

Spaces for People

Scheme Review Form

Location	Original justification
Causewayside – Mandatory and segregated cycleways	Causewayside is a busy road and is part of a cycle route that is well-used by commuters and students. The road has advisory cycle lanes that are very often used for parking. Upgrading the uphill advisory lanes to light segregation will provide a much safer active travel provision, with no impact on bus services.

Overall Programme Monitoring Objectives

To protect public health by:

- a) creating safe spaces for walking and cycling that encourage more people to choose active methods of travel as a safe, physically-distanced way to move around the city, preventing a growth in private car use and associated congestion and air pollution
- b) enabling safe physical distancing for everyone during their journeys, daily (government-approved) activities and exercise in the city's streets
- c) mitigating any increased road safety risk as a result of people physical distancing in the city's streets
- d) Supporting adaptation and resilience

Travelling safely objectives:

- a) To facilitate the safe movement of people by foot and cycle across the city, providing an alternative form of travel to private car that still allows the public to feel safe from Covid and road safety risks
- b) To provide an effective, physically distanced alternative means of travel around the city to public transport, whilst PT capacity is reduced due to physical distancing requirements.
- c) Continue to protect and prioritise the city's bus and tram service in order that public transport can operate reliably, thereby maintaining a service frequency that can deliver social distancing for passengers.

Project Review:

Do the SFP measures meet the project objectives:	YES	NO
implement safe physical distancing to support cycling and walking travel for exercise and essential journeys;	Y	
reduce infection risk on heavily used routes by providing traffic control measures and alternative routes;	Y	
prioritise the implementation of measures in areas of deprivation where car use or public transport access is limited;		N
prioritise access to local exercise and greenspaces, employment centres, and service hubs (e.g. hospitals & schools)	Y	
Improvement for pedestrians		N
Improvement for cyclists	Y	
Improvement for public transport		N/A

Have additional measures been introduced – if yes provide details:	Y	
After discussion with Lothian Buses (and with the approval of CEC's Public Transport team), the bus stops at Summerhall and Grange Road were temporarily removed. These bus stops are not very busy and alternative options are close by.		

Road Safety Audit feedback

Below you find the main items from the RSA 3

4.1.1 Risk of vehicles losing control due to uneven surfacing, resulting in vehicle occupants / riders sustaining personal injuries (multiple areas along the scheme)

Recommendation:

It is recommended that the carriageway surface is appropriately repaired / made good.

4.1.2 Risk of cyclists getting their wheels stuck in a gully due to the grate provided, resulting in them falling from their bicycles and sustaining personal injuries (multiple areas along the scheme)

Recommendation:

It is recommended that the affected gully covers are replaced with covers that are cycle friendly.

4.1.8 and 4.1.9 Risk of a vehicle colliding with a temporary segregation unit resulting in a loss of control collision (beyond junctions)

Recommendation:

It is recommended that the cycle lane marking commences with a suitable taper from the edge of the carriageway to guide general traffic out from the kerbside.

Public Feedback / Complaints

We received various complaints, from business owners as well as cyclists:

- Various business owners complained about the introduction of double yellow lines and/or segregators outside their businesses. In some cases we have limited the amount of segregation to allow for loading in front of the businesses. In other cases we have changed double yellow – double blip to double yellow - single blip to allow for loading and in one case in which we received a lot of pushback we have reverted double yellow – single blip back to single yellow – single blip.

We have also brought back areas of pay and display to allow parking for people that use the local shops and the library.

- Cyclists have complained that there is a lot of loading and unloading on Causewayside, and -especially- that there are still too many opportunities for kerbside parking, which limit the effect of the current measures.

Recommendation

Continue with the current temporary layout and consider the following improvements to improve cycling safety along Causewayside:

