

Notification Submissions ad Council Responses – Spaces for People Project Approval

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 25 September 2020. Recipients were given 10 days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

Project Proposal

Location	Justification	Recommendation
Lanark, Longstone & Inglis Green Road	Provision of segregated cycleways on Lanark Road, Longstone and Inglis Green Roads to help pedestrians and cyclists travel safely while meeting physical distancing requirements.	<u>Proceed to deliver amended designs as outlined in responses below, subject to approval at meeting of the Transport and Environment Committee on 12 November.</u>

Feedback

Comment from	Comment	Response
Cllr Webber	<p>It my understanding that the SfP initiatives are designed to help with social distancing and to make more space available for people to use local businesses whilst ensuring the main arteries in and out of the city remain open. They are also intended on making it easier for people to exercise. These plans do the opposite of this in that</p> <ul style="list-style-type: none">• Pedestrians and those living on Lanark Rd will now have increased risk, either accessing their own homes or having to cross cycle lanes to access public transport• Access to exercise will now be hampered and made more challenging for those golfing or playing football• People wanting to use any of the businesses along Lanark Road / Inglis Green Road will now find this significantly more challenging• Those using the nurseries will now face increased danger and challenges and put their very young children at unnecessary risk	<p>The Spaces for People – Travelling Safely initiatives are also designed to:</p> <ul style="list-style-type: none">• Enable the large number of people who have taken up cycling during Covid-19 to continue to do so safely, and;• To provide a sustainable alternative to public transport while physical distancing is required – especially for those who do not have access to a car, and;• Where possible, to relieve pressure on existing pressure points on the network of shared use paths to make it easier for users to maintain physical distancing on these routes. <p>In addition to those mentioned, this proposal will meet all of the above aims.</p>

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	<ul style="list-style-type: none">• The likely negative impact on the reliability of public transport• Additional congestion and traffic queues on this main route in and out of the city can be anticipated given there are often issues along this route at present• Those living in adjacent streets will be impacted from the displaced parked cars and as such will likely also not be satisfied with these schemes	<p>This specific route, alongside other interventions on Slateford Road and Dundee Street/Fountainbridge, has been designed as part of an alternative route to the Water of Leith (WoL) and the Union Canal in order to relieve congestion and conflict on these shared-use paths – especially the narrower parts of the canal towpath – in order to enable physical distancing for people walking and cycling.</p> <p>The risks associated with crossing a cycle lane to access one's home are very low, and the designs have been carefully set out to minimise this risk by providing a buffer between parking areas and the cycle lanes. These interventions will make it far easier and safer for residents to come and go from their homes by bike.</p> <p>During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered along this route following the development of a technical factsheet on temporary BSBs, which will include input from concerned organisations, and a pre-construction Road Safety Audit.</p> <p>The designs have been revised in order to maximise parking availability at key locations – including at access to sports facilities. These interventions will also enhance access to</p>
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		<p>exercise by providing safe cycling connections to these locations.</p> <p>There are relatively few businesses immediately affected by this route. The designs aim to minimise impact on those businesses there are by maximising the amount of remaining parking and loading.</p> <p>The designs have been revised in order to ensure available drop-off space for parents at nurseries.</p> <p>There is no predicted negative impact on public transport. We have engaged closely with Lothian Buses in developing these designs and they have confirmed that they are happy with these proposals.</p> <p>There are no predicted impacts on traffic/congestion as a result of these proposals.</p> <p>Lanark Road is relatively lightly parked at most hours. These designs have maximised the retention of parking availability.</p>
Cllr Webber	These schemes may look great on paper from the design teams' perspective, but they fall far short of demonstrating any understanding of Lanark Road, those that live here, those that have businesses here and those that access the leisure facilities available along the entire length of this road.	The designs have been developed in close co-operation with various council departments and Lothian Buses and careful consideration has been given to their suitability for Lanark Road.
Cllr Webber	I use this route, regularly. In a car, on a bus, on foot and occasionally as a cyclist. As a cyclist these measures will never positively influence my decision to	While some cyclists may continue to use and prefer the WoL and Towpath routes, these

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	<p>choose this route. There are two adjacent options that are far more pleasant and require far less physical strength and exertion</p>	<p>routes are shared with pedestrians and at certain points – especially on the towpath – are very congested. Part of the benefit of this scheme is it's potential to reduce conflict on parallel routes.</p> <p>Furthermore, where similar interventions have been introduced elsewhere (eg: Comiston Road) we have seen a notable increase in cycle use immediately after implementation, suggesting that such infrastructure does encourage greater use by bike.</p>
Cllr Webber	<p>My overall impression of the schemes is that only one group will benefit from their implementation and that is the experienced athletic cyclist. All other current users will see increased risk and yet again, despite clear feedback from communities elsewhere across the city that have faced similar plans to be forced upon them, the Council is pressing ahead without any impact assessment or proving any evidence of the issue that this scheme is to address.</p> <p>The volume of traffic is less with many workers from the feeder communities (JG, BM, Currie, Balerno) continuing to work from home.</p> <ul style="list-style-type: none"> • Pedestrians can already use these wide pavements and have no issues socially distancing • Those visiting the area to take part in exercise can do so safely • Many of the car journeys are to access retail, including supermarkets and therefore alternatives are not viable options 	<p>Experienced athletic cyclists are likely to be comfortable cycling on Lanark Road as it is now. This intervention will enable a greater number of people to cycle on this route, including less confident cyclists.</p> <p>As traffic increases it is important to provide sustainable options to avoid a significant increase in car travel – and ensuing impact on traffic and congestion.</p> <p>The SfP programme is not solely focussed on providing additional space for pedestrians to physically distance.</p> <p>Those visiting the area for exercise will now be able to choose to do so by bike, thus gaining more exercise.</p>

