

CIMT Monday 29th March 2021 – Spaces for People Project Approval

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

Date: Tue, 30 Mar 2021 at 10:03

Subject: Covid 19 Emergency Measures - Proposed segregated cycleways Duddingston Road West

Dear Councillors and Stakeholders

Thank you for your comments regarding the proposed emergency road measures on Duddingston Road West. 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 29 March 2021 the proposals have been approved for implementation.

Officers will be monitoring and reviewing all these temporary schemes on a regular basis and will make adjustments as necessary.

These measures will be implemented using road markings and temporary segregation units. The layout on street may differ slightly from the approved designs at some locations if adjustments to the design are required on site. Implementation of the scheme is scheduled to start on 30/03/2021.

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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Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, Edinburgh Access Panel and relevant Community Councils on 19th March. 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.

Project Proposal

Location	Justification	Recommendation
Duddingston Road West	<ul style="list-style-type: none"> • Introduction of segregated cycleways on Duddingston Road West • Retention of access to driveways along the route • Additional restriction of parking at all times alongside the segregation at certain sections • Retention of loading and blue badge parking along the route • Retention of existing bus stops 	<p><u>Implement scheme as planned with the additional of:</u></p> <ol style="list-style-type: none"> <u>1. Additional double yellow lines to protect blue badge parking and loading on a section of The Causeway by Blizzy Lizzy</u> <u>2. No overtaking markings on some sections</u> <u>3. 20mph speed limit along the whole road.</u> <u>4. Remove Guardrail near to Blizzy Lizzy.</u>

Feedback

Comment from	Comment	Response
Councillors		
Cllr Steve Burgess	I am supportive of these proposals thanks. Can anything be done to improve the footways for pedestrians as well?	We will consider this, though in general the road widths mean that this delivering coherent and meaningful footway gains is difficult.
Cllr Joan Griffiths	Forwarding email to you from my constituent raising his concerns regarding the above. 1 - 5	
Cllr Joan Griffiths	1. You should be aware that I lodged my strong objections to these proposals with the relevant officials. My neighbours are doing likewise and feelings are running high .	
Cllr Joan Griffiths	2. I will not repeat the details but briefly we think the road is too narrow given its use by buses and commercial traffic .	The street widths that have been retained meet the dimensions set out in the Edinburgh Street Design

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		Guidance for streets with these type of vehicles and have been consulted on with public transport providers.
Cllr Joan Griffiths	3. Concrete bollards are ugly and visually intrusive. Double Yellow lines will leave visitors to our homes with no alternative parking	We note your concern about the visual appearance of the segregation units. As it is a temporary scheme, we have a much more limited pallet of material to choose from compared to a permanent scheme. Visitors will have to either use side streets, or where possible, the driveways' of residents. However, drop and off and pick up will be maintained.
Cllr Joan Griffiths	4. The scheme is being promoted under temporary Covid restrictions which must soon be withdrawn Councillors McLellan and Young are being made aware of our objections	The scheme will be reviewed every two months with regard to its relevance as a response to the pandemic.
	5. Since there has never been an accident involving a cyclist here they should not go ahead .	Two personal injury collisions have been recorded at Duddingston Road West involving cyclists. Both occurred at the junction with Old Church Lane and resulted in slight injury. Accident retrieval carried out by road safety on 25 March 2021 for previous 5 years. In addition to this the scheme is being introduced to provide space for exercise during the pandemic and the provide an alternative way of travelling to public transport during the pandemic. In so doing it provides useful links to local greenspaces and existing cycle routes. Its introduction was supported through the Commonplace engagement and by local community members in the area. As such its justification is not primary about addressing an accident issue along the road. However, it should also be born in mind that a key determiner in helping more people to feel that they can cycle is being physically separated from traffic.
Cllr Joan Griffiths	I am forwarding to you comments that I have received from constituent regarding Duddingston Road West. 1 – 3 below	
	1. Duddingston road west - I have already sent a message of complaint about the absurd idea that a cycle track and yellow line will be installed on the	