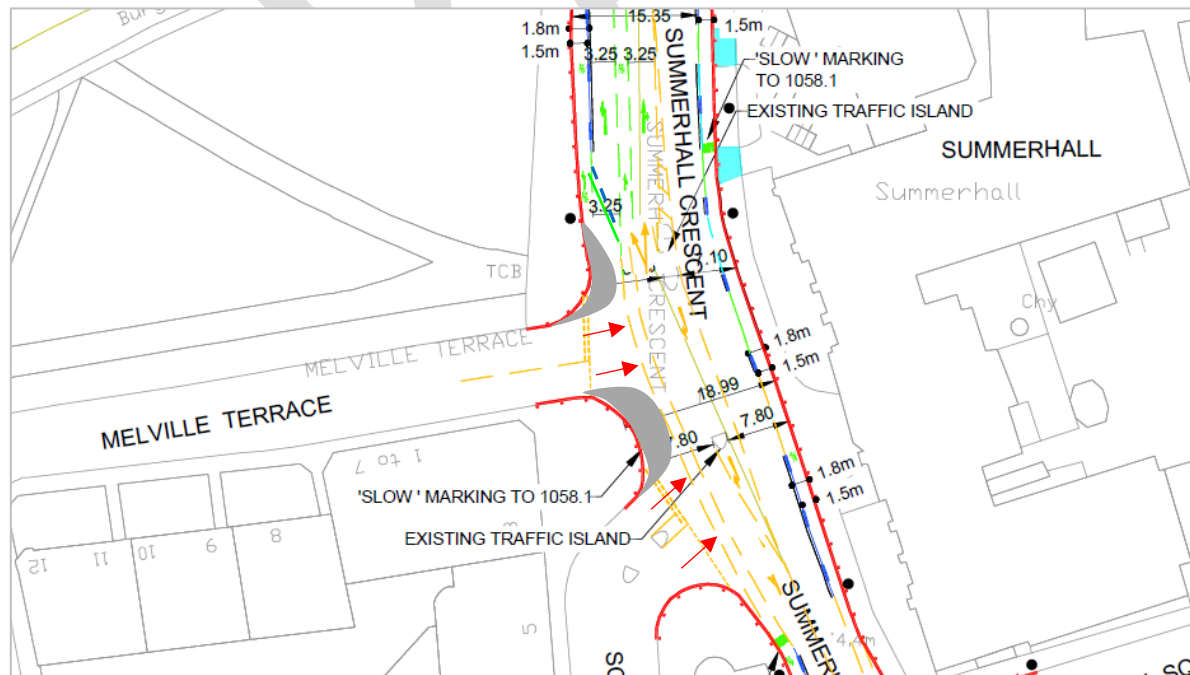
1. Reinstate taper on southbound cycle lane right after the pedestrian crossing:



2. Aim: improve safety for cyclists on approach to Hope Park Terrace.

Improvement:

Pull out the give way lines of Melville Terrace and Sciennes, apply hatching (grey areas in drawing below) and install additional defenders north and south of Melville Terrace (depending on swept path check):

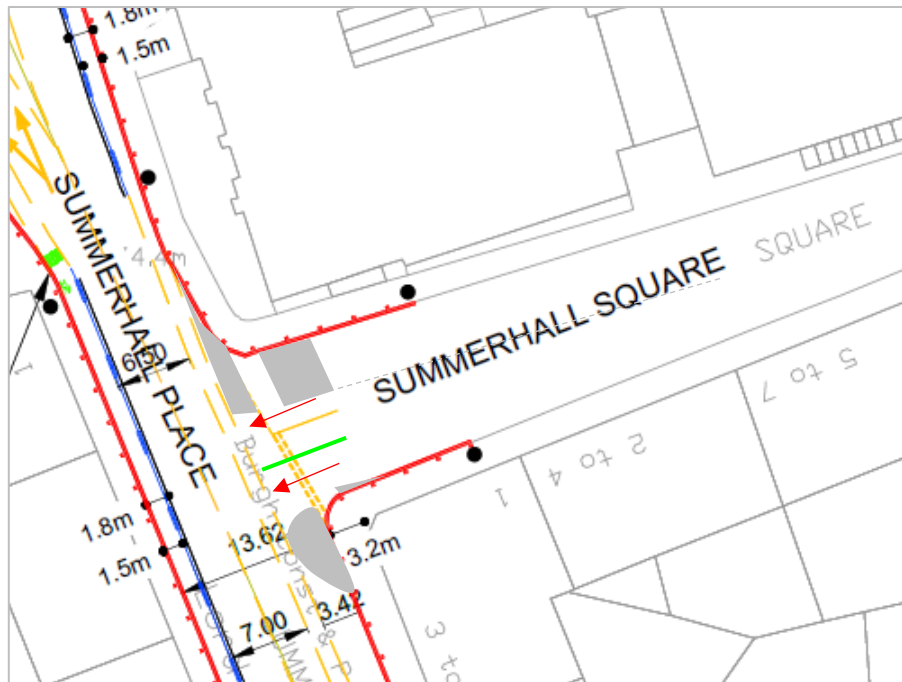


3. Aim: Improve safety for pedestrians to cross Summerhall Square (14m wide!)
Apply hatching on north side to reduce the width of the entry of Summerhall Square.
Align with parking spaces to the east. Leave an unhatched path for pedestrians and move centre line to the new centre (see image below).