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		Car journeys to the shops will still be possible. It is also possible to carry out shopping trips by bike.
Cllr Webber	Many disabled people have found the pandemic extremely stressful. Changes to usual travel patterns, to public transport services, parking arrangements all included in this scheme, can add to anxiety. By not carrying out an appropriate community consultation, yet again, the Council are not communicating with the public leaving many people including disabled people ignorant of what is about to happen to the area where they live	The SfP programme has carried out an Integrated Impact Assessment considering the impact on all user groups especially those with protected characteristics. Many disabled people are unable to drive, and many find cycling, especially cycling on adaptive bicycles, to be a significant mobility aid. These interventions will aid disabled users by providing more safe mobility options.
Cllr Webber	Speed Reduction from 40mph to 30mph While a reduction in the Lanark Road speed limit to 30 mph is welcomed by many it should be noted that this is also being covered by a formal, current live TRO that will involve appropriate and a recognised formal consultation process.	Noted.
Cllr Henderson	I am generally supportive of measures that improve facilities and safety for pedestrians and cyclists and in particular of the proposal to reduce the speed limit on Lanark Road from 40 to 30mph. From the many emails I have received from local residents there seems to be broad support for this element	Noted.
Cllr Corbett	The reduction in speed limit from 40 to 30 is very welcome and I understand that work is underway to promote this permanently through a full TRO as well as being done immediately through the current TTRO	Noted.
Cllr Webber	Kerbside Parking – removal / limited With more people working from home there are more cars remaining at the kerbside for longer periods. The removal of unrestricted kerbside parking is inappropriate and the zones on the schemes for limited parking is insufficient. Residents will have to park significant distances from their homes, often on the other side of the street, and will be unlikely to find enough space in the zoned areas. Often these residents will be required to park their vehicles on narrow side streets, most likely outside someone else's home with a knock-on affect making it more challenging for everyone to park.	<p>The designs have been revised in order to provide additional parking at:</p> <ul style="list-style-type: none"> • Cranley Nursery • Lanark Road Nursery • Dovecot Park <p>We will review additional locations and the availability of parking along the route will be maximised as far as can safely be provided.</p>

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	<p>The removal of parking will provide significant challenges to the businesses along Lanark Road many of whom have contacted me directly with their specific plights. These include</p> <ul style="list-style-type: none"> • A hotel • A barber shop • Two Nurseries • A business with links to construction <p>The removal of parking at two specific locations further indicates the design team are unaware of the widespread use of Dovecot Park by Currie Star FC who have over 500 families and young players training here up to 5 times per week and the requirement of the members of Kingsknowe Golf Club to park on Lanark Road.</p> <p>These measures make it directly more challenging and dangerous for these people accessing exercise. I will anticipate that the counter argument is that these very people should take public transport or cycle to these destinations. Surely carrying golf clubs make the latter obviously impossible but the very real added burden on young families as they juggle family lives is not fair or inclusive in my opinion and has been ignored completely. These people will now have to park their vehicles on side streets, that are narrower and quieter and most likely outside someone else's home, causing ill feeling and ironically create more division</p>	<p>Most residential properties along this route have driveways and we will aim to ensure that any properties who do not, have access to parking within a reasonable distance.</p>
Cllr Rust	<p>Local businesses are struggling to survive and the measures, such as parking restrictions will impact on business.</p> <p>There will be an impact on the use of green space. Currie Star train three times in the week and twice at weekends. The loss of on street parking opposite Dovecot Park will detrimentally impact on residents.</p>	<p>The designs have been revised in order to provide additional parking at:</p> <ul style="list-style-type: none"> • Cranley Nursery • Lanark Road Nursery • Dovecot Park <p>We will review additional locations and the availability of parking along the route will be maximised as far as can safely be provided.</p>

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		<p>Most residential properties along this route have driveways and we will aim to ensure that any properties who do not, have access to parking within a reasonable distance.</p>
Cllr Gardiner	<p>Drop off at the Lanark Rd Nursery and also parking provision at Dovecot Park are issues which are repeated in a number of emails along with safe pedestrian crossing points for example near to bus stops. Could these please be fully considered.</p>	<p>The designs have been revised in order to provide additional parking at:</p> <ul style="list-style-type: none"> • Cranley Nursery • Lanark Road Nursery • Dovecot Park <p>We will review additional locations and the availability of parking along the route will be maximised as far as can safely be provided.</p> <p>Most residential properties along this route have driveways and we will aim to ensure that any properties who do not, have access to parking within a reasonable distance.</p>
Cllr Corbett	<p>Residents on the main road have raised concerns about accessing drives. On my walk-through I saw that some drives have wide turnaround areas which would allow front in / front out access (although some of the drives had 3 or 4 vehicles which makes that more difficult). Other drives are of the straight in / straight out type which means that one of the moves has to be in reverse. I agree that this will have to be a more careful manoeuvre, albeit sightlines should be better with fewer parked cars. I do understand the concerns raised in the sense that this is a change but the benefits of a continuous bike lane are significant too. I trust that very careful attention will be paid to placement of wands to ensure that driveway access will be maintained. Equally, the placement of bus stops WRT to drives: for example at 222 & 224 Lanark Road.</p> <p>Another key issue raised has been access to on road parking to facilitate deliveries etc. The scheme does provide for parking in various places; one of the</p>	<p>The designs have been revised in order to provide additional parking at:</p> <ul style="list-style-type: none"> • Cranley Nursery • Lanark Road Nursery • Dovecot Park <p>We will review additional locations and the availability of parking along the route will be maximised as far as can safely be provided.</p> <p>Most residential properties along this route have driveways and we will aim to ensure that any properties who do not, have access to parking within a reasonable distance.</p>

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	<p>key issues for monitoring will be the extent to which places get taken up by park and ride commuters.</p>	<p>Deliveries will still be possible along the majority of the route as this will constitute 'Loading' which is permitted on Single Yellow and Double Yellow lines as long as there are no kerb markings.</p>
Cllr Webber	<p>Floating Bus Stops There is no doubt now that the continued insistence on installing these Floating Bus Stops indicates a total disregard for the safety of pedestrians and those with mobility and sensory impairments. Their inclusion in these plans is shameful and completely unnecessary.</p> <p>In terms of process, it is essential that the impacts on disabled people (including people who have difficulty walking, wheelchair users, people with cognitive impairments, including dementia, blind and Deaf people) are considered. The requirements of the 2010 Equality Act still apply, and an equality impact assessment must be carried out. The continued assurances that cyclists will stop are of continued concern to me, specifically with the city bound stops. The speed cyclists can reach here on the downhill stretches will mean many will be unlikely to stop.</p> <p>It was welcome to note the inclusion of two additional spaces for the Lothian Buses Van, recognising that driver changeover takes place at these two locations. However, for those unfamiliar with the 44-bus service, perhaps they need to be made aware that the buses are often waiting for the replacement driver for quite some time. Leaving a stationary bus, floating and preventing the free flow of traffic for quite some time, even when all coordinated well, the time to change over is often 3-5 minutes.</p> <p>Further for those not so familiar with the 44 bus, it is also a regular occurrence that more than one bus runs in convoy and this itself would present many challenges along the route with floating bus stops. One other specific floating bus stop will also likely initiate congestion, and that is the west bound stop at the very bottom of Lanark Road. Knock on impact along Inglis Green, Slateford</p>	<p>During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered along this route following the development of a technical factsheet on temporary BSBs, which will include input from concerned organisations, and a Pre-construction Road Safety Audit.</p>

