

Transport and Environment Committee

10.00am, Thursday, 14 October 2021

Active Travel Measures – Traveling Safely Update

Executive/routine Wards Council Commitments	Executive All 16, 18
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1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Note the updates in this report, including details on the existing measures (as detailed in Appendix 1);
 - 1.1.2 Approve the recommendations in Appendix 1;
 - 1.1.3 Consider the feedback received on the Lanark Road scheme and agree the recommendations in paragraph 4.6 and in Appendix 2; and
 - 1.1.4 Note the options considered for Silverknowes Road (south section) (as set out in Appendix 3) and agree to retain the scheme as currently installed.

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Executive Director of Place

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Report

Active Travel Measures – Traveling Safely Update

2. Executive Summary

- 2.1 This report provides an update on the Travelling Safely programme and includes details of the engagement undertaken on the Lanark Road scheme, following a request from Council in June 2021. The report also provides an update on Silverknowes Road (south section), on the school travel plan review and on bus priority measures.

3. Background

- 3.1 In 2020 and 2021, the Council introduced a series of measures across the city in response to the public health emergency (Coronavirus (COVID-19)). Transport and Environment Committee has been regularly updated on progress with implementation.
- 3.2 On [24 June 2021](#) the Council considered proposals to use Experimental Traffic Regulation Orders (ETROs) for some existing schemes which facilitate walking, wheeling and cycling around the city. In addition to the approved recommendations, it was requested that further engagement with resident and Community Councils be undertaken for Lanark Road (including improvements to winter travelling conditions and to reduce conflict for Water of Leith path users); to further address resident parking pressures along the Longstone Corridor; and to bring forward options for Comiston Road, Braid Road and Silverknowes Road (south section).
- 3.3 On [19 August 2021](#), Transport and Environment Committee received an update on progress with the actions agreed in June 2021.
- 3.4 In order to complete all of the engagement with residents and Community Councils agreed by Council in June 2021, the programme was phased to ensure that the engagement could be completed in a managed way. This means that there has been a short delay in progressing with engagement with residents on future proposals for Braid Road and Comiston Road. This engagement will close on 10 October 2021 and the outcome of this will be reported to Committee in November 2021.

4. Main report

- 4.1 Scheme reviews continue to be undertaken for all of the measures in place. An update on all of the existing schemes and next steps for each is set out in Appendix 1.

Stakeholder Engagement and Consultation Feedback Analysis

- 4.2 Stakeholders were invited to participate in engagement sessions to discuss and consider the proposed transition process from Temporary Traffic Regulation Order (TTRO) to ETRO and to share any design or layout changes that may improve access or the operation of particular schemes. The groups were invited to attend were:
- Emergency Services;
 - Mobility and Disability Groups;
 - Transport User Groups;
 - Groups with an interest in the built environment; and
 - Public Transport and Taxi operators.
- 4.3 The review of the detailed qualitative data and comments received from the potential retention of Spaces for People consultation has also now been completed.
- 4.4 Based on the feedback received to date, proposed scheme changes to be incorporated into the ETRO designs include:
- 4.4.1 In the City Centre – changes to access times on the High Street and Cockburn Street to improve delivery times for businesses and residents;
- 4.4.2 Cycle Segregation and floating parking layouts – reducing the timing of waiting and loading restrictions to strike a balance between providing safe cycle infrastructure and enabling businesses and residents to make and receive deliveries;
- 4.4.3 Emergency access improvements near Fire Stations – changes to signal timings on Ponton Street are under consideration to improve Scottish Fire and Rescue Service emergency response times during busy periods.

Options for Lanark Road

- 4.5 Following the Council meeting on 24 June 2021, for Lanark Road, officers have:
- 4.5.1 Conducted cross modal monitoring of current use of Lanark Road;
- 4.5.2 Developed options for revisions to the Lanark Road scheme which aim to address possible conflict between people cycling, walking, and accessing parking;
- 4.5.3 Met with local Community Councils to discuss these options and to invite suggestions and comments. Feedback on the survey findings and the options presented in this report have also been shared with the Community Councils;
- 4.5.4 Conducted a survey of local residents, seeking opinions on the options; and

4.5.5 Considered measures to reduce conflict for all Water of Leith path users and to improve winter travelling conditions in this location.

4.6 Appendix 2 summarises the outcomes of the monitoring and the feedback received. These have now been considered and officer recommendations are detailed in the Appendix and summarised below as:

4.6.1 Retain the cycleway between the Gillespie Road junction and Spylaw Park, with consideration to be given to introducing time limited parking restrictions at this location; and

4.6.2 Relocate parking adjacent to Kingsknowe Park (from the West side of Lanark Road to the East side);

4.6.3 Implement the proposed toucan crossing at Hailes Gardens;

4.6.4 Implement a signal controlled crossing at Kingsknowe Park; and

4.6.5 Minor changes to parking restrictions to improve sight-lines. There may be some other minor revisions in response to feedback from the public and officer observations.

Options for Silverknowes Road (south section)

4.7 For Silverknowes Road (south Section), several options (outlined in Appendix 3) have been considered for making alterations to the current temporary measures. Following this it is recommended that the existing measures should remain in place, with the minimal changes (as described in Appendix 3). If agreed by Committee, this scheme will be progressed to ETRO advert.

Bus Priority Measures

4.8 The bus priority measures, including temporary bus lanes and associated waiting restrictions/prohibitions on the A1 and A90, were introduced in May and June 2021 using a TTRO. On 19 August 2021 Committee approved the retention of these schemes under an ETRO.

4.9 These schemes will continue to be monitored and officers will maintain dialogue with bus operators during the trial period to consider future retention.

School Travel Plans

4.10 Since the return of the schools in August all the existing part or full-time measures have been reinstated.

4.11 The review of school travel plans is now underway, and the team are currently engaging with school communities.

4.12 Details of the [school travel plan review](#) are contained on the Council website. It is expected that all current temporary measures introduced as part of the public health response will remain in place until the review is complete. Extensions for existing TTROs may be sought from the Scottish Ministers if appropriate.

4.13 It is expected that the review will be completed, and draft plans developed by early 2022. It is then expected that appropriate measures around schools will transition with permanent Traffic Regulation Orders (TROs). The scope of any measures to

be retained, modified or removed will come through the Travel Plan review. Committee will be kept updated on this separately to the Travelling Safely programme.

Revisions to George IV Bridge

- 4.14 In line with the Committee decision on 19 August 2021, measures on George IV Bridge have been removed and the pre pandemic road layout and markings have been reinstated where possible. Unfortunately, Committee members will be aware of the devastating fire at this location and the temporary road closure that followed. The road is now open to two-way traffic and most bus stops have been reinstated.
- 4.15 However, due to damage of the structural integrity of the building on George IV Bridge, and the necessity to facilitate access for clearance and repairs, a working compound area is likely to be required again in the future. Following the removal of the compound, the reinstatement of road markings in this area will now be completed as soon as reasonably possible.

Pedestrian improvements at controlled crossings

- 4.16 As part of the Travelling Safely programme and in collaboration with Living Streets, improvements are being made to traffic signals across the city.
- 4.17 Six existing crossings will be upgraded to puffin crossings and signal timings have been adjusted to reduce pedestrian waiting times (five are now complete, with one to be completed by the end of October 2021).
- 4.18 In addition, an assessment of traffic signal timings has been carried out at 63 locations, on eight transport corridors in the city. Further details of the locations are provided in Appendix 4.