4. Aim: improve safety for cyclists on southbound approach to West Preston Street.

Improvement:

Similar to above: pull out the give way lines of Summerhall Square to the cycle lane and add hatching and segregation (if possible) to the south:



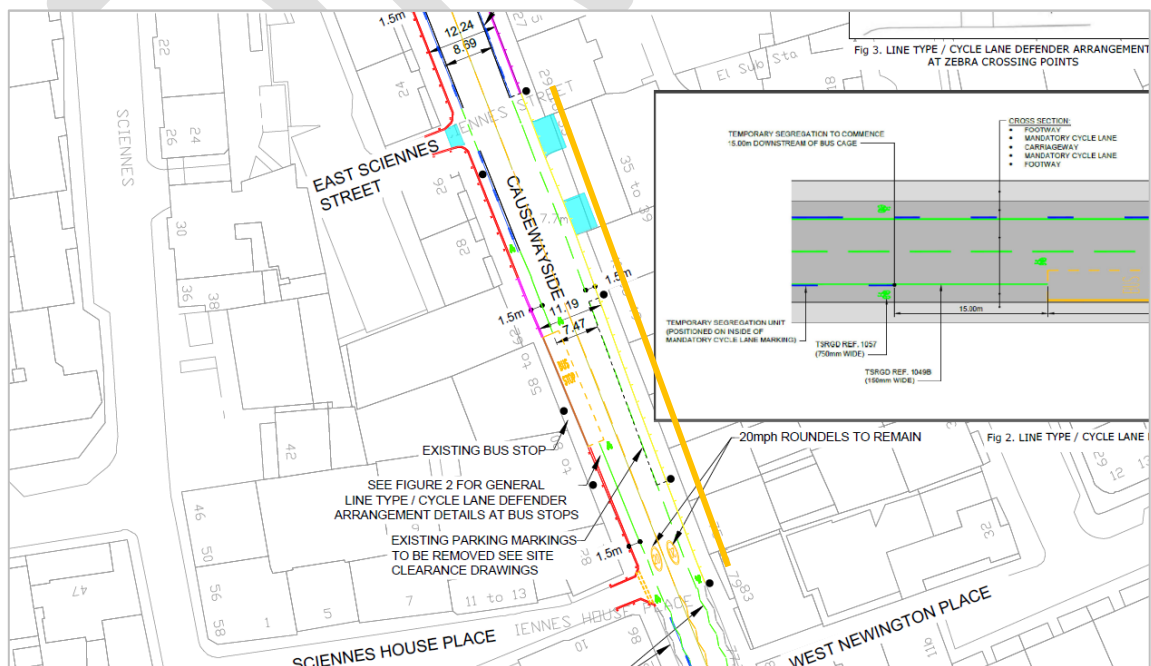
5. Aim: improve safety for cyclists on southbound lane.

Improvement:

Remove parking opposite Sainsbury's to free up southbound cycle lane as much as possible:

Orange line: change single yellow – single blip (no parking between 7:30am and 6:30pm) to double yellow – single blip (no loading restriction to remain the same: 7:30am to 9:30 and 4:00 to 6:30pm). Keep advisory lane.

Inform Parking!