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	Road and Craiglockhart Avenue. The combined impact of floating bus stops and the reduction to one lane of traffic will directly impact the safe flow of all road users.	
Cllr Rust	Concerns regarding floating bus stops have been raised many times before including by Living Streets Edinburgh and RNIB Scotland. There has yet to be a proper assessment of potential conflict between pedestrians boarding or alighting from public transport and cyclists. There is no sign of the advance awareness campaign.	During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered along this route following the development of a technical factsheet on temporary BSBs, which will include input from concerned organisations, and a Pre-construction Road Safety Audit.
Edinburgh Access Panel	Although your email alludes to "floating bus stops", it looks from the plans as though you're proposing bus boarders. Having already objected formally to bus boarders, we were pleased to see they were withdrawn from your proposals for Pennywell Road, Causewayside and Buccleuch Street. We are disappointed to see them now in the proposals for Lanark Road and are apprehensive about the risks for pedestrians as they cross the cycle lane to get to and from their bus. Our objection still stands.	During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered along this route following the development of a technical factsheet on temporary BSBs, which will include input from concerned organisations, and a Pre-construction Road Safety Audit.
Edinburgh Living Streets	Having further looked at the bus stop proposals, we are concerned that they are very exposed to traffic, and there may be a risk of motor vehicles hitting the stops. There appears to be insufficient space to classify them as 'islands' and they appear more like the 'boarder' arrangements, on or immediately adjacent to the cycleway - which we strongly oppose.	During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered along this route following the development of a technical factsheet on temporary BSBs, which will include input from concerned organisations, and a Pre-construction Road Safety Audit.
Cllr Webber	Segregated Cycle Lane I am led to believe that the justification for these plans is to reduce congestion on the Water of Leith Walkway. I would argue that these	The Spaces for People – Travelling Safely initiatives are also designed to:

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	<p>plans are unlikely to resolve this unless of course you intend to ban cycling on the Water of Leith?</p> <p>The number of cyclists using Lanark Road are limited and those that do are experienced “strava-leisure” cyclists. These cyclists will be unlikely to use the city bound segregated cycle lane due to the narrow width and the limit this will place of their ability to cycle at speed. There are two far more pleasant cycle routes running adjacent to Lanark Road and one of these has an outstanding plan to upgrade the surface at significant cost. This has been delayed due to SW sewer works and COVID. This is the route you are stating is overcrowded and these plans are meant to address.</p> <p>Bearing in mind, that these measures are intended to increase the number of people cycling and are meant to support more people taking up active travel and that these are intended to be aimed at people like me or even far more novice cyclists than myself. We will not cycle on Lanark Road. When there are two routes, both with kinder gradients, these will always be the routes of choice, every time. It is only the experienced athletic cyclists that will see these as positive as it is only these cyclists that will use them</p>	<ul style="list-style-type: none">• Enable the large number of people who have taken up cycling during Covid-19 to continue to do so safely, and;• To provide a sustainable alternative to public transport while physical distancing is required – especially for those who do not have access to a car, and;• Where possible, to relieve pressure on existing pressure points on the network of shared use paths to make it easier for users to maintain physical distancing on these routes. <p>This specific route, alongside other interventions on Slateford Road and Dundee Street/Fountainbridge, has been designed as part of an alternative route to the Water of Leith and the Union Canal in order to relieve congestion and conflict on these shared-use paths – especially the narrower parts of the canal towpath – in order to enable physical distancing for people walking and cycling.</p> <p>While some cyclists may continue to use and prefer the WoL and Towpath routes, these routes are shared with pedestrians and at certain points – especially on the towpath – are very congested. Part of the benefit of this scheme is its potential to reduce conflict on parallel routes.</p> <p>Furthermore, where similar interventions have been introduced elsewhere (eg: Comiston</p>
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		Road) we have seen a notable increase in cycle use immediately after implementation, suggesting that such infrastructure does encourage greater use by bike.
Cllr Webber	<p>Reduction to one lane The current dual-lane nature of Lanark Road makes kerbside parking low-risk and provides a safe way for delivery drivers, carers and visitors to access each and any address. Ultimately reducing this to one lane will create congestion and additional road-safety risks to all on Lanark Road where traffic is currently free flowing.</p> <ul style="list-style-type: none"> • Delivery drivers will have to stop in the one remaining lane • Buses will stop in the one remaining lane • Those reverse parking into their driveways will have to stop in the one remaining lane • Customers cannot access local businesses Vehicles may have to cross the centre line now on Lanark Road, currently no traffic must do this and there are several locations with limited visibility where the risk will be exacerbated further 	<p>Space will be retained – so far as possible – for parking and deliveries.</p> <p>During Phase 1 there will be no change to Bus Stops.</p> <p>Accessing driveways from a running lane is not an unusual arrangement. Passing vehicles will generally be able to overtake.</p> <p>Customers will still be able to access local businesses, though in some cases they may need to stop their vehicle slightly further from the premises.</p> <p>The remaining carriageway space will not be dissimilar to many other carriageway alignments across the city.</p>
Cllr Webber	<p>Junction Changes at Inglis Green Road (Sainsbury's) This junction is susceptible to congestion at present and these changes will impact that further. This will impact on customers accessing the grocery store and will impact on the ability of the business to operate its online delivery service which has been vital to many throughout the pandemic.</p> <p>The junction was installed to coincide with the opening of the Sainsbury's store and it seems that these changes will have a very real impact on the ability of the store to allow safe access for customers. They may choose to shop elsewhere, there are currently xxxx jobs in this store</p>	<p>While there may be a minor impact on traffic at this location the designs have been carefully considered so as to minimise this. This should not significantly impact customers, or the supermarket's ability to access/egress the store.</p> <p>The proposed changes will not affect access to the builder's merchant.</p>