5. Next Steps

Next Steps - Extension of TTROs

- 5.1 The existing TTROs could remain in place for up to 18 months for temporary measures. Transport Scotland have confirmed they are prepared to consider the renewal of TTROs if required (Transport Scotland could direct that orders and notices under Section 14 of the Road Traffic Regulation Act could continue, subject to consideration, for a further period not exceeding six months).
- 5.2 It is anticipated that schemes delivered in May/June 2020 will require an extension to the TTRO period to allow them to remain in place while the ETRO arrangements are progressed. Officers will make the necessary applications to the Scottish Ministers where appropriate.

Next Steps - ETROs

- 5.3 Work is on-going to progress with planning for ETROs approved by the Council in June 2021. The consultation with statutory bodies and public advertising will begin as soon as possible and it is expected that the outcome (for the majority of schemes) will be reported to Committee in January 2022.

- 5.4 If Committee approve the recommendations in this report for Lanark Road and Silverknowes Road (south section), these will be progressed as part of the ETRO process.
- 5.5 Analysis of the engagement feedback for options on Comiston Road and Braid Road will be prepared for Committee in November 2021.
- 5.6 On 26 November 2021 it is expected new regulations will be made to simplify the way that ETROs are prepared. Although the proposed legislation is still to be scrutinised by parliamentary committees, from this date the following revisions are expected:
- 5.6.1 ETROs may be made following a minimum seven days' notice;
 - 5.6.2 A six month consultation period would follow while a scheme is on the ground;
 - 5.6.3 During the first 12 months of scheme installation, there would be an ability to alter the ETRO;
 - 5.6.4 The ETRO could run for 18 months in total; and
 - 5.6.5 There will be a simplified process for making an ETRO permanent.
- 5.7 In advertising the ETROs approved by Council in June 2021 and reporting any objections received, the Council will follow the current process for ETROs. However, post implementation, subject to Committee approval, the Council may seek to follow the new arrangements for ETROs.

6. Financial impact

- 6.1 Sustrans have agreed the carryover of unspent funds from the 2020/21 funding allocation can be used to fund activities and services required to either remove, retain or modify existing schemes in 2021/22.
- 6.2 A summary of the current budget allocation is provided below.

Travelling Safety – Project Budget Allocation – Anticipated Spend/Reserve

Activity	21/22 Forecast Places for Everyone £,000	21/22 Forecast Spaces for People £,000	Total 21/22 forecast costs Combined Funding £,000
Costs to prepare ETROs (PCL)	50	100	150
ETRO and advertising costs	20	60	80
Design consultancy costs	15	50	65
Road safety audits	20	60	80

Staff costs (5 FTE including inspector)	60	240	300
Scheme revision costs	30	200	230
Removal and reinstatement allowance*	50	200	250
Monitoring and evaluation costs	50	50	100
Street cleaning costs	10	48	58
Maintenance costs	40	50	90
Winter maintenance	20	40	60
Comms and engagement	10	10	20
Pedestrian Crossing Improvements	TBA	90	90
TOTAL CONFIRMED CARRY-OVER	375	1,198	1,573
* Balance of reinstatement reserve transferred to project costs if/when ETROs made in 2022			

7. Stakeholder/Community Impact

- 7.1 Stakeholder engagement for schemes has been progressed. Details of the outcomes for Lanark Road are included within this report. Details of the outcomes from engagement on Braid Road and Comiston Road will be reported to Committee in November 2021.
- 7.2 High-level stakeholder engagement has also been undertaken with emergency services, mobility/disability groups, transport user groups and other key partners to consider project design principals or specific project features.

8. Background reading/external references

- 8.1 Regular updates on Spaces for People Measures were presented to [Policy and Sustainability Committee](#) and [Transport and Environment Committee](#) between May 2020 and April 2021.

9. Appendices

- 9.1 Appendix 1 – Scheme Updates and Review Schedule
- 9.2 Appendix 2 – Lanark Road – Engagement feedback and recommendations
- 9.3 Appendix 3 – Silverknowes Road (South section) - scheme review and recommendation
- 9.4 Appendix 4 - Pedestrian Crossing Improvement Update

Appendix 1 – Travelling Safely Programme Update

Measures Currently Introduced Under TTRO

Location	Intervention	Latest Scheme Update
CITY CENTRE		
Waverley Bridge	Pedestrian area with limited servicing access	Review undertaken August 2021 Progress towards ETRO
Forest Road	Cycle segregation	Review undertaken August 2021 No ETRO required for mandatory cycle lane, retain some segregation if possible
George IV Bridge	Cycle segregation	Scheme removed.
The Mound	Cycle segregation	Review undertaken August 2021 Installation of new segregation units planned No ETRO required as existing restrictions apply
Princes Street East End	Bus gate on Princes Street and South St David St	Review undertaken – August 2021 Retain and progress towards ETRO
Victoria Street	Pedestrianised area with limited servicing access from George IV Bridge	Review undertaken – August 2021 Progress towards ETRO
Cockburn Street	Pedestrianised area with limited servicing access from High Street	Review undertaken August 2021 Progress towards ETRO
TOWN CENTRES		
Queensferry High Street	Pedestrian space	Review undertaken August 2021 Retain experimental scheme as proposed Queensferry High Street project has similar layout. Progress towards ETRO and consider mitigation on diversion route.
Stockbridge	Pedestrian space	Scheme to be removed - programmed from 18 October 2021
Gorgie / Dalry Road	Pedestrian space	Scheme to be removed - programmed from 18 October 2021 Recommendation to retain widened footway section opposite Murieston Crescent.
Bruntsfield	Pedestrian space	Scheme to be removed - programmed from 18 October 2021

Tollcross	Pedestrian space	Scheme to be removed - programmed during ongoing resurfacing works
Morningside	Pedestrian space	Scheme to be removed - programmed from 18 October 2021 Retain widened footway on west side south of The Merlin Bar up to and including the pedestrian crossing at Waitrose and revise uphill cycle lane to an advisory lane with no segregation (inadequate road width)
Portobello	Pedestrian space	Scheme to be removed - programmed from 18 October 2021 Retain two sections on High Street: 1. Brighton PI to Windsor PI 2. West of Bridge St
Corstorphine (St Johns Road)	Pedestrian space	Scheme to be removed - programmed from 18 October 2021 Remove first to reinstate bus lanes etc. Following observation, the footway widening at Templeland Rd is recommended to be retained to support safe routes to school. This area of retention will continue to be monitored.