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	above road. My neighbours are all of the same opinion.	
	2. Where do people/delivery vans etc. park when they are stopping. Who on the council have been given the green light.	There are no loading restrictions along most of the street. Double yellow lines only restrict parking.
	3. Why do we all pay rates for this tone done. Have any of them gone round the town to see the mess they are making of Edinburgh?	This funding is direct from the Scottish Government for the implementation of such intervention as a response to COVID-19, as such no Council funding has been diverted from other Council work.
Community Councils		
Edinburgh Access Panel	We are pleased to see that, because you are proposing to install the cycle lane on the other side of the road, blue parking will be possible on the yellow line outside Holy Rood High School, outside the Bizzy Lizzy takeaway and on most of the heavily populated north side of Duddingston Road West.	<p>On the north side of the road where the residents are we have not included any blips, so blue badge parking is possible.</p> <p>However, to ensure safe functioning of the street with have had to introduce double blips around certain section of the street: outside the Bizzy Lizzy and south-westwards from Old Church Lane toward the Innocent Railway path. The Blizzy Lizzy is right beside The Causeway, where parking for blue badge will be protected through a section of double yellow lining. South-westwards from Old Church Lane there are no residencies/frontages so we do not think there should a loss in actively used blue badge parking. Holyrood High School has a large car park, which should provide sufficient blue badge parking as well as pick up/drop off. This parking is considerably closer to the school entrance than any current on street parking. We will check that this includes dedicated space for disabled parking.</p> <p>There is another large car park for anyone visiting the Duddingston Kirk Hall.</p>
Edinburgh Access	It's disappointing that you're proposing a cycle	Wherever possible we are providing cycleways on both

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Panel	lane on each side of the road on the stretch near the junction with Milton Road West although we appreciate that most of the residences there have driveways. We urge you to adopt a consistent approach and go with a cycle lane on one side or the other (probably on the north side where a traffic queue develops at the traffic signals) rather than on both.	sides of the road to create as much safe space as possible for people who want to cycle. Along much of the route this isn't possible due to width constraints. Along the length of the section with residences the parking restrictions do not prevent blue badge holders from parking. The only exception is outside the Bizzy Lizzy flats, who have off street parking and further parking options on The Causeway.
Stakeholders		
SPOKES	Spokes Party welcomes and strongly supports the proposed Spaces for People changes on Duddingston Road West. Thank you for all your hard work on these schemes.	
SPOKES	Duddingston Road West has remained a 30mph speed limit, with only a part-time 20mph around the area of Holy Rood RC High School. Given the increase in cycle and pedestrian traffic on this road, and the apparent lack of space for a protected cycle lane on both sides of the road, we recommend that the speed limit should be reduced to 20mph.	We will consider this.
SPOKES	The narrow section of road without protected cycle lanes between the Innocent Path and the entrance to Duddingston Golf Club has no space for a cycle lane. We recommend a visual warning to drivers approaching from Craigmillar to slow down and to expect cyclists. White painted cycle symbols, as well as warning signs, would help.	We will consider this
SPOKES	The s-bends between Bawsinch and Holy Rood RC High School remain one of the more dangerous parts of the route. It is unfortunate that there is no space for	We will consider this

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	<p>segregation here under the current scheme. Given the narrow road and the sharpness of the bends, it can never be safe for drivers to overtake cyclists on this section. We recommend that action be taken here to prohibit drivers overtaking cyclists, for example the introduction of solid white lines, or some other means. Painted cycle symbols would also be helpful.</p>	
SPOKES	<p>There is a gap in the proposed southbound [toward Craigmillar] segregation at the bend adjacent to the junction of Meadowfield Gardens. It is very much required at this point to prevent southbound drivers encroaching into the lane as they cut the corner, something that is more common as a result of northbound drivers' tendency to take the bend nearer the middle of the road. If the road width cannot accommodate segregation, then road marking to strongly enforce lanes is needed.</p>	<p>Gaps in the segregation here was provided to give cyclists opportunities to leave and join the route at the junction with Meadowfield Gardens. However, a double unit has been included at the apex of the bend to help ensure cars don't encroach into the lane.</p>
SPOKES	<p>Due to the mis-alignment of the roads, cyclists travelling from Duddingston Road to Duddingston Road West at the Milton Road junction have to move right, which can lead to conflict with drivers travelling the same way who tend to take a more direct line across the junction, particularly when there is traffic from Duddingston Road West waiting to turn right onto Milton Road. This is an uphill section and, from a standing start at the lights, it can be challenging and intimidating for many cyclists. To mitigate this, we recommend: a. Adding an advanced green light for cyclists travelling across the junction in that direction.</p>	<p>We think that you are requesting a cycle early green release signal. If that is correct then it is a good idea that may be considered in the future, however it can not be delivered within are current timescales and budget.</p>
SPOKES	<p>The southbound cycle lane should be extended out into the junction to provide a visual cue for both cyclists and drivers, and particularly to encourage drivers to move right earlier, leaving space for cyclists entering Duddingston Road West.</p>	<p>This was considered, however on balance we felt it safer to terminate the lane as shown and not predetermine the lane position cycles wish to take here. Unfortunately, there is insufficient width to provide actual advisory lanes on the approach lanes.</p>
SPOKES	<p>1 We understand the difficulty of the</p>	

