

Introduction

Spokes strongly support these traffic orders. These Travelling Safely projects have made walking, wheeling and cycling in East Edinburgh safer and more attractive, and we hope that this success can be built upon to continue making active travel safer. We have a number of suggestions, listed below, which we believe would make the projects even better.

General comments

- Whilst the protected cycle lanes in these projects are a huge improvement on what was there before, they have been constructed using temporary materials. Future changes to the use of permanent materials should be planned, and the opportunity to make further improvements should be taken.
- In particular, none of the projects made any improvements for cyclists at junctions, which are known to be the most dangerous locations for cyclists. Future work should include:
 - Removal of traffic lanes at junctions, in order to provide cyclists with more space. This will also contribute to the city's plans to reduce car-kilometres by 30% by 2030.
 - Time-separation of cyclist and motor vehicle movements at junctions. For example, we note that lights with an advance green for cyclists have been installed at the junction on Duddingston Road and Mountcastle Drive, but are not yet enabled.
- Consideration in all projects should be given to users of non-standard cycles. For example, modal filters should be spaced widely enough that cargo cycles can be easily navigated through them, and turning radii of cycleways should be such that handcyclists can easily use them.
- The width of protected cycleways must not be less than 1.5 metres, and must not include the space taken up by kerbs or wands.
- Surfacing issues should be addressed in all projects.
- The use of floating bus stops and bus boarders should be revisited. These would greatly increase the amenity of the cycle lanes for less confident cyclists, as well as improving the flow for buses.

Project-specific suggestions

- A1 corridor
 - The bus lane should be 24/7. We remain concerned by interruptions to the continuity of the cycleway, which would be solved by using floating bus stops (in line with [Living Streets's design guidance](#)).
 - The London Road protected cycle lane is in part "kerbside," to the left of the bus lane. However, there are buildouts at the bus stops where cyclists have to use the bus lane - this would be less serious if the lane were 24/7, but the position even then is much worse when a bus is at the stop, as the cyclist

then has to move out yet further, into the main traffic lane. Redesign is vital, and the ETRO should include any further restrictions that might be required for this.

- The London Road end of the project should connect conveniently and intuitively to the protected cycleway at Elm Row.
- It should be made easier to access the protected cycle lanes on Milton Road West from Duddingston Row (and hence the Innocent path) and vice versa.
- Duddingston Road West
 - Extending the project south to Craigmillar Castle Road would greatly increase the value of the project, as it would then connect to Quiet Route 61 and the Royal Infirmary.
 - Turning right into Old Church Lane remains a tricky manoeuvre for many cyclists. Anything which can be done to get drivers to leave cyclists more time and space to do so would be helpful.
- Seafield Street
 - This small intervention is working well, particularly in keeping the junction free of parked cars and allowing access to crossings of Seafield Road when there is queued traffic.
- Stanley Street/Hope Lane
 - There is clear evidence that the current barriers are being driven around on occasions, which was not possible when the original filter at the east end was further up Hope Lane. The barriers should be repositioned to prevent further occurrences.
 - The project is working well otherwise, with no evidence of rat running via Park Avenue. Traffic through the junction of Stanley Street and Southfield Place, which was heavily congested prior to this, is greatly reduced and there is a marked improvement in safety for children travelling to and from the nearby schools.