CYCLE SEGREGATION		
Meadowplace Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Ladywell Road	Cycle segregation	As above
Ferry Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Fountainbridge Dundee St	Cycle segregation	Review completed June 2021 Progress towards ETRO
Teviot Place / Potterow	Cycle segregation	Review completed June 2021 Progress towards ETRO
Buccleuch St / Causewayside	Cycle segregation	Review completed August 2021 Progress towards ETRO
Gilmerton Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Duddingston Road	Cycle segregation	Review completed – June 2021 Progress towards ETRO
Craigmillar Park corridor	Cycle segregation	Review completed – June 2021 Progress towards ETRO consider revisions to improve public transport journey times (consider relocating islands at signals, subject to funding)
Crewe Road South	Cycle segregation (segregator units to be installed)	Review completed June 2021 Extend TTRO and progress towards ETRO

Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Review completed June 2021 Extend TTRO and progress towards ETRO. Consider revisions as part of proposed Cameron Toll to Bioquarter project
Comiston Road	Cycle segregation	Options to be presented to Committee in November 2021
Pennywell Road & Muirhouse/Silverknowes Parkway	Cycle segregation	Review completed August 2021 Progress towards ETRO with minor revisions to improve delivery access
Mayfield Road	Cycle segregation	Review completed July 2021 Progress towards ETRO
Quiet Corridor - Meadows / Greenbank	Various closures	Review completed June 2021 Progress towards ETRO Scheme may be subject to modification subject to outcome of Braid Road decision
A90 Queensferry Road	Bus Lanes and cycle segregation	Review completed – August 2021 Progress towards ETRO Bus lane measures to be included in ETRO proposal
A1 Corridor	Bus Lanes and cycle segregation	Review completed – August 2021 Progress towards ETRO Bus lane measures to be included in ETRO proposal
Lanark Road	Cycle segregation	Options included in Appendix 3
Longstone Road	Cycle segregation	Review completed June 2021. Council Action - Officers to engage with local residents and community representatives ahead of an ETRO to address resident parking pressure. (Local businesses will also be contacted prior to promoting an ETRO)
Inglis Green Rd	Cycle segregation	As above
Murrayburn Road (short section at Longstone)	Cycle segregation	As above
Slateford Road (A70)	Cycle segregation	Review completed August 2021 Progress towards ETRO
Orchard Brae Roundabout	Road markings	Review completed June 2021 Retain scheme - No ETRO required
SCHEMES DEVELOPED FROM LTN PROPOSALS		
Craigs Road	Crossing improvements at Craigmount High School and traffic calming on Craigs Road	Interim project review to be undertaken Subject to School Travel Plan Review Give and Go features at east end to be removed

Drum Brae North	Cycle segregation	Review completed July 2021 Remove segregation at southern end (Northbound section)
Corstorphine High Street	Widened pavements leading to Primary School	Review to be undertaken Progress towards ETRO as part of Corstorphine LTN project (not included in Traveling Safely Programme)
SPACES FOR EXERCISE		
Silverknowes Road (North section)	Bus Gate	Review to be undertaken Progress towards ETRO
Silverknowes Road (South section)	Part cycle segregation and quiet route due to narrow road width.	Recommendation to retain included in report
Braid Road	One-Way (South-bound)	Options to be presented to Committee in November
Braidburn Terrace	One-way (East-bound)	As above
Links Gardens	Road closure	Scheme removed on 9 th August in advance of Tram construction works at the foot of Leith Walk
Cammo Walk	Road closure	Approved for retention. Current closure to be considered in broader terms with the proposed experimental closure of Cammo Road (expected late 2021/Early 2022) and options for Cammo Walk with respect to the proposed Craigs Road junction and active travel route. Progress towards ETRO (subject to further discussion)
Stanley Street/ Hope Street	Road closure	Review completed June 2021. Progress towards ETRO
Seafield Street	Cycle segregation	Review to be undertaken Recommendation to continue with no changes. No ETRO required
Kings Place	Link between Proms	Review to be undertaken Recommendation to continue with no changes Progress towards ETRO (subject to future public realm project)
Maybury Road	Temporary traffic lights	Scheme revised in July 2021 to increase S/B network capacity following discussions with the Police. Temporary signals to be removed when construction of the proposed Craigs road junction commences.
Arboretum Place	Crossing point	Review to be undertaken Progress towards ETRO
West Shore Road and Marine Drive	Road closure, improved access to/from Forthquarter Park and	Review to be undertaken Turning circle and disabled parking improvements to be considered

	waiting restrictions on Marine Drive	Progress towards ETRO
Public Proposals – Commonplace Consultation	Various	Scheme updates
Broughton Street	Pavement widening and uphill cycle lane	Review to be undertaken Progress towards ETRO
Broughton St Roundabout	Improvements for pedestrian crossings	As above
Bellevue to Canonmills	Cycle segregation	Reinstatement of the original road layout to the north of the Rodney Street junction planned in November 2021
Starbank Road	Waiting restrictions to stop pavement parking and improve pedestrian access.	Scheme not taken forward to date due to timeline and revised guidance
Fillyside Road – Crossing (Seafield Road East)	Installation of temporary signalised pedestrian crossing at existing island over summer period.	Provision of a permanent crossing in the vicinity be added to Active Travel Investment Programme for anticipated installation in 2022
Duddingston Road West	Part cycle segregation (East end) and part road markings (due to available road width)	Review to be undertaken Progress towards ETRO
Removal of Street Clutter		
Various priority locations	Schedule of prioritised street clutter removal undertaken in partnership with Living Streets	Works now complete.
Pedestrian Priority Improvements at Controlled Crossings	Project to scope and implement improvements to controlled pedestrian crossings. Introducing improved infrastructure and reduce waiting times.	Funding carried over from 20/21 allocation. Update included in the report and in Appendix 4
Schools	Various measures introduced at schools to create car free areas and increased space for parents,	Planters installed in May 2021 to prohibit or restrict traffic. School Travel Plan review underway for schools with temporary measures. Conclusions and decisions expected in early 2022 to consider appropriate permanent features.

	carers and children near school gates.	
Additional Schemes		
Cramond Glebe Road	Introduction of temporary waiting restrictions leading to the Cramond Car Park.	Double yellow lines installed following discussions with the Cramond & Barnton Community Council as a temporary Public Health and Emergency access response. No recommendation made in last report: Recommendation to retain TTRO and consider appropriate time for removal. Separate TRO under consideration for this location pre-dates the Pandemic.

Appendix 2

Lanark Road: Monitoring Results, Feedback from Engagement Exercise and Recommendations

Summary

Since the meeting of Full Council on 24 June 2021 officers have undertaken the following:

- Carried out cross modal monitoring of current use of Lanark Road;
- Developed options for revisions to the Lanark Road scheme which aim to address conflict between people cycling, and people walking, and accessing parking;
- Met with local Community Councils to discuss these options and invite suggestions and comments;
- Conducted a survey of local residents seeking opinions on the specific options generated in response to the motion approved on the 24 June 2021;
- Met once again with local Community Councils to present the findings of the survey and outline proposals; and
- Considered measures to reduce conflict for all Water of Leith path users and to improve winter travelling conditions in this location.

Cross Modal Monitoring

Monitoring on Lanark Road has included:

- Pre and Post implementation monitoring of cycle and vehicular volumes;
- Post implementation monitoring of vehicle and cycle speeds; and
- Post implementation monitoring of parking occupancy.

Cycle speed and volume monitoring has taken place at two locations on Lanark Road, (shown below). The post implementation traffic/cycle counts were surveyed at the same locations; however pre-implementation traffic surveys were undertaken at a slightly different location, also shown below. Parking Occupancy monitoring has considered the full length of Lanark Road from its junction with Inglis Green Road to its junction with Gillespie Road.