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	remainder of the route (from the Innocent Path to Craigmillar Castle Road) given the lack of space and the pinch point at the bridge.	
SPOKES	However, given the proximity of the Royal Infirmary, we feel that efforts should be made in the medium to long term to provide for safe cycling conditions there to provide a continuous safe route for hospital staff, visitors, and patients.	Thank you for raising this and we will bear it in mind in future schemes.
SPOKES	On our site visit, we noticed inexperienced cyclists struggling with the right turn into Old Church Lane from Duddingston Road West. We recommend you consider the feasibility and practicalities of signposting cyclists (with blue cycle sign) to Holyrood Park via The Causeway instead which is before the bend in the road	This was considered, however turning right at The Causeway is unlikely to be much easier, and could be potentially more dangerous, as it is upstream of a bus stop, than Old Church Lane. We are though providing a right turn lane for Old Church Lane which should make this movement easier.
Public Comment		
AGAINST (9)	The Covid crisis is nearly over. There is no need to provide "safe" space. Use of the emergency Covid regulations is now entirely inappropriate .	The scheme will reviewed every two months with regard to its relevance as a response to the pandemic.
	The scheme is ugly and intrusive and is completely out of place in a designated Conservation Area. I would go so far as to call it environmental vandalism.	We note your concern about the visual appearance of the segregation units. As it is a temporary scheme, we have a much more limited pallet of materials to choose from compared to a permanent scheme.
	There has NEVER been an accident involving a cyclist on Duddingston Road West .	2 personal injury collisions have been recorded at Duddingston Road West involving cyclists. Both occurred at the junction with Old Church Lane and resulted in slight injury. Accident retrieval carried out by road safety on 25 March 2021 for previous 5 years
	The road is too narrow in most places to accommodate cycle lanes and it will become effectively single track, inconveniencing the great majority of the roads users to benefit only a small group of occasional users .	The street widths that have been retained meet the dimensions set out in the Edinburgh Street Design Guidance for streets with these type of vehicles and have been consulted on with public transport providers.
	Visitors to the homes of residents will be unable to park and Duddingston Road West will become	Visitors will have to either use side streets, or where possible, the driveways of residents. However, drop

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	a "no go" area, isolated from normal life. The proposals are hugely disproportionate to the perceived problem.	and off and pick up will be maintained for anyone who cannot walk the distance from a side road.
	Myself and several neighbours are concerned about the proposed cycle way on Duddingston Road West. I choose to park outside my house as reversing on to a busy road can be frustrating and dangerous at times. The problem will obviously be worse if the road is narrower	We are looking at reducing the speed limit to 20mph which will make entering and exiting driveways easier and safer.
	Two of my neighbours are elderly and live on their own. They both get regular visits from family. These visits might only amount to quick pop in for 10/15 minutes. It seems ridiculous that they cannot pull up outside their Mum's house.	Visitors can either use side streets, or where possible, the driveways of residents. Drop and off and pick up will be maintained for anyone who cannot walk the distance from a side road.
	I, like so many other Edinburgh residents, feel quite enough is done for cyclists in the city. Also, the amount of cyclists on the road is very seasonal and/ or weather dependant. We, on the other hand, live here 12 months of the year.	This is a temporary scheme is response to the pandemic rather than a response to levels of cycling more generally throughout the year.
	I would like to wish my objection to the proposals to install temporary cycle lanes on Duddingston Road West. I'm very disappointed that there has been literally zero information sent out to the Council by local residents on this matter.	The process for implementing these temporary schemes is different to our scheme permanent schemes, which usually include significant public consultation. The approach with the temporary schemes was agreed at Council with the aim of ensuring as quick a response as possible to the COVID-19 pandemic.
	General lack of consultation from members of the public	See above
	I could see an argument for putting them on the part of the road where there is no housing (en route to Holy Rood park when running alongside the fence of Duddingston Golf Course but I believe (and would like to know this) there has never been an accident involving a cyclist on Duddingston Road West. The road is frankly too narrow in most places to accommodate cycle lanes and it will effectively become a single track, inconveniencing the great majority of the roadsusers to benefit only a small group	2 personal injury collisions have been recorded at Duddingston Road West involving cyclists. Both occurred at the junction with Old Church Lane and resulted in slight injury. Accident retrieval carried out by road safety on 25 March 2021 for previous 5 years. The street widths that have been retained meet the dimensions set out in the Edinburgh Street Design Guidance for streets with these type of vehicles and have been consulted on with public transport providers.