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	<p>Access to the other businesses along this road will be impacted by the increased levels of congestions and again it is unlikely that any customers visiting the builder's merchants can realistically be expected to do so by bike or by public transport</p>	
Cllr Webber	<p>Longstone Roundabout / Murrayburn Road Removal of the on-street parking will be cause for concern for the employees of Lothian Buses where their Longstone depot is located. Drivers coming to work are making their way there before the services start and leaving after the services end. I am also concerned with the reduction on active road space on the roundabout and at the junction used to access the bus depot. Can I have some evidence that Lothian Buses are supportive of these schemes.</p>	<p>We have engaged closely with Lothian Buses in developing these designs and they have confirmed that they are happy with these proposals.</p>
Cllr Webber	<p>Winter is Coming Is the design team aware of the challenges we face in the winter from snow and ice? The Lanark Road has a steep incline and as you progress west the climate literally changes. It is key that gritters and snow ploughs can access and clear this route for the benefit of ALL road users and those that live across the south west. It will be likely that cleared snow will be pushed into the cycle lanes making them impassable and we will have 10 angry cyclists emailing to say they cannot use the lanes I have serious concerns about the ability to carry out winter preparedness and maintenance along the roadway and footpath</p>	<p>The designs have been prepared in close collaboration with the street cleaning teams who deal with winter maintenance. We are confident that we will be able to clear these streets adequately.</p>
Cllr Bruce	<p>I would like to object to these spaces for people initiatives for Lanark Road and Wester Hailes Road for the following reasons:</p> <ol style="list-style-type: none"> 1. There has been absolutely no consultation with residents 2. The diagrams have are unclear in their explanation of what is proposed 3. Errors in the diagrams 4. No evidence recorded that this will make any improvements but only cause more congestion and more pollution 5. Floating bus stops are incredibly dangerous especially for the blind 6. There is a cycle lane that runs parallel to the road – it is called the water of Leith – all you need to do is spend money widening and making it safe for both pedestrians and cyclists 	<p>In response to Covid-19, the Council is introducing temporary measures to make streets safe for walking, cycling and wheeling while observing physical distancing guidance. We also want to enable essential journeys and access to open spaces, while supporting businesses and public transport services as they return.</p> <p>1. On 14 May, the Policy and Sustainability Committee approved a package of suggested interventions to make it easier and safer for pedestrians and cyclists to</p>

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	<ol style="list-style-type: none">7. It will have a hugely damaging effect to businesses where customers, especially the elderly will not be able to park8. You will cause massive congestion and frustration among drivers who take their children for football training and matches at Kingsknowe park, who would have to park in side streets thus causing an absolute riot with local households9. Parents would not be allowed to drop their child off at nursery causing yet more havoc with local residents and wasting huge time for parents10. Huge tailbacks on Lanark Road heading west will ensue causing even more pollution11. Residents will now find it very dangerous to park their cars when they have to use the outside lane – has the potential to cause major accidents12. Makes it impossible for trades people to do work to residents properties	<p>move around the Capital. As well as providing extra space, the proposals recognise a rise in active travel since lockdown began and aim to facilitate this as the phased lifting of lockdown continues. These changes are being delivered as part of the Council's Spaces for People programme. In line with guidance from the Scottish Government normal consultation procedures are not being carried out due to the need for expedient delivery.</p> <p>This proposal will be considered at the meeting of the Transport and Environment Committee on 12 November.</p> <ol style="list-style-type: none">2. From the responses received it appears that the proposals have been understood. However, clarification on plans will be supplied upon request.3. Some minor errors regarding driveway locations were noted. These do not materially affect the proposals. These have been corrected in the updated drawings.4. The proposals aim to enable people to safely travel by bike. Similar proposals elsewhere have resulted in up-turn in cycle use – eg: Comiston Road.5. During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered along this route following the development of a technical factsheet on temporary BSBs, which will include
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		<p>input from concerned organisations, and a Pre-construction Road Safety Audit.</p> <p>6. The Spaces for People – Travelling Safely initiatives are also designed to:</p> <ul style="list-style-type: none">a. Enable the large number of people who have taken up cycling during Covid-19 to continue to do so safely, and;b. To provide a sustainable alternative to public transport while physical distancing is required – especially for those who do not have access to a car, and;c. Where possible, to relieve pressure on existing pressure points on the network of shared use paths to make it easier for users to maintain physical distancing on these routes. <p>This specific route, alongside other interventions on Slateford Road and Dundee Street/Fountainbridge, has been designed as part of an alternative route to the WoL and the Union Canal in order to relieve congestion and conflict on these shared-use paths – especially the narrower parts of the canal towpath – in order to enable physical distancing for people walking and cycling</p> <p>While some cyclists may continue to use and prefer the WoL and Towpath routes, these routes are shared with pedestrians and at certain points – especially on the towpath – are very congested. Part of the</p>
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		<p>benefit of this scheme is it's potential to reduce conflict on parallel routes.</p> <ol style="list-style-type: none"> 7. Parking has been maintained as far as possible along the route. 8. There are no expected impacts on Traffic/ Congestion. Parking will be retained as far as possible at Dovecot Park. 9. Designs have been revised to provide parking for drop-off at Cranley and Lanark Road Nurseries 10. There are no expected impacts on Traffic/ Congestion and thus, on queuing. 11. Areas where parking is permitted will be clearly marked and protected by reflective bollards. 12. Tradespeople will still be able to access properties, though they may sometimes need to leave their vehicles slightly further away.
Cllr Bruce	<p>You have already had my comments for Wester Hailes road – the main factor being huge tailbacks for residents wanting to turn right at Gillespie Crossroads towards Juniper Green, Currie & Balerno that will stretch back to by-pass (increasing the possibility of major incidents on the by-pass). Remember, Wester Hailes Road is a backup when the by-pass is closed due to serious accident. Put this down to one lane and you will cause even greater disruption to travel plans should these unforeseen events occur.</p>	<p>These proposals are not related to Wester Hailes Road.</p>
Cllr Gardiner	<p>A critical issue for the Water of Leith villages is the Gillespie Crossroads junction and ensuring vehicles can flow, with traffic either continuing up / down Lanark Rd / Lanark Rd west or heading to the aA720 bypass.</p>	<p>There is no predicted impact on flow at Gillespie Crossroads.</p>