Figure 1 – Site: Redhall Bank Rd



Figure 2 – Site: Spylaw Bank Road

Cycle and Vehicular Volumes

Data regarding volume and speed of bicycles and vehicles on Lanark Road is shown in Tables 1, 2 and 3.

This shows:

- Volume of vehicular traffic is notably lower during August 2021, than October 2020;
- Volume of people cycling is higher at Redhall Bank Road than at Spylaw Bank Road; and
- Volume of people cycling has increased at Redhall Bank Road, but only modestly, volume has decreased very slightly at Spylaw Bank Road.

Vehicle Speeds

Pre-implementation monitoring of Vehicle Speeds was carried out on two separate occasions:

August 2020: Monitoring commissioned by the Council's Road Safety Team took place at two locations on Lanark Road (shown below) when the speed limit was 40mph.

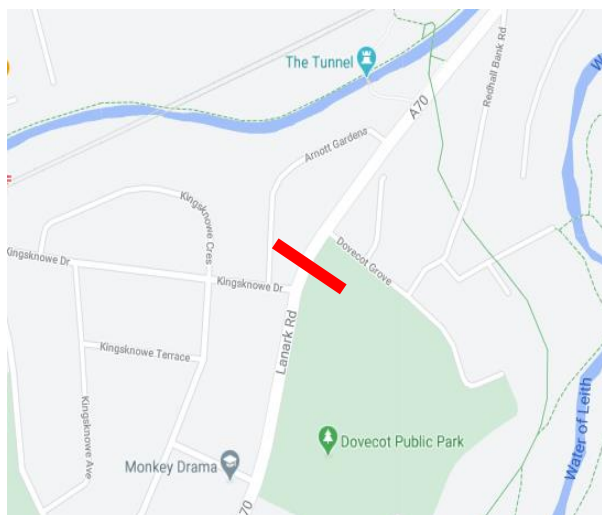


Figure 3 – Site: Kingsknowe Drive

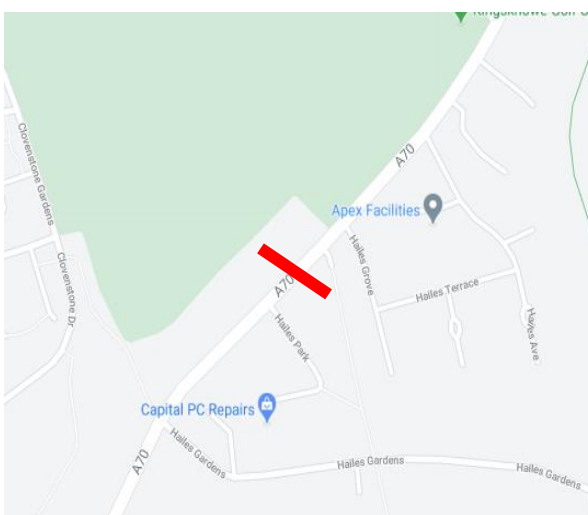


Figure 4 – Site: Hailes Park

October 2020: Monitoring as part of the Spaces for People programme took place at Spylaw Bank Road, at the same location as the Cycle Volume counts. Post Implementation monitoring was carried out at the same locations as the Cycle Counts. Results of this monitoring when the speed limit was 30mph are shown in the tables.

The monitoring data shows:

- During the Pre-Implementation monitoring the mean traffic speed across all sites and directions was 34.8mph, and the 85 %ile speed was 38.8mph; and
- During the Post-Implementation monitoring the mean traffic speed across both sites and directions was 29.4mph and the 85 %ile speed was 34.5mph.

Cycle Speeds

Data regarding recorded cycle speeds at Kingsknowe Drive and Hailes Park are shown in Table 3.

This shows that cycle speeds are modest in both directions with:

- At least 85% of cyclists travelling below 20mph at all locations/ directions; and
- Overall mean cycle speed during monitoring period was 11.8 mph, 85 %ile 15.3mph.

Parking Occupancy

There is space for 130 parked vehicles on Lanark Road between Inglis Green Road and Gillespie Road. There is also one loading bay at the Inglis Green Road junction.

Table 4 shows the occupancy levels for these facilities during the period of the parking occupancy survey which was carried out on Tuesday 27 July 2021.

This shows levels of use are consistently below 50% of the available space.

Table 1: Volume of Cycles and Vehicular Traffic on Lanark Road

Lanark Road - Volume by Mode			Pre-Implementation	Post Implementation		Change
			Oct-20	Jul-21	Aug-21	Oct-20 - Aug-21
Site/ Mode	Redhall Bank Rd	Vehicle	11220	6668	9573	-1647
		Cycle	126	134	137	11
	Spylaw Bank Rd	Vehicle	11220	9375	10021	-1199
		Cycle	117	79	114	-3

Notes:

Figures Avg across 5 working days, except August

August survey conducted during first week of term time - Mon & Tue removed from August volumes as still during Holiday period

Survey Dates: 7/10/2020 - 13/10/2020; 19/07/21 - 23/07/21; 16/08/21 - 20/08/21

Pre-Implementation vehicle volume monitoring at separate location - change figures utilise as estimate

Table 2: Vehicle Speed (Mph)

Lanark Road - Vehicle Speed		City Bnd		Out Bnd		Combined	
Pre-Implementation		Avg	85 %-ile	Avg	85 %-ile	Avg	86 %-ile
Site/ Date	Kingsknowe Dr - Aug 2020	33.4	37.3	36.5	40.3	34.9	39.1
	Hailes Pk - Aug 2020	34.3	37.7	35.6	39.2	34.9	38.4
	Spylaw Bank Road - Oct 2020	34.6		34.9		34.7	
	Combined	34.1	37.5	35.7	39.8	34.8	38.8
Lanark Road - Vehicle Speed		City Bnd		Out Bnd		Combined	
Post-Implementation		Avg	85 %-ile	Avg	85 %-ile	Avg	86 %-ile
Site/ Date	Redhall Bank Rd - Jul 2021	24.8	28.4	23.5	26.6	24.2	27.5
	Redhall Bank Rd - Aug 2021	30.2	34.7	32	36.9	31.1	35.8
	Spylaw Bank Rd - Jul 2021	26.5	30.2	33.4	39.4	30	36.5
	Spylaw Bank Rd - Aug 2021	31	36	33.6	40	32.4	38.3
	Combined	28.1	32.3	30.6	35.7	29.4	34.5

Table 3: Cycle Speed (Mph)

Lanark Road - Cycle Speed		City Bnd		Out Bnd		Combined	
Post-Implementation		Avg	85 %-ile	Avg	85 %-ile	Avg	85 %-ile
Site/ Date	Redhall Bank Rd - Jul 2021	10.3	12.9	10	12.5	10.1	12.6
	Redhall Bank Rd - Aug 2021	11.1	14.7	10.9	14.2	11	14.5
	Spylaw Bank Rd - Jul 2021	16	19.4	12.2	16.4	14.2	18.9
	Spylaw Bank Rd - Aug 2021	13.2	15.9	10.4	13.9	11.7	15.2
	Combined	12.7	15.7	10.9	14.3	11.8	15.3