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	of occasional users	Requests for the scheme were made through the Commonplace engagement and by local community members in the area.
	The scheme is also completely out of place in a designated Conservation Area. Any visitors to the homes of residents will be unable to park and Duddingston Road West as there is no alternative parking (i.e. off a side street) for the majority of the street.	We note your concern about the visual appearance of the segregation units. As it is a temporary scheme, we have a much more limited pallet of materials to choose from compared to a permanent scheme.
	I believe this is an ill thought out plan and the Council needs to see sense. I'd also like to know what research has been done to make the case of why this should be done	The scheme is being introduced to provide space for exercise during the pandemic and to provide an alternative way of travelling to public transport during the pandemic. In so doing it provides useful links to local greenspaces and existing cycle routes. Its introduction was supported through the Commonplace engagement and by local community members in the area.
	My neighbour has alerted me to the plan to implement a spaces for people scheme on my road and I wish to enter the very strongest protest. I am also very disappointed that we as residents are not informed better of the consultation period of schemes that will have huge impact upon our lives.	The process for implementing these temporary schemes is different to our permanent schemes, which usually include significant public consultation. The approach with the temporary schemes was agreed at Council with the aim of ensuring as quick a response as possible to the COVID-19 pandemic.
	Visitors and residents will be unable to park, we currently park outside our house ourselves, we would need to walk our children down the busy road and around into a side street in order to access our car, does that make "a safer space" for us? Is that fair on the residents in surrounding streets? I don't get the reasoning here.	We are looking at reducing the speed limit to 20mph which will make the street environment safer for all. Where the cycleways are in place beside the pavement, pedestrians there will be further away from motor vehicles. Drop off of children to a home would still be possible though parking would have to be on a side street.
	I have seen the scheme be implemented on Duddingston Road and I think it has failed in its goals. It has not added any space for people, the pavement is no bigger and we cannot walk on the	Initial feedback to the Duddingston Road scheme indicates that many people, particularly parents with children have found it very beneficial and safer. It provides space for exercise and links to spaces for

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	road / cycle lane for fear of being hit by cyclists, segregating cyclists from cars has no covid reduction benefits, therefore emergency covid legislation should not be used to push through other agendas.	exercise, as well as an alternative to public transport. Further it reduces the number of children and parents who feel they need to cycle on the pavement to avoid traffic. This in turn provides more pavement space for walking.
	What I have seen, as I walk the route twice a day, is home-owners have been forced to dig up their gardens along the road to provide parking for their cars, this is a poor result environmentally speaking. I then see cars and delivery vans parked along the double yellow lines, blocking the cycle lanes at any rate. All I can see are negatives from this scheme, no covid benefits and cyclists no safer.	See above
	The best way to make pedestrians and cyclists safer on this stretch of road is to discourage the large number of vehicles from using it, traffic congestion has increased markedly along our road in the past decade. This is a residential street not a dual carriageway, why are other residential streets described by horrified politicians as rat runs and benefit from traffic calming, why are we treated differently? It simply pushes more traffic along our road, we have kids and pets too.	Thank you for highlighting the rat running issue in this area, we will consider further how this can be addressed, either through this or future schemes.
	We now do not use our front garden because of the traffic noise and for fear of a child getting knocked down. We have had two cats knocked down on the road in the last two years.	
	We have requested traffic calming be considered but it was flatly rejected.	We will consider this for future scheme development.
	One of the few measures that seems to slow	Narrowing the road width, as we are doing through the