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	<p>This is the only major arterial Rd which doesn't directly connect to the bypass, which is a quirk of its construction in two stages in the 70s / 80s. Retro fitting obviously isn't in the agenda right now but ensuring that flow isn't impaired through proposals will provide reassurance. (This was something I brought up also in relation to Wester Hailes Rd proposal between the crossroads and Clovenstone Roundabout where traffic is able to access the A720.</p>	
Cllr Rust	<p>I write to object to the measures proposed for Lanark Road. There requires to be a robust consultation process with local residents and businesses, rather than the hurried limited engagement to date. It is extremely undemocratic the way in which the scheme has been brought forward. There is something deeply unsatisfactory that this Council Administration is using Covid as a screen to justify substantial changes to the infrastructure of a major residential and arterial route.</p> <p>A more thorough consultation is required as per my motion at September Full Council, including meeting.</p>	<p>On 14 May, the Policy and Sustainability Committee approved a package of suggested interventions to make it easier and safer for pedestrians and cyclists to move around the Capital. As well as providing extra space, the proposals recognise a rise in active travel since lockdown began and aim to facilitate this as the phased lifting of lockdown continues. These changes are being delivered as part of the Council's Spaces for People programme. In line with guidance from the Scottish Government normal consultation procedures are not being carried out due to the need for expedient delivery.</p> <p>This scheme will be considered at the meeting of the Transport and Environment Committee on 12 November.</p>
Cllr Rust	<p>A road safety audit is also required in advance of any works. The planned works make it very difficult for those accessing /exiting driveways.</p>	<p>As has been carried out on all the SfP schemes, a detailed Designer's Risk Assessment will be carried out in advance of implementation, with a Stage 3 Road Safety Audit carried out immediately following implementation.</p>
Cllr Rust	<p>What study has been undertaken in relation to volume of cyclists using Lanark Road and demand for a segregated cycle lane? As I understand it there is a plan already in place to upgrade the Water of Leith surface and approved by</p>	<p>While no specific studies have been carried out for this project similar interventions elsewhere</p>

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	<p>Sustrans, delayed due to Scottish Water sewer upgrades and then Covid. This does not have the same steep gradient as Lanark Road.</p> <p>Narrowing circulating capacity of the roundabout at Longstone bus depot - have the swept paths been undertaken with Lothians Buses in mind?</p> <p>The measures are deeply unpopular locally and a waste of taxpayers money. This scheme should not be progressed.</p>	<p>have resulted in increased cycle use (eg: Comiston Road).</p> <p>This specific route, alongside other interventions on Slateford Road and Dundee Street/Fountainbridge, has been designed as part of an alternative route to the WoL and the Union Canal in order to relieve congestion and conflict on these shared-use paths – especially the narrower parts of the canal towpath – in order to enable physical distancing for people walking and cycling.</p> <p>While some cyclists may continue to use and prefer the WoL and Towpath routes, these routes are shared with pedestrians and at certain points – especially on the towpath – are very congested. Part of the benefit of this scheme is its potential to reduce conflict on parallel routes.</p> <p>We have engaged closely with Lothian Buses in developing these designs and they have confirmed that they are happy with these proposals.</p> <p>We have received a mixture of positive and negative responses to these proposals, which will be fully funded by the Scottish Government.</p>
Cllr Henderson	<p>As temporary, pandemic response measures I understand that the Council are obliged to use the Scottish Government funding and quickly implement SfP projects.</p>	<p>Noted.</p>

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	<p>The level of consultation is far from perfect and I would expect that should a proposal be made that any temporary measures become permanent they would be subject to a full Traffic Regulation Order (TRO) process.</p> <p>I should also make it clear that the Lanark Road, east of Gillespie crossroads and Inglis Green Road / Longstone Road are not within my ward but as the Lanark Road leads directly into the Pentland Hills ward and I live in the area and am very familiar with all the locations affected I would offer the following points that I submit for consideration by the SfP team.</p>	<p>Noted. This is correct, a full Traffic Regulation Order process, including statutory consultation would be required before these changes could be made permanent.</p> <p>Noted.</p>
Cllr Henderson	<p>The reduction of Lanark Road from four to two lanes should also reduce speeds and reduce safety risks. However, the creation of segregated cycle ways and the removal of parking will inevitably have consequences for residents and others and I would request that these are properly considered before final decisions are taken.</p> <p>In particular, I am aware of at least two nurseries on Lanark Road that will be impacted regarding the drop off and collection of small children. The businesses at the junction of Lanark Road and Inglis Green Road could also see a detrimental impact on footfall.</p> <p>Dovecot Park is well used for junior football (Currie Star FC) with most weekends and summer evenings seeing large amounts of youngsters playing and training, inevitably taken there and collected by car.</p> <p>As well as inconveniencing those mentioned above, it is likely that parking will be displaced, rather than discouraged, into surrounding residential streets.</p>	<p>It is expected that the changes to the layout will help establish the reduced speed limit. The considerations you have highlighted are being fully considered and parking will be maximised as far as can be safely provided.</p> <p>Availability for drop-off / pick-up will be provided adjacent to both nurseries and Dovecot Park.</p> <p>Parking availability will be maximised as far as can be safely provided.</p>

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Cllr Corbett	<p>As the scheme is implemented I would encourage council staff to contact Currie Star football club in relation to Dovecot Park and the nursery at 305 Lanark Road to offer support in developing active travel plans.</p>	Noted.
Cllr Henderson	<p>In addition, information would be welcome on what can / cannot be done in relation to access for emergency vehicles, delivery vehicles, carers and blue badge holders who wish / need to visit properties on the roads where parking is to be removed</p>	<p>Emergency vehicles can stop anywhere they deem safe. Blue Badge holders are able to park wherever Loading is Permitted including on Double Yellow Lines.</p>
Cllr Key	<p>I fully support the proposals in the scheme but would raise the following concerns:</p> <ol style="list-style-type: none"> 1. Suitable signage & hardware to ensure safe passage of cyclists and pedestrians in the vicinity of the proposed floating bus stops, especially on the downhill sections. 2. Ensuring suitable space between road hardware and the turning geometry to allow drivers access to their house parking. <p>I'd be grateful if you could consult further with the Lanark Road Children's Nursery at 305 Lanark Road about how best to support them during and after the change works.</p> <p>One of my constituents, has suggested to you a series of "simple" pedestrian crossings along the length of Lanark Road. I'd be interested to know if this was a possibility either now or in the future - the benefits are many, I believe. And very worthy of consideration in other projects too.</p>	<ol style="list-style-type: none"> 1. During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered along this route following the development of a technical factsheet on temporary BSBs, which will include input from concerned organisations, and a Pre-construction Road Safety Audit 2. Access to driveways will be retained. <p>The designs have been revised in order to provide loading facilities at both nurseries.</p> <p>It is not proposed to provide additional D-island crossings as part of this project. This is difficult to delivery using temporary materials, however, narrowing the road will make crossing easier, and the reduction of turning radii at side roads will make crossing side roads significantly easier also. Were this project to be pursued on a permanent basis additional crossings could be considered.</p>
Cllr Corbett	<p>I note that the bus stop design is type C and D. I'd welcome visuals of these please, in particular measures to ensure cyclists coming downhill are travelling slowly around the stops.</p>	<p>During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered</p>