6. Aim: improve safety for cyclists

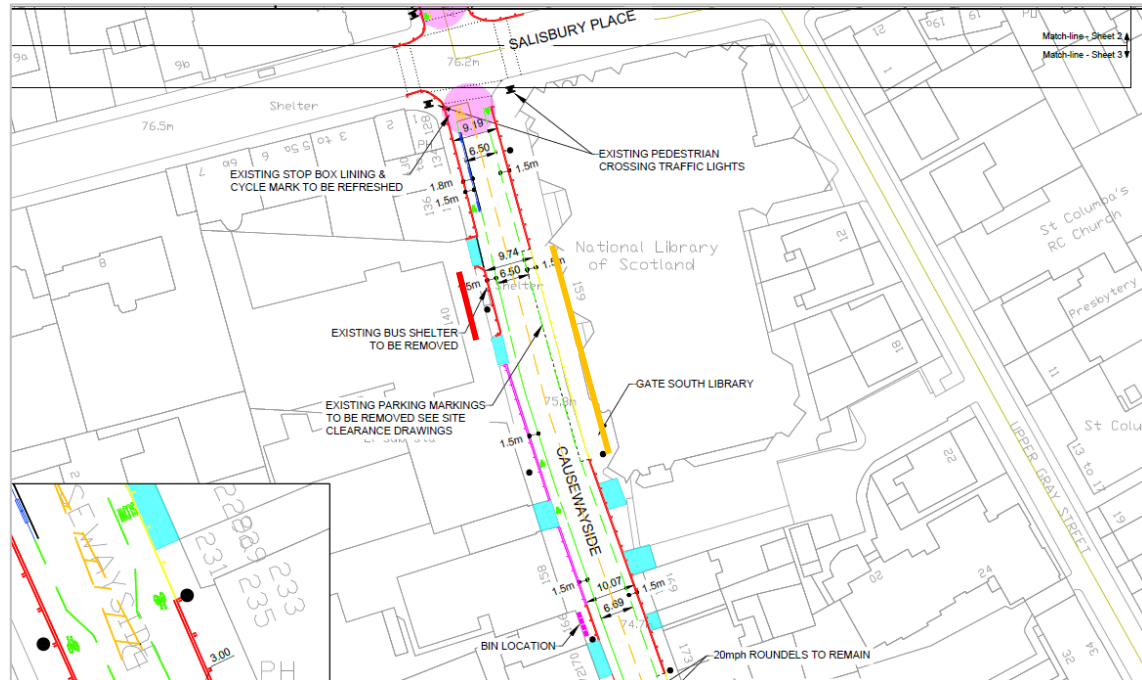
Improvement:

Remove parking but allow off-peak loading in front of Library: change parking spaces advisory lane with double yellow single blip (orange line in image below)

7. Aim: improve safety for cyclists Northbound:

Improvement:

Add segregation at former bus stop (double segregator, southern one with red disk) and widen cycle lane around new segregators (red line in image below):



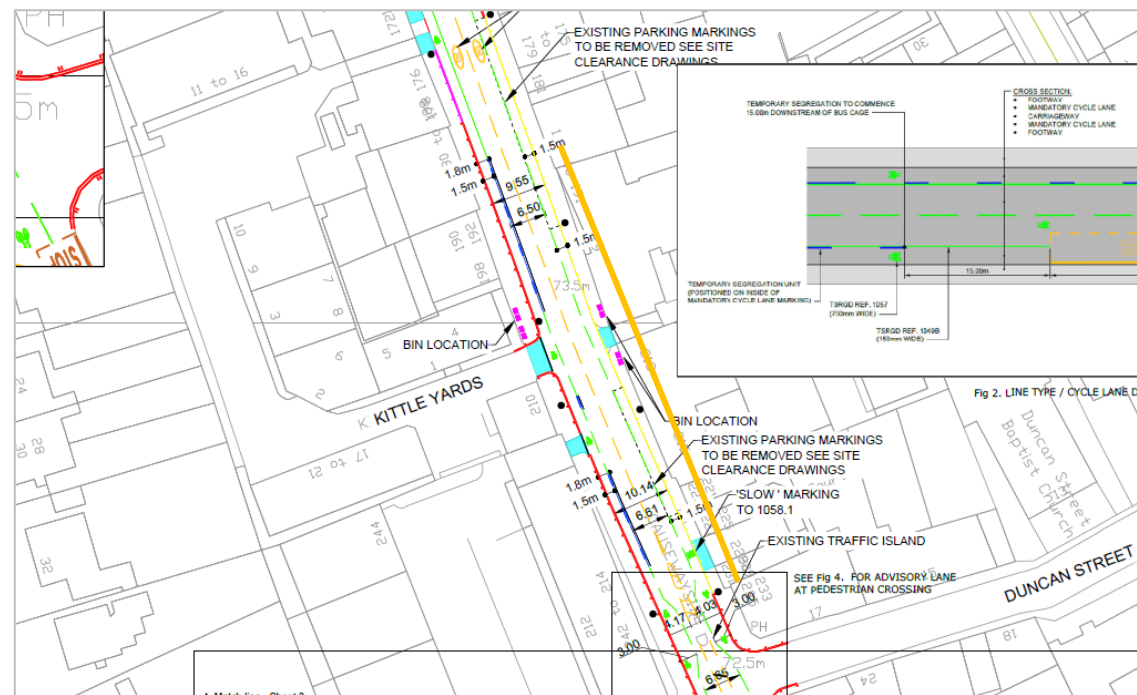
We've previously received a lot of comments from businesses between 173 and 191 about removing parking bays, so will leave these in place (parking is allowed outside peak times)

