeys for everyone.</p>	<p>Responses above, and from the Commonplace consultation indicate that there is a desire for them from people wishing to cycle.</p> <p>The designs should make cycling safer. This type of proposal is in line with council policy for helping to address congestion and pollution. It will be reviewed every two 2 months to consider its appropriateness in regard to the pandemic conditions and interaction with the rest of the road network.</p> <p>Funds for the scheme come entirely from the Scottish Government and can only be spent on schemes of this type to address the COVID-19 Pandemic. They may not be used for general roads repairs.</p>