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		<p>along this route following the development of a technical factsheet on temporary BSBs, which will include input from concerned organisations, and a Pre-construction Road Safety Audit.</p> <p>Full details will be provided at such a time that we propose to deliver the bus stop bypasses.</p>
Cllr Key	<p>We need to have a monitoring system in place from the outset to consider if we have allocated enough space to allow deliveries to homes and enough residents' parking in the round,</p>	<p>This scheme will be monitored as part of the spaces for people programme. We will also respond to specific concerns from residents as and when they are raised.</p>
Cllr Johnston	<p>Similar proposals have already been introduced elsewhere in the City and I think it is fair to say the response has been very mixed. The schemes in Morningside, East Craigs and the City Centre have been blighted by criticisms, including a lack of consultation and engagement with the local community.</p> <p>I am afraid lessons have not been learnt and the Council has taken the same approach to Lanark Road. I do not regard putting 2 technical drawings on the Council website and asking 'stakeholders' to comment within 2 weeks, as in any way approximating proper consultation. Especially when there are 'errors' in the drawings.</p> <p>The overwhelming majority of the responses I have received have been negative. I think most people would be broadly supportive of the Council improving infrastructure for cycling and pedestrians but the complete lack of engagement with local people has created an atmosphere of frustration and distrust.</p>	<p>On 14 May, the Policy and Sustainability Committee approved a package of suggested interventions to make it easier and safer for pedestrians and cyclists to move around the Capital. As well as providing extra space, the proposals recognise a rise in active travel since lockdown began and aim to facilitate this as the phased lifting of lockdown continues. These changes are being delivered as part of the Council's Spaces for People programme. In line with guidance from the Scottish Government normal consultation procedures are not being carried out due to the need for expedient delivery.</p> <p>This scheme will be considered at the meeting of the Transport and Environment Committee on 12 November.</p>

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	<p>The Council should immediately pause these plans and conduct a proper, meaningful and genuine consultation.</p>	<p>Unfortunately, some minor errors regarding driveway locations were noted. These do not materially affect the proposals. These have been corrected in the updated drawings.</p>
Cllr Johnston	<p>Following an email from a constituent, I was made aware that there were errors in the drawings. What I would have expected was for the drawings to be amended and re-published with an explanation and respondents advised of the changes.</p>	<p>Unfortunately, some minor errors regarding driveway locations were noted. These do not materially affect the proposals, as such there was not considered to be a need to re-circulate the plans. These have been corrected in the updated drawings.</p>
Cllr Johnston	<p>The justification for these plans that have been provided to me is to reduce congestion on the Water of Leith path. There is a problem with congestion on the path and there have been some unfortunate incidents. However, if the solution (as suggested in these plans) is to introduce cycle lanes on Lanark Road then locals deserve the right to be properly consulted.</p>	<p>The Spaces for People – Travelling Safely initiatives are also designed to:</p> <ul style="list-style-type: none"> • Enable the large number of people who have taken up cycling during Covid-19 to continue to do so safely, and; • To provide a sustainable alternative to public transport while physical distancing is required – especially for those who do not have access to a car, and; • Where possible, to relieve pressure on existing pressure points on the network of shared use paths to make it easier for users to maintain physical distancing on these routes. <p>This specific route, alongside other interventions on Slateford Road and Dundee Street/Fountainbridge, has been designed as part of an alternative route to the WoL and the Union Canal in order to relieve congestion and conflict on these shared-use paths – especially the narrower parts of the canal towpath – in</p>

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		<p>order to enable physical distancing for people walking and cycling.</p> <p>While some cyclists may continue to use and prefer the WoL and Towpath routes, these routes are shared with pedestrians and at certain points – especially on the towpath – are very congested. Part of the benefit of this scheme is its potential to reduce conflict on parallel routes.</p>
Cllr Corbett	<p>Please find below my feedback on the Lanark Road scheme. I have based this on 3 sources:</p> <p>My own observations, cycling up and down Lanark Road a lot plus walking through the plans in detail on 6.10.20;</p> <p>Reflecting on feedback from residents and local business</p> <p>A very useful session for all 3 ward councillors with the lead officer on 7.10.20</p> <p>My comments relate only to the stretch of Lanark Road from Inglis Green Road up to Kingsknowe Golf Club as falling within ward 9. I am equally familiar with the IGR/Longstone/Murrayburn route as a cyclist but as that falls into ward 7 I shall leave it except to say that the current proposed development at the Booker site off IGR has within it the possibility of a new foot/cycle bridge (the feasibility of which was included in the S75 for Sainsbury development) and that provided would give an attractive alternative to the thorny problem of both the aqueduct and the rail bridge between IGR and Chesser Avenue.</p>	Noted.
Cllr Corbett	<p>I support the provision of a dedicated cycle way on Lanark Road. One of the issues that some residents have raised has been that Lanark Road is already safe for cyclists. However, the tragic death of cyclist Andrew McNicoll on Lanark Road in 2012 is still very vivid to me. I've spoken this week to Andrew's dad and step-mum who live in the area and they support making the road safer for cyclists.</p>	Noted.

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Cllr Corbett	<p>As part of the ongoing discussion about the City Mobility Plan I've raised the need for SW Edinburgh to have better active travel connectivity as part of the imperative to change the balance towards the health, air pollution and congestion benefits of active travel.</p>	Noted.
Cllr Corbett	<p>Some of the feedback so far has queried why on-road cycling lanes are needed with the proximity of the canal towpath and the WoL path (following the old rail line). However, it has been a long term imperative to provide safe and attractive alternatives to those shared use paths. The pressure on the towpath is a constant source of complaint and this has reached even greater heights during the pandemic with safe distancing being almost impossible on a narrow shared path. Meanwhile the Water of Leith path is often muddy, not lit and not over-looked. It is a very pleasant route in prolonged dry weather and at a family pace, shared with other users – dog-walkers, joggers and horse-riders – but it does not work as a commuting route or for other users</p>	Noted.
Cllr Corbett	<p>It would be extremely useful for future communications about the Lanark Road scheme to illustrate how it fits into the wider plans all the way through to Fountainbridge.</p> <p>The phasing of the work and timescale for lining, initial wands, interim wands and bus stops should be set out. As a ward councillor I'd welcome being kept abreast of key phasing dates.</p> <p>Any errors highlighted or changes as a result of feedback should be identified in final plans published</p>	<p>Noted.</p> <p>Noted. The project team will endeavour to keep Councillors updated on phasing of delivery.</p> <p>These will be highlighted.</p>
Cllr Corbett	<p>I recall that the case for a pedestrian crossing near Kingsknowe Park to provide access to the playing fields at Dovecot Park has been recognised and included in the capital programme for crossings. If so, then aligning that provision with the current plans would be very helpful.</p>	<p>It is not likely that we will be able to combine delivery of these two items as they are quite different and rely on very different types of contractor. However, the project team will liaise with the Road Safety team to ensure the proposals are consistent with one another.</p>