8. Aim: improve safety for cyclists

Improvement:

Remove parking but allow off-peak loading south of parking bays (stretch between 193 and 233)

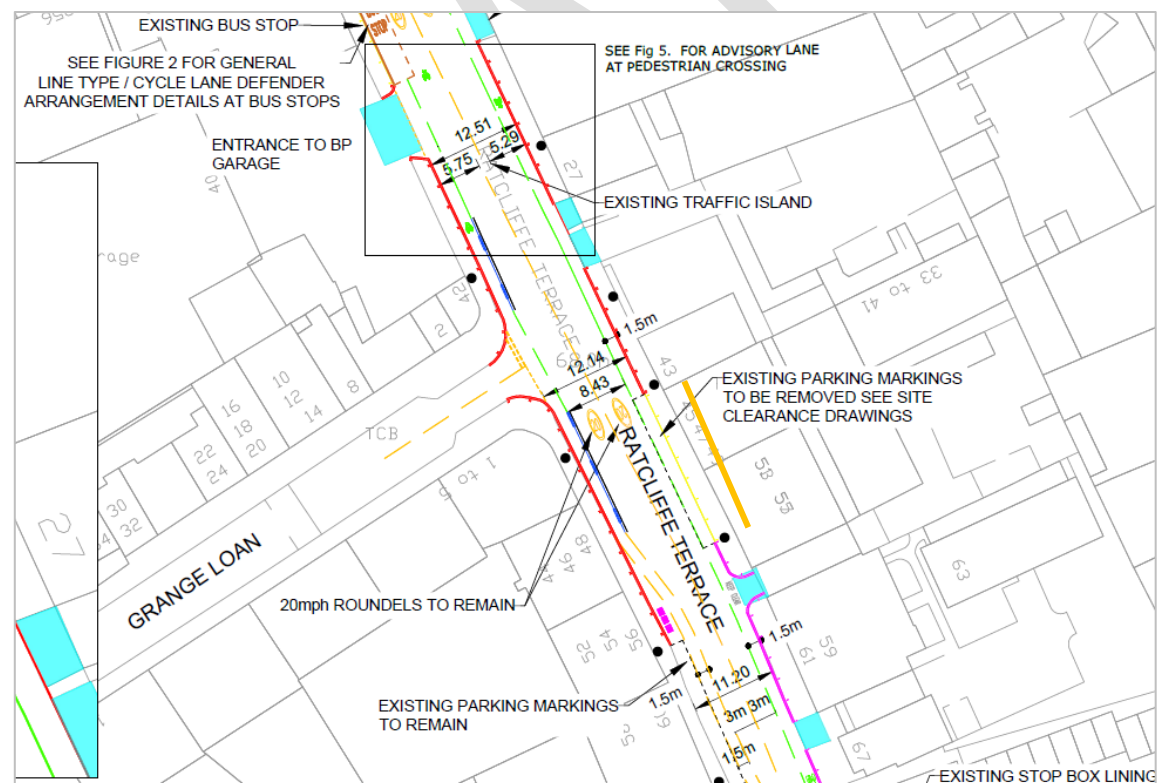
Change parking bays at 215 Causewayside to advisory lane and change single yellow single blip to double yellow double blip (orange line in image below):



9. Aim: improve safety for cyclists

Improvement:

Change parking bays to advisory lane with double yellow – single blip (orange line in image below)



10. Aim: widen northbound lane north of Salisbury Place

Improvement:

Northbound lane between Salisbury Place and Sciennes House Place seems narrower than 3.25m. Move centre line to prevent buses having to move onto the southbound lane.

11. Aim: improve cycling on Causewayside

Improvement:

Fix road surface of junction with Grange Road and on southbound stretch between Majestic Wines and no. 105:



These are big areas and Road Maintenance is not planning any work here. I tried to make it part of the QR6 scheme, but Sustrans did not want to fund this. We will now see if we can extend the contract with MacLay for QR6 and pay for the upgrade ourselves.

12. The following issues have not yet been fixed:

- Double up the segregator south of Kittle Yards on the south side;
- Double up the segregator north of Kittle Yards on the south side;
- Add red reflector to bollard north of junction with Grange Road (northbound)
- Add red reflector to first bollard in front of Summerhall (southbound)

13. Restriction signage needs to be updated.

Review undertaken by:

Gert Rijdsijk – Senior Project Officer - Active Travel
Date: 8 March 2021