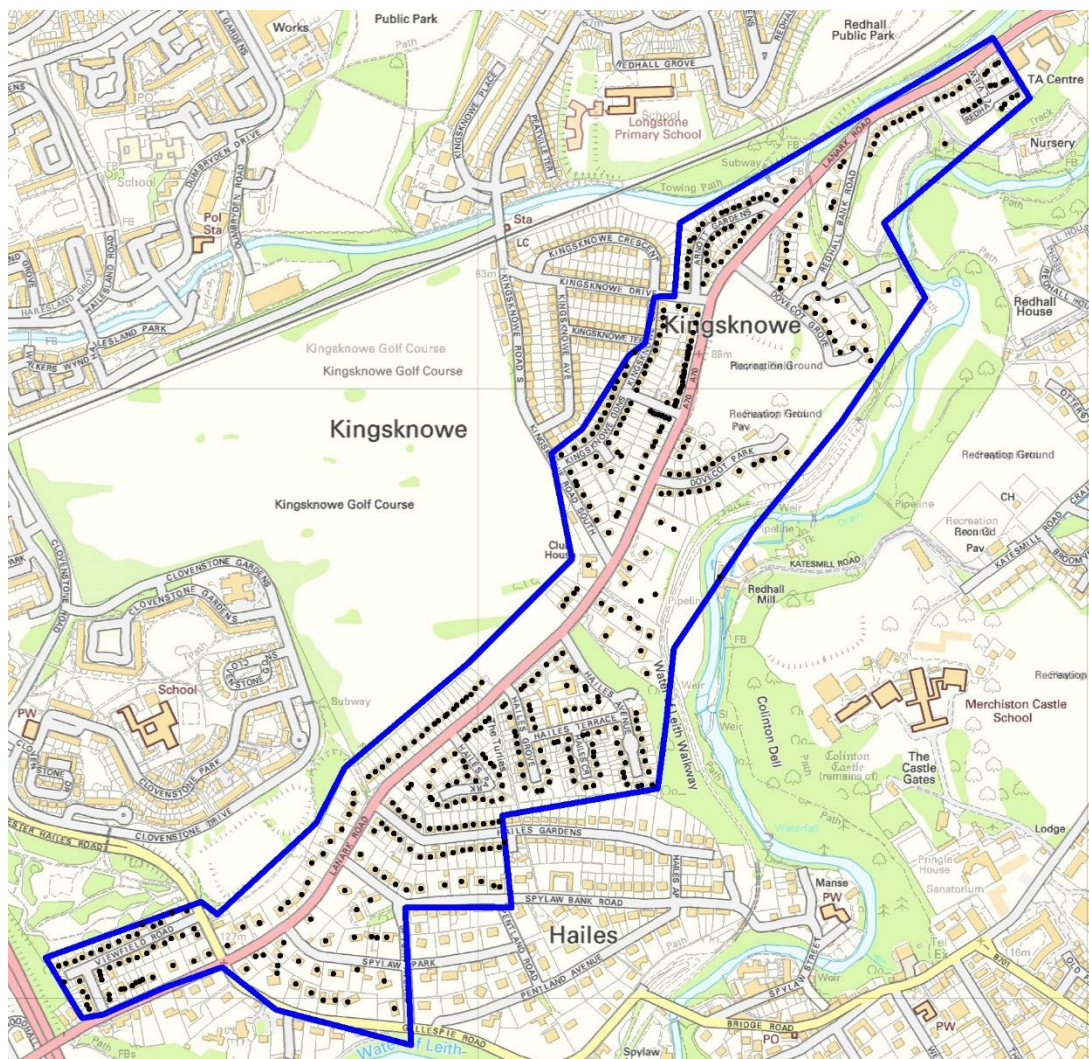
Table 4: Parking Occupancy on Lanark Road

Restriction/ Time Interval	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00		Min	Max	Ave
Loading	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1		0	1	0
Parking	33	32	30	42	54	55	51	54	47	49	52	45	38	36	32	37		30	55	43
TOTAL	33	32	30	42	54	55	52	55	48	49	52	45	38	36	33	38		30	55	43
Capacity	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131		131	131	131
Percentage Occ	25%	24%	23%	32%	41%	42%	40%	42%	37%	37%	40%	34%	29%	27%	25%	29%		23%	42%	33%

Engagement on Options to Mitigate Conflict at Parking Areas

Various options were drawn up by officers to mitigate conflict between people cycling and accessing parked cars, as detailed in the approved motion. These options were discussed with local Community Council representatives and presented in a survey of local residents.

Notification of the survey was sent to all 590 addresses shown on the below map, though anyone was free to complete the survey, these residents were selected due to their proximity to the scheme.



Responses

574 responses were received. 228 of these were submitted from within the leafleted area. 219 were submitted from the wider EH13 and EH14 area, and a further 127 were submitted from further afield.

Engagement: Options, Questions and Results

The majority of the parking areas on Lanark Road are located at points where the adjacent cycleway is travelling uphill, meaning cycle speeds are likely to be low, with conflict minimal.

However, there are two locations where this is not the case.

1. Opposite Spylaw Park (by Cranley Nursery); and
2. By Kingsknowe Park.

Proposals focussed on options to minimise conflict at these two locations. In addition, more minor mitigations are proposed at all ‘floating’ parking bay areas.

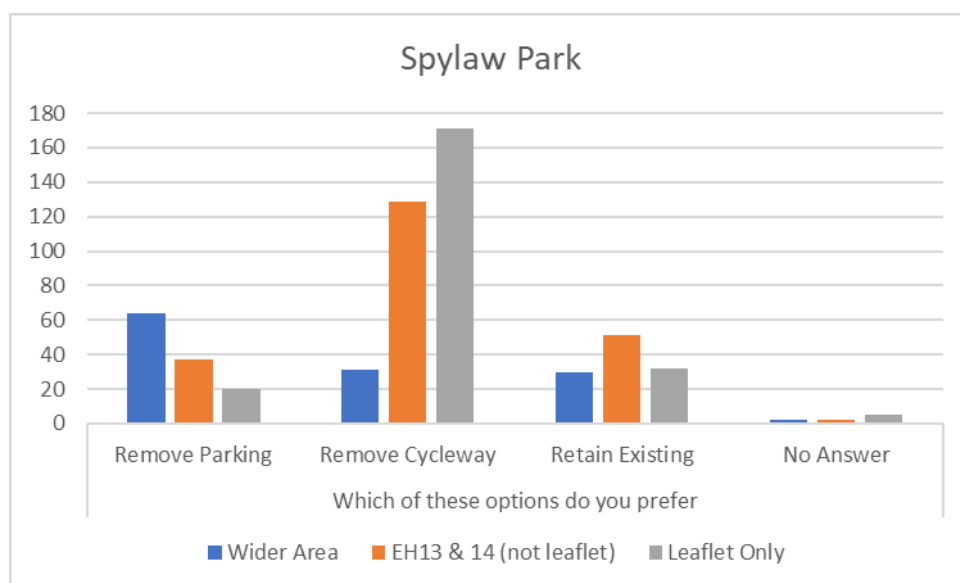
Opposite Spylaw Park

There are three options suggested at this location:

1. Retain existing layout;
2. Remove the Parking; or
3. Remove the cycleway.

At the workshop with Community Councillors there was no support for removing the cycleway at this location, with a preference noted for retention.