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	drivers is parked cars, that narrows the perceived width of the street, I see far too many drivers hit 40 mph by the time they are outside our house because it looks like a big wide road. Removing parked cars will amplify this effect.	cycleway (which is roughly the same width as a car), often results in lower vehicle speeds.
	Why is this street not a 20mph zone for example?	We are looking to introduce this
	Where are the crossing points for the schoolchildren?	These remain as they do under the existing road layout
	I suspect the plan is to keep the street clear for ambulances and police cars to tear along with the blue lights flashing, (which by the way will force the traffic into the cycle lane.)	Emergency services have been consulted during this process and have not specifically raised concerns.
	If you wish to create a safe and pleasant cycle route why not link the innocent railway, national cycle route 1 into Portobello?	This route does link the National Cycle Route 1 (NCN 1) to the edge of Portobello via Duddingston Road. Indeed, it was highlighted by bike users as a key route from Portobello to NCN 1 and Holyrood Park.
	If you want to make safer spaces for people, add a grass verge and widen the pavement, narrowing the road in the process and moderating vehicles speed and numbers.	Narrowing the road width, as we are doing through the cycleway (which is roughly the same width as a car), often results in lower vehicle speeds. A grass verge cannot be delivered in temporary materials.
	The proposals are hugely disproportionate to the perceived problem and I urge cancellation of the plan.	We note your concern
	We have only been made aware of this consultation through a neighbour by chance in the last day. Proposing such fundamental changes to the road outside our property without ensuring proper engagement with the residents concerned, nor making the proposals easily available online, presents the whole activity in a very unfavourable light from the outset.	The process for implementing these temporary schemes is different to our scheme permanent schemes, which usually include significant public consultation. The approach with the temporary schemes was agreed at Council with the aim of ensuring as quick a response as possible to the COVID-19 pandemic.
	We have recently moved into our property (within 12 months) and the availability of on street parking for	Visitors can either use side streets, or where possible, the driveways' of residents. Drop and off and pick up

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	visitors and tradespeople was a key consideration for us prior to purchasing.	will be maintained for anyone who cannot walk the distance from a side road. Loading is still maintained and, if required/justifiable, tradespeople can apply for permits to park in restricted parking areas.
	This scheme is branded as safe spaces, however there has been no need to create one here during the pandemic, and so the need for one now as the pandemic subsides appears nonsensical.	The scheme will reviewed every two months with regard to its relevance as a response to the pandemic.
	We support the provision of cycle routes through the city, however there is an established and arguably much safer cycle route that joins with the innocent railway nearby.	This route links to the Innocent Railway and provides a safe way for people in this part of Duddingston and Portobello to reach it that did not exist before. Indeed, it was highlighted by bike users in the local area as a key route which needed improvement to be safe to use.
	The reduced on street parking will only serve to increase levels of parking on the already congested side streets, to the detriment of our neighbours and potentially increase the risk of accident to cyclists on those side streets.	The scheme will be reviewed every two months with regard to its impacts on surrounding streets.
	The proposed designs (as evidenced by those on Duddingston Road and Milton Road West) is unsympathetic to the street scene and increases the amount of street furniture dramatically, arguably adding to the already congested road scene for drivers to navigate.	<p>We note your concern about the visual appearance of the segregation units. As it is a temporary scheme, we have a much more limited pallet of materials to choose from compared to a permanent scheme.</p> <p>Narrowing the road width, as we are doing through the cycleway (which is roughly the same width as a car), often results in lower vehicle speeds which in turn can create a safer street environment.</p>
	<p>I wish you to know that I strongly oppose these proposals .</p> <p>I know of no safety issues that would justify this use of Temporary Traffic orders stemming from the Pandemic .</p> <p>This is a designated Conservation Area and I do NOT want to see the ugly appearance of Duddingston Road moved to Duddingston Road West .</p> <p>There are very few pedestrians walking up and down the road and no cyclist has ever been involved in a serious accident .</p>	<p>We note your concern about the visual appearance of the segregation units. As it is a temporary scheme, we have a much more limited pallet of materials to choose from compared to a permanent scheme.</p> <p>The scheme is being introduced to provide space for exercise during the pandemic and the provide an alternative way of travelling to public transport during the pandemic. In so doing it provides useful links to local greenspaces and existing cycle routes. Its introduction was supported through the Commonplace</p>