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Cllr Corbett	<p>In my walk through I noticed a number of places where the surface close to the kerb was in poor condition – raised ironworks, with poor finishing, choked drains or deteriorated surfaces. Part of the merit of the scheme is that the lane width is generally more than 1.5m which allows such obstacles to be skirted but where improvements can be done, that would be welcome. There is often quite a lot of debris close to the kerbs where cars are parked a lot so open bike lanes should give much easier access to mechanical sweepers to clean that up. Finally, I'll note that the final stretch of bus lane coming down Lanark Road to the Inglis Green Road junction is fairly rough for bikes. It really needs resurfaced but not in a way that holds this scheme up.</p> <p>In the stretch of road 214-220 Lanark Road there are crash barriers. I am not sure what their history is but unless there is a compelling reason for them being there I assume they are being removed.</p>	<p>Patching will be considered where required.</p> <p>We are proposing to remove all unnecessary street furniture and will look into whether these barriers are required.</p>
Cllr Arthur	<p>Based on comments from the local community, I'd like to make the following points:</p> <ol style="list-style-type: none"> 1. Specifically, what is the concern that triggered the use of Covid-19 guidance to propose these “Emergency Response Measures”. 2. Detailed drawings of individual Floating Bus Stop designs must be shared for comment before the consultation ends. 3. There is concern that changes will push parking into the Hailes area where it is felt the streets are already clogged with parked cars. 4. Has consideration been given to where parents dropping children off at Cranley Nursery will park? They currently park beyond the bus stop just east of the nursery. 5. A Road Safety Audit must be undertaken before work starts. 	<ol style="list-style-type: none"> 1. The Spaces for People – Travelling Safely initiatives are – among other things – designed to: <ul style="list-style-type: none"> • Enable the large number of people who have taken up cycling during Covid-19 to continue to do so safely, and; • To provide a sustainable alternative to public transport while physical distancing is required – especially for those who do not have access to a car, and; • Where possible, to relieve pressure on existing pressure points on the network of shared use paths to make it easier for users to maintain physical distancing on these routes. <p>This specific route, alongside other interventions on Slateford Road and Dundee Street/Fountainbridge, has been designed as</p>

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	<p>6. A meeting with local residents must be held to address residual concerns before any work gets underway.</p>	<p>part of an alternative route to the Water of Leith and the Union Canal in order to relieve congestion and conflict on these shared-use paths – especially the narrower parts of the canal towpath – in order to enable physical distancing for people walking and cycling.</p> <p>2. During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered along this route following the development of a technical factsheet on temporary BSBs, which will include input from concerned organisations, and a Pre-construction Road Safety Audit.</p> <p>Full details will be provided at such a time that we propose to deliver the bus stop bypasses</p> <p>3. The designs have aimed to maximise availability of parking on Lanark Road as far as can safely be provided.</p> <p>4. The designs have been revised to enhance provision for parking pick up / drop-off at these nurseries.</p> <p>5. As has been carried out on all the SfP schemes, a detailed Designers Risk Assessment will be carried out in advance of implementation, with a Stage 3 Road Safety Audit carried out immediately following implementation.</p>
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		<p>6. On 14 May, the Policy and Sustainability Committee approved a package of suggested interventions to make it easier and safer for pedestrians and cyclists to move around the Capital. As well as providing extra space, the proposals recognise a rise in active travel since lockdown began and aim to facilitate this as the phased lifting of lockdown continues. These changes are being delivered as part of the Council's Spaces for People programme. In line with guidance from the Scottish Government normal consultation procedures are not being carried out due to the need for expedient delivery.</p> <p>It is not proposed to carry out any general meetings with residents in advance of delivery. However, the delivery team will respond to specific concerns where these are raised, and where they can be accommodated within the designs, as has been done on other projects.</p>
Edinburgh Living Streets	<p>Lanark Road is very wide and fast and a very suitable road for segregated cycle lanes.</p> <p>Can you please describe what if any improvements for people walking will be introduced through this scheme? We would expect at the minimum for street clutter such as unnecessary signage poles to be removed (not solely guard rails).</p>	<p>Noted.</p> <p>The scheme will include removal of redundant street furniture. Side road radii will also be reduced.</p>

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Edinburgh Living Streets	<p>In addition, traffic signals should be re-examined with the aim of bringing the green man phase on more quickly at any pinch-points, and perhaps also extending the time which pedestrians have to complete the crossing.</p> <p>We are not clear from the drawings what arrangement is proposed at bus stops and would seek assurance that it is not the 'boarder' style with boarding/alighting directly from the cycleway, which was proposed and then withdrawn for a number of other schemes, such as Pennywell Road.</p>	<p>We are not proposing any changes to traffic signals as part of this scheme. However, these could be considered at a later date.</p> <p>During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered along this route following the development of a technical factsheet on temporary BSBs, which will include input from concerned organisations, and a Pre-construction Road Safety Audit.</p> <p>Full details will be provided at such a time that we propose to deliver the bus stop bypasses</p>
Edinburgh Living Streets	<p>A positive aspect is the proposed 'tightening' of various junctions which have excessively wide splays; this encourages fast traffic as well as making people walk in the carriageway for longer. We appreciate that the measures must be temporary, but we would ask that they are as robust as possible and easily made permanent if it is later decided to do so (as we hope). There are other side junctions with very wide splays (eg on Murrayburn Road) which should also be tightened.</p>	Noted.
Edinburgh Access Panel	<p>Please ensure the provision of access and parking for blue badge holders in the roads affected by your proposals is at least equivalent to the current provision.</p>	Parking and Loading access has been retained as far as possible.
Edinburgh Access Panel	<p>While we support the tightening of radii at junctions for safety reasons, it's essential that all surfaces are suitable for safe and easy access by wheelchair users and others with mobility difficulties.</p>	Noted.
Edinburgh Access Panel	<p>Having examined the new layout on Pentland Terrace, we object to your proposal to create mandatory cycle lanes between the pavement and the parking areas. We would prefer to see parking allowed kerb-side with an advisory cycle lane between the parking area and the carriageway. Dundas</p>	<p>Such layouts present significant hazards to people cycling due to the need to move in and out around parked vehicles and the risk of 'dooring' accidents which can be far more</p>