Survey Results



Of the 228 responses from the leafletted area: 20 favoured removing the parking; 171 favoured removing the cycleway; 32 favoured retaining existing and 5 did not answer.

Of the 219 responses from the EH13 and 14 postcode areas (out with the leafletted area): 37 favoured removing the parking; 129 favoured removing the cycleway; 51 favoured retaining existing and 2 did not answer.

Of the 127 responses from the outwith the EH13 and 14 area: 64 favoured removing the parking; 31 favoured removing the cycleway; 30 favoured retaining existing and 2 did not answer.

By Kingsknowe Park

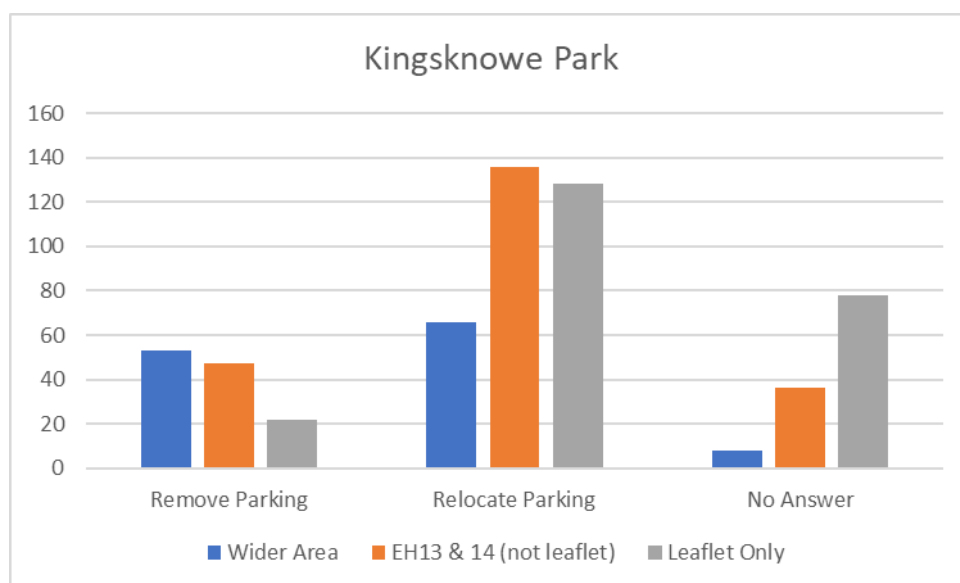
The Council is aware of conflict at this location between people accessing the parked cars and passing cyclists, including reports of near misses and collisions.

There are two options at this location.

1. Remove the parking; or
2. Relocate the parking to the opposite side of the road.

Due to the clear presence of conflict at this location retaining the existing layout is not considered a viable option. At the workshop with Community Councillors it was agreed that relocating the parking presented a sensible solution.

Survey Results



Of the 228 responses from the leafletted area: 22 favoured removing the parking; 128 favoured relocating the parking; and 78 did not answer.

Of the 219 responses from the EH13 and 14 postcode areas: 47 favoured removing the parking; 136 favoured relocating the parking; and 36 did not answer.

Of the 127 responses from the outwith the EH13 and 14 area: 53 favoured removing the parking; 66 favoured relocating the parking; and 8 did not answer.

Note: It was noted shortly after the survey went live that participants were required to choose between 'Remove Parking' and 'Relocate Parking', with no option to answer 'neither' or move on without answering. This was updated to allow participants not to answer.

Before this amendment 223 submissions had been made of which 143 participants indicated they were happy to be contacted, and 80 indicated they were not.

The 143 participants who had indicated that they were happy to be contacted were asked whether they would like to change their answer. 33 participants responded, 23 stated they wished to withdraw their answer; 8 indicated they did not want to change their answer, one expressed no preference and one wished to change from 'remove parking' to 'relocate parking'.

These figures have been corrected in line with responses received.

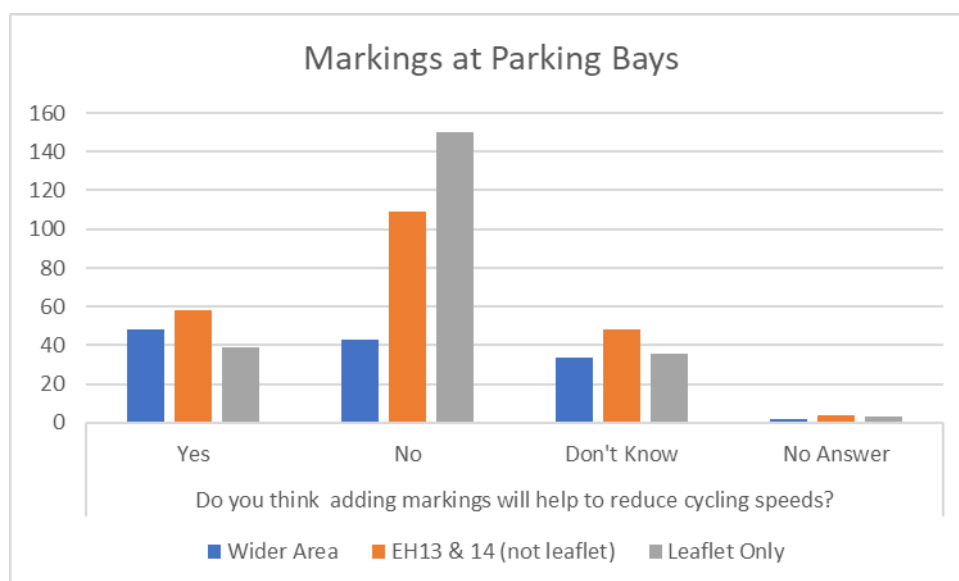
Of the 80 who had indicated they did not consent to being contacted: 61 were from within the EH13 and EH14 postcode area, and 21 were from within the leafleted area.

Additional Markings at all Parking Areas

At all remaining parking areas, the risk of conflict between people cycling and people accessing parked cars is mitigated by the topography. Nonetheless, the option was considered to introduce further markings to encourage people cycling to keep to an appropriate speed while passing parking areas.

Participants were asked whether they agreed that including additional markings on the approach to parking areas would help to mitigate cycle speeds.

Results



Of the 228 responses from the leafletted area: 39 believed that the markings would reduce cycling speeds; 150 believed that it would not; 36 didn't know and 3 did not answer.

Of the 219 responses from the EH13 and 14 postcode areas: 58 believed that the markings would reduce cycling speeds; 109 believed that it would not; 48 didn't know and 4 did not answer.

Of the 127 responses from the outwith the EH13 and 14 area: 48 believed that the markings would reduce cycling speeds; 43 believed that it would not; 34 didn't know and 2 did not answer.

Proposal

It is not proposed to introduce additional markings on the approach to the remaining parking bays.

Consideration of Measures on Water of Leith Path

There are limited options for changes on this route to reduce conflict and improve its usability throughout the winter months. Those that exist are only partial solutions, which could have a significant impact on biodiversity.

While upgrades to the surface are planned, it will remain an uninviting prospect for many during winter due to being un-lit. To install lighting would be challenging, expensive, and could result in a negative impact on nocturnal wildlife.