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	<p>The road is too narrow in most sections to permit the removal of space for one minority group . Visitors to our homes, including important service providers, will have nowhere to park.</p>	<p>engagement and by local community members in the area. The street widths that have been retained meet the dimensions set out in the Edinburgh Street Design Guidance for streets with these type of vehicles and have been consulted on with public transport providers. Loading and drop off is maintained outside residencies. Visitors will have to either use side streets, or where possible, the driveways' of residents.</p>
	<p>I would like to put forward my serious concerns about the above scheme:</p> <p>Firstly we are a cycling family and regularly cycle long distances with our children and for work purposes too but we do not understand the new cycle lanes being enclosed with concrete bollards. I have yet to meet a cyclist who thinks is they are a good idea. We would much happier with a coloured lane that is not enclosed by concrete bollards. The addition of the bollards means the cycle lanes cannot be cleaned properly and so debris gathers likewise water puddles in the case of bad weather, this means I would rather cycle on the roads.</p>	<p>Its introduction was supported through the Commonplace engagement and by local community members in the area. The lanes are wide enough to ensure that the Council's sweeping and gritting machines can clean them.</p>
	<p>In the case of Duddingston Road West the road is not wide enough to have a cycle lane and bollards on one side. As a resident of the street I see buses and lorries pass my house with little space to spare and so I think it will become dangerous for such a main road to made narrower especially with many residential properties with driveways. Accessing our own driveway will become impossible because as soon we stop outside our property cars will be backed up behind whilst we attempt to gain access to our driveway, again adding to the dangers on the road and a very stressful experience for us.</p>	<p>The street widths that have been retained meet the dimensions set out in the Edinburgh Street Design Guidance for streets with these type of vehicles and have been consulted on with public transport providers. We are looking to make the street 20mph so the entering the exiting driveways is easier and safer.</p>
	<p>It mystifies me, as a cyclist that we need an additional cycle lane on such a narrow main road on the east side of Edinburgh when we have the innocent cycle path taking cyclists all the way out to East Lothian.</p>	<p>The route help to link people with segregated infrastructure to the innocent railway path. As stated above, the desire for this link came though clearly from</p>

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		public engagement.
	As mentioned earlier I think the middle ground is to have coloured cycle lanes which give cyclists enough room and peace of mind that they can safely travel through the city. It disappoints me that so much money would be spent on such a scheme that many cyclists are choosing to ignore and are actually cycling on the road not in the cycle lanes provided, this would not happen with a painted cycle lane.	Research over multiple years, through the Edinburgh Bike Life study, as well as many other studies from across the UK and abroad is that painted lanes alone do not make the majority of people feel safe enough to be able to choose to cycle. The key influencing factor, in street design terms, is being separated from traffic. https://www.sustrans.org.uk/bike-life/bike-life-edinburgh
	I know that many residents of Duddingston Road West are extremely unhappy about this proposal and I hope that their objections are actually listened to that the proposal is amended accordingly.	We note the concerns raised and will keep these in mind during the scheduled reviews which occur every 2 months.
	This road is not wide enough to accommodate cycle lanes. It will alienate the regular users of this route and will also stop residents or tradesmen parking outside their homes.	The street widths that have been retained meet the dimensions set out in the Edinburgh Street Design Guidance for streets with these type of vehicles and have been consulted on with public transport providers.
	Duddingston Road West is a conservation area and should not be sullied by the proposed changes.	We are not entirely clear about the detail of your concerns, however in relation to the materials, as it is a temporary scheme we have a much more limited pallet of material to choose from compared to a permanent scheme.
	Listening to the latest government announcement on the Covid crisis, I think your proposals are a waste of both time and money.	The scheme will be reviewed every two months with regard to its relevance as a response to the pandemic.
	Whilst I support the concept of cycle lanes, I believe that the measures being introduced will narrow the road and increase, not decrease, the danger to all road users.	The street widths that have been retained meet the dimensions set out in the Edinburgh Street Design Guidance for streets with these type of vehicles. Narrowing the road width, as we are doing through the cycleway often results in lower vehicle speeds, which should in turn increase safety.
	Specifically, the concrete kerbing and poles I find quite dangerous to cycle along at any speed, and	Research over multiple years, through the Edinburgh Bike Life study, as well as many other studies from