Furthermore, even if the route were fully resurfaced and lit, it would still have numerous drawbacks:

- In order to head into town this route still leads to the Slateford Aqueduct, which remains a dramatic pinch-point requiring users to dismount, and is completely inaccessible to numerous types of people cycling, including those who use non-standard bicycles as a mobility aid;

- It has limited connectivity into the surrounding street network (where trip origins and destinations are invariably located) meaning it can be of limited use for local trips;
- It will still lack any 'natural surveillance' meaning many users may still be reluctant to utilise this route at certain times of the day and;
- In a strategic context this route does not meet the requirements and aspirations of a fully connected cycle network for all users.

This is not to say that the route is not a valuable part of the city's active travel network, but its usability and potential impact on journeys is naturally limited.

Pedestrian Crossings on Lanark Road

During the workshop with Community Councils it was noted by several participants that there was significant demand for improvements to crossing opportunities on Lanark Road between Inglis Green Road and Gillespie Road, where there are currently no signalised crossings.

Officers have considered options for providing more opportunities to cross the road, which could be included as part of the overall Active Travel improvements.

Existing Plans

At present there are existing plans to improve crossings at two locations:

1. As part of the West Edinburgh Link Active Travel Project, a signalised toucan crossing over Lanark Road at Hailes Gardens will be provided (see designs [here](#)); and
2. Following requests from the local community, the Road Safety Team considered several sites on Lanark Road for introduction of Pedestrian Crossings. As part of this a location adjacent to Kingsknowe Park is programmed for improvements to provide an un-signalised D-Island crossing.

West Edinburgh Link

The designs for the crossing to be installed as part of the West Edinburgh Link require the confirmation of the associated Redetermination Order for the scheme to introduce footway widening at the crossing. It is not feasible to deliver a crossing here at an earlier point, however, the team responsible for the delivery of the West Edinburgh Link project have indicated that this crossing could be programmed to be among the first aspects of the project to be delivered. This is currently expected to commence during late 2022.

Kingsknowe Park

The introduction of standalone pedestrian crossings as a Road Safety intervention is subject to strict criteria to ensure that funding is focussed on the areas of greatest need. These criteria were applied to several sites on Lanark Road, with only one site (immediately South/West of the junction with Kingsknowe Park) meeting the criteria for un-controlled crossing improvements, and none meeting the criteria for controlled (signalised) improvements.

This crossing improvements project is scheduled to take place within the coming months – most likely during early 2022.

Officers have considered whether alternative funding could be made available to install a controlled crossing at this location.

Projects delivered utilising the Active Travel Investment Programme (ATInP) budget would normally seek to establish improvements to the pedestrian environment, including crossings, where feasible as part of the delivery of the wider schemes.

In the context of a broader Active Travel scheme including the introduction of segregated cycleways on Lanark Road, it is considered appropriate to utilise funding from the Council's ATInP budget in order to provide a signal controlled pedestrian crossing over Lanark Road adjacent to the junction with Kingsknowe Park – in lieu of the proposed upgrade to an uncontrolled island crossing.

Scheme Recommendations

In June 2021 officers recommended to the Transport and Environment Committee that the Lanark Road Spaces for People scheme be retained throughout an experimental period of up to 18 months. This recommendation was made on the basis of the Spaces for People scheme assessment criteria, results from the Spaces for People Consultation and Market research in cognisance of the scheme's potential to contribute to strategic aims including the Council Business Plan priorities on net zero carbon and wellbeing, and the City Mobility Plan.

Following the monitoring and engagement carried out, it remains the officers recommendation that this scheme be retained, subject to further revisions detailed in this document which respond to specific concerns around conflict mitigation, and suggestions from Community Councils and local residents.

Cycle Lane opposite Spylaw Park

In line with the Council's adopted transport hierarchy and City Mobility Plan it is proposed to retain the current layout adjacent to Spylaw Park to provide a safer option for people cycling city bound at this location.

It is recognised that this was not the preferred option from the engagement exercise, however it is noted there have been no reported collisions. It is also noted that there have been reports that the parking area is often occupied throughout the morning peak and unavailable for parents to park near the adjacent nursery. As part of this recommendation, officers will consider the introduction of time limited parking (under ETRO) at this location to ensure parking turnover and maximise for local businesses. During discussions, Community Council representatives were generally positive in terms of retention and revisions to the parking arrangements.

Parking adjacent to Kingsknowe Park

It is proposed to relocate the parking adjacent to Kingsknowe Park from the West side of Lanark Road to the East side.

It is recognised that there are residential properties on the West side, where parking will be removed. However, it is understood that parking is available to the rear of these properties, accessed from Kingsknowe Park. As such this change is considered proportionate.

Pedestrian Crossing Proposals

It is proposed to:

- Implement the proposed toucan crossing at Hailes Gardens at the earliest possible time; and

- Alongside the introduction of the segregated cycleways on Lanark Road, implement a signal controlled crossing in lieu of the proposed D-island crossing upgrades at Kingsknowe Park.

Additional Minor Revisions

Alongside the above revisions, there are several smaller revisions which are proposed on the basis of feedback from members of the public and officer observations. These primarily include minor changes to parking restrictions to improve sight-lines at junctions. It is proposed that these revisions will be delivered alongside those listed above.

Appendix 3 – Options for Silverknowes Road (south section)

Option	Reason	Benefits/Risks	Current Recommendation
Add directional signage and other minor changes at the Silverknowes Rd N/ Silverknowes Parkway roundabout	To clarify route to both northbound and southbound cyclists.	Signs would help to clarify how cyclists access the cycle lane on Silverknowes Rd N and also that the route South is via Silverknowes Ave	Proceed to ETRO with modifications.
Modify the scheme to allow cycling in one direction only on existing bi-directional lanes	Drivers would not be required to cross a bi-directional cycle lane to access residential driveways	Reduced likelihood of a collision between a car entering / exiting a residential driveway and a cyclist. No segregated protection for some cyclists. Requirement to make conventional right turn manoeuvre off Silverknowes Rd - not desirable for children/ inexperienced cyclists.	Not considered appropriate
Introduction of a Quiet Route on Silverknowes Road (south) from shops up to roundabout	Consider the introduction of a bus gate/modal filter arrangement on the narrow section of Silverknowes Road with significant safety improvements at the roundabout	Bus gate and modal filter would reduce traffic levels. Significant improvements at roundabout required. Displaced traffic mitigations would need to be considered.	For future consideration potentially under the context of a broader LTN
Scheme removal	Option to be considered as part Council motion	Increased kerbside parking for residents and visitors. Reduction in cycle segregation may expose cyclists to risk. Loss of continuity of cycling connection.	Not considered appropriate to expose cyclists to increased risk

Appendix 4 – Pedestrian Crossing Improvement update

A programme of work has been carried out to improve pedestrian journeys by upgrading equipment and adjusting timings at traffic signals.

Controlled pedestrian crossings - 5 existing pelican crossings have been upgraded to a puffin specification with one remaining upgrade to be completed by the end of October. These upgrades include pedestrian sensors that can increase the available crossing time to allow people to cross the road safely. By removing the flashing amber period, this new equipment will also improve road safety, and reflect the abilities and crossing times required for different users.

Upgrade Locations:

- Chapel Street at West Nicolson Street
- Buccleuch Street at Buccleuch Place
- Gorgie Rd at Murieston Lane
- Abbeyhill at Abbeyhill Crescent
- Dalry Road at Murieston Crescent
- Lanark Road at Baberton Crescent – due this month

Traffic Signal review - As part of the programme a consultant was commissioned to assess traffic signal timings, improving the pedestrian experience at crossings, implement adjustments and monitor the impact on traffic flows. 63 locations on 8 transport corridors were identified in the table below. A brief progress report from the consultant can be found below, a more detailed report can be provided on completion of the commission. This work has been carried out in collaboration with Living Streets and similar exercises could be undertaken on a citywide basis when resources allow.

Street Name	Location	No. of Crossings
Lothian Road	Castle Terrace, West Approach Road, Crossing near Usher Hall, Morrison Street, Fountainbridge, Tollcross	6
Leven Street	Home St / Gilmore Place (includes crossing near Lochrin Place), Crossing near Gillespie Crescent	2
Bruntsfield Place	Crossing near Leamington Terrace, Crossing near Bruntsfield Avenue	2
Morningside Road	Holy Corner, Church Hill Place, Crossing near Falcon Avenue, Crossing near Steels Place, Crossing near Jordan Lane, Comiston Road / Cluny Gardens	6
Queen Street	North Charlotte Street, Crossing near Albyn Place, North Castle Street, Frederick Street, Hanover Street, North St David Street	6
N/S Bridge	High Street, Crossing near Hunter Square, Chambers Street, Crossing near South College Street	4
Nicolson Street	Crossing near Surgeon's Hall, West Nicolson Street, Crossing near West Crosscauseway	3
South Clerk Street	Crossing near Rankeillor Street, Bernard Terrace, Crossing near Lutton Place, East / West Preston Street	4
Raeburn Place	Crossing near Portgower Place, Crossing near Raeburn Street, Leslie Place (includes crossing near St Bernard's Row), Hamilton Place	5

Gorgie Road	Balgreen Road, Westfield Road, Robertson Avenue, Crossing near Wheatfield Street, Crossing near Newton Street, Crossing near Mcleod Street, Crossing near Murieston Lane, Ardmillan Junction	8
Great Junction Street	Crossing near Pirrie Street, Bonnington Road, Crossing near Bangor Road	3
Portobello High Street	Crossing near King's Road, Fishwives Causeway, Crossing near Adelphi Place, Crossing near Beach Lane, Bath Street, Crossing near Windsor Place, Crossing near Bellfield Street	7
Glasgow Road	Crossing West of Drum Brae r/about, Crossing East of Drumbrae r/about, Crossing near Featherhall Avenue, Manse Road, Crossing near Glebe Road, Clermiston Road (includes crossing east of Clermiston Road)	7

Progress Update

This provides a brief summary for the pedestrian crossing improvements commission following completion of the on-street observations. It discusses progress to date on delivering the objectives of how traffic signal operation could be altered to better accommodate pedestrians across the city.

A sample of sixty-three signal sites were identified for the review across eight corridors. The sites consisted of thirty-one junctions and thirty-three stand-alone crossing facilities. The review primarily concentrated on improvements at junctions, but observations were also made at the crossing facilities to ensure their operation does not cause excessive delay to pedestrians. The sixty-three signal sites were identified based on their high footfall, but if the proposed improvements are found to provide tangible benefits then the commission could be extended further. The review also concentrated on the weekday off peak period, typically 09:30 to 15:45, where it is considered a greater level of benefit to pedestrians can be achieved, but there would also be scope to extend throughout the day. However, it should be noted that the AM and PM peak periods will have little scope to amend timings for pedestrian improvements without having a significant impact on the overall junction operation.

The proposed amendments to junction operation are variable dependent on the current mode of operation at each signal site. In most cases, the proposed solution is to reduce the overall cycle time, which would make it quicker to return to the pedestrian stage, reducing overall delay to pedestrians. The on-street observations provided a basis for how much this time could be reduced without having a detrimental impact on the road network. If possible, the cycle time could effectively be halved creating a double cycle that would allow the pedestrian movements to appear twice in the period they were previously only called once. Another similar possibility would be to allow a second stage for pedestrians to run during a single cycle. However, it should be noted that many of the signal sites are located close together and therefore require a coordinated approach to signal timings. Under these circumstances it may not be possible to achieve maximum improvements for pedestrians at one junction without adversely impacting another, and so a holistic approach is needed that suits all signal facilities that are linked together. The linked junctions can be broadly associated together by the Urban Traffic Control (UTC) system.

As no thorough analysis has been undertaken on pedestrian numbers and only snapshot traffic observations have been undertaken for each site, an estimate for the delay reduction to pedestrians has been based on how long it would take a pedestrian to clear a junction, i.e. the maximum time pedestrians would have to wait if they had arrived just after the previous opportunity to cross. To keep this simple and provide the same logic for a junction with an “all red pedestrian stage” as a junction operating pedestrian signals as “walk with traffic”, the delay reduction broadly equates to the percentage reduction in cycle time.

Summary of Progress

Thirteen junctions of the thirty-three now included within the commission have had amendments made to reduce pedestrian delay. A further two stand-alone crossing facilities have also had the changes implemented. The delay reductions at these facilities vary between **7%** and **50%**.

In additions, a further eight junctions and three stand-alone crossings have improvements identified that will be implemented once fault states have been rectified.

There is one corridor, Portobello High Street, that is still under review. This contains a further two junctions and five stand-alone crossings that are potentially subject to improvements for pedestrians.

The eight remaining junctions are all considered to be operating well, either with already low cycle times or reacting dynamically to local traffic conditions to achieve the best possible throughput for all users, and therefore, no further changes were proposed.

The vast majority of stand-alone crossing facilities are operating under low vehicle maximum green periods, typically 20 secs during the off-peak period, meaning wait time for pedestrians are already kept low.

It should be noted, that one positive change within Region 1J (at the Ardmillan Junction) is likely to have had a positive affect at an additional four junctions outside the scope of this commission, further reducing pedestrian delay around the city.

Next Steps

The Portobello High Street corridor will be reviewed, and the proposed improvements agreed with the City of Edinburgh Council.

The identified amendments to the remaining eight junctions and three stand-alone crossings will be implemented and monitored.

All sites will be further monitored to ensure the amendments do not have significant detrimental impact on the overall road network. If problems occur either minor changes could be made to retain a level of improvement to pedestrians, or reversion can be made to the previous operation.

The proposed UTC plan timing amendments could also be updated within the controller configuration so that fallback operation under fault state conditions will retain similar benefits to pedestrians as what has been implemented in the UTC system. This has been discussed with the Council traffic team and is considered a good solution.

In addition, the Master Time Clock within the controller configuration can be amended to match the UTC system so that the benefits can be achieved through the off-peak period. This is particularly important where facilities are located close to schools as the school PM leaving time often falls around the off peak to PM peak change point. If this can fall within the off-peak period then the lower cycle time would be favourable for the increased pedestrian demand (e.g. at Nicolson Street / East Preston Street junction the fallback off peak period terminates at 15:00 and an extension to 15:45 would be favourable).

The commission could be expanded to additional areas and/or other time periods, subject to available funding.