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	think that it is only a matter of time before cyclists are injured by these. I am also sceptical as to whether these will improve safety - my understanding is that most cycling/vehicle accidents occur at junctions - exactly where these measures disappear!	across the UK is that the key influencing factor, in street design terms, is to make streets feel safer for cycling is being separated from traffic. https://www.sustrans.org.uk/bike-life/bike-life-edinburgh As these are temporary materials, we are limited to what we can do at junctions. However please note that we are included red screeded cycleways at all the side roads to increase cycle safety.
	There is also the issue of debris accumulating in these lanes to the extent that they become unusable - Milton Road is now like this, and we regularly see cyclists avoiding the lanes.	Thank you for raising this issue, the lanes are wide enough to ensure that the Council's sweeping and gritting machines can clean them. We will highlight that an additional clean of the Milton Road ones is required.
	Finally, potholes - these are the main problem for cyclists - resources should be channelled at providing smooth surfaces for cyclists - this is far better value than unnecessary street furniture.	This funding is direct from the Scottish Government for the implementation of such interventions as a response to COVID-19. No Council funding has been diverted from other Council work, such as pothole repair, to this scheme.
	I have seen a video on Facebook of the abomination created by your planning scheme in Silverknowes.	
FOR (1)	Strongly supportive of the proposed segregation for cycling, and it would make a really tangible difference to me, and many others who currently do not have a safe route to connect them to other segregated infrastructure such as the Innocent path.	Thank you for your feedback
Commonplace		
	On one side of Duddingston Rd West here the pavement completely disappears, which means congestion on the other side (which is also very narrow).	Unfortunately there was insufficient road width to introduce new footways and cycleways along this section.
	Clearly signposted, safe and dedicated pedestrian and cyclist paths (perhaps separately) between Craigmillar (and Innocent Cycle Path and Railway) and Duddingston Village seem to	We have provided cycleways wherever possible.

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	be needed.	
	Pavements are too narrow to socially distance	The cycleways will provided a safer space than the road for pedestrians to be able to informally step into if needing to pass another pedestrian
	Segregated cycle lane from portobello to Duddingston village and on to link with the innocent cycle lane. Road is wide enough and would give Sade cycling for 3 schools as well as providing a route between Edinburgh and portobello. Closing Holyrood park to vehicles would further improve this.	This has been delivered as far as is possible with available width by our scheme.
	The pavement is far too narrow and when schools return safe social distancing will be impossible and dangerous. It is also a horrible street to cycle along to access the innocent path from the Craigmillar castle path.	Unfortunately this section was too narrow to deliver cycle or footway improvements on in temporary materials
	This is a key cycle link and it is a pretty unpleasant bit to be going uphill. It should be made 20mph with speed bumps added to slow cars and reduce dangerous overtakes over the blind bend	We are looking to introduce a 20mph limit
	Improved crossing required here (Forckenford) as cars speed through the lights.	An improved crossing requires permanent interventions beyond the scope of this scheme
	Pavement parking	Further parking restrictions are included
	This crossing has a narrow pinch point on the east side making it difficult to get through a single phase of the lights if there are others at the crossing (Forckenford)	An improved crossing requires permanent interventions beyond the scope of this scheme
	Speed of traffic	We are looking to introduce a 20mph limit
	On one side of Duddingston Road West the pavement completely disappears which means congestion on the other side which is also very narrow.	Unfortunately there was insufficient road width to introduce new footways and cycleways along this section.
	This is a twisty road with fast traffic, well used by cyclists. A cycle lane would make it feel much safer. It is a route that many cyclists use to get to	We have provided cycleways wherever possible.

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	the Royal Infirmary.	
	(on the bend a Duddingston loch) Dangerous corner for cyclists coming both ways – create a protected cycle lane along Duddingston Road West to connect the Innocent Railway path to the Figgate burn and Figgate park	We have provided cycleways wherever possible.
	Outside Busy Lizzies café it is very difficult to socially distance when there are vans parked up on the pavement and there is a metal barrier which makes social distancing impossible for pedestrians. Almost always parking on double yellow lines and on the pavement which restricts view for road users at the relatively busy junction.	Parking restriction will prevent pavement parking here and we will remove the guardrail. Unfortunately there is insufficient width to widen the footway, however a 20mph speed limit will help to make the street safer.