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	<p>Street shows a good example of this layout. The following bullets points explain the reasons for this preference.</p> <p>Having to cross the cycle lane to get to and from their car entails a risk for drivers and passengers of being hit by a cyclist.</p> <p>Equally, cyclists risk being "doored" as they pass a vehicle - especially when a near-side door is opened by a passenger who is vision impaired or cognitively impaired, or at night when some cyclists don't use lights.</p>	<p>severe where there is a risk of a cyclist being knocked into moving traffic.</p> <p>The risk outlined is minor in comparison to the risk of cyclists passing between parked and moving vehicles.</p> <p>This risk is far smaller on the footway side, than on the carriageway side.</p>
Edinburgh Access Panel	<p>You have assured us that measures will be taken at bus boarders and floating bus stops to slow cyclists down and (if appropriate) stop them. What measures are you proposing to achieve this aim at the lengthy parking bays that you're proposing outside mandatory cycle lanes?</p> <p>It is unclear who has priority. Is it a cyclist on the cycle lane or a person either crossing the cycle lane between the parking area and the pavement or opening a door and thereby blocking the cycle lane? There must be a clear indication of who has priority.</p> <p>It takes several minutes for a wheelchair user to get into or out of a car, including loading and unloading their wheelchair. Since they will usually enter and exit on the near-side, the cycle lane will be obstructed for this length of time and they will be exposed to the risk of being hit by an impatient cyclist attempting to squeeze past.</p> <p>The cycle lane is delimited by bollards. Judging by the significant number of bollards lying in the road, on the pavement and across the cycle lane at Pentland Terrace, there is a high risk that bollards will be knocked over by</p>	<p>There will be a buffer between parked cars and the cycle lane.</p> <p>The cycle lane will generally be of a sufficient width to avoid conflict between people cycling and people crossing or exiting/entering cars.</p> <p>There will be good visibility on the approach and in a situation where someone is exiting/entering their car by wheelchair cyclists will be able to slow down in good time and either stop, or pull out into the carriageway to pass – assuming there is not enough room for them to safely pass.</p> <p>The orange bollards are a short term installation and will be replaced by more significant rubber kerbs with wands which are not removable.</p>

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	<p>passing vehicles and cyclists, creating a hazard for drivers and cyclists and especially for pedestrians.</p> <p>In addition, the bollards delimiting the cycle lane make it difficult to park next to the cycle lane without at least one door being obstructed by a bollard.</p>	<p>The bollards will be spaced so as to allow vehicles to stop without doors being obstructed.</p>
Spokes	<p>Spokes strongly supports these proposals. They offer the chance to transform an unpleasant and sadly dangerous set of roads to somewhere that is far safer to cycle. We have included general comments regarding the scheme as well as detailed comments relating to specific aspects. These are broken down by sheet number.</p> <p>General Comments: The speed limit reductions proposed are important and we strongly support them.</p> <p>All bus lanes, both proposed and existing, should have at least 7-7-7 operating hours.</p> <p>The full width of proposed cycle lanes should be continued across the mouth of junctions. Examples of where this isn't done includes Lanark Road/Kingsknowe Park, Lanark Road/Arnott Gardens and Lanark Road/Redhall View.</p>	<p>Noted.</p> <p>Noted.</p> <p>It is currently proposed that the bus lanes will have the same times of operation as elsewhere on this corridor.</p> <p>Noted – this will be reviewed and widened where possible.</p>
Spokes	<p>Detailed Comments: Sheet 1 of 9/SLA-12727-1100-01: We note that the planters on Waverley Bridge do not include reflective elements. If they are to be used as traffic calming devices, reflective elements or highlighting road markings may be useful to avoid damage.</p> <p>Temporary kerbing should be added to support the reduced junction radius and protect the new eastbound cycle lane at Parkhead Drive/Murrayburn Road.</p> <p>It is not clear whether the intention is to ban right turns from Parkhead Drive to Murrayburn Road and right turns from Murrayburn Road. The location of the temporary kerbing appears to suggest so, but there is no other road markings or</p>	<p>Planters are indicative. If they are installed we will consider the use of reflective elements/ signage.</p> <p>Where possible we will use segregation units to establish tighter radii.</p> <p>No movements are banned. We will revise the kerbing layout here.</p>

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	<p>signage to confirm this. This may lead to vehicles attempting these manoeuvres when there isn't enough space.</p> <p>Sheet 2 of 9/SLA-12727-1100-02: New 20MPH roundels may be useful on all approaches to the roundabout to reinforce the reduced limit.</p> <p>Sheet 3 of 9/SLA-12727-1100-03: It is not clear why there is a lack of cycle lane markings or symbols in the area past the bus stop laybys. Although this area often has waiting buses, an advisory lane and/or cycle symbols should still continue across to meet the continuing cycle lane on either side of the bus stops.</p> <p>Where parking has been retained, there should be tapered hatching to make the parking bays clear.</p> <p>At least one of the cycle lanes should continue to be segregated through the controlled crossing area thanks to the 8.6m lane width. It seems to make the most sense for the westbound cycle lane to continue to be segregated and the eastbound lane to have primary cycle symbols as proposed.</p> <p>The junction arrangement at Longstone Road/Longstone Park should be considered carefully. Cyclists should still have the option to continue on Longstone Road if they wish. At the very least, an additional planter is needed to ensure vehicles do not cut the corner on to Longstone Road from Longstone Park.</p> <p>Sheet 4 of 9/SLA-12727-1100-04: Where the corner radius has been reduced at Longstone Road/Graysknowe, the solid white line + kerbs/orcas should continue further east to stop vehicles cutting across the hatched area.</p> <p>On Inglis Green Road, where width allows, the cycle lane should be widened from 1.5m. For example, opposite Redhall Avenue, the carriageway width is 7.8m but the cycle lanes remain 1.5m.</p>	<p>We will ensure appropriate 20mph signage is delivered.</p> <p>This will be added.</p> <p>This is not easy on Longstone Road due to lane widths. We will consider how to mark these locations.</p> <p>There is not enough room for segregation. Instead we will continue the cycle lanes to the stop line in both directions, without segregation.</p> <p>Agreed. This will be amended.</p> <p>At some side roads this is not possible as large vehicles will need to over-run the hatching.</p> <p>This will be amended.</p> <p>We will amend these designs.</p>
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	<p>Near Inglis Green Gait the carriageway is taken down to 3.1m and the cycle lane to just 1.2m. This is not wide enough, especially once the width is further reduced by the cycle lane separators. Here a similar approach should be taken to the A1 Bus Priority Scheme where the cycle lane is widened and "DO NOT PASS" signage added.</p> <p>It is not clear why BUS AND CYCLE LANE road markings are used as opposed to the normal BUS LANE when taxis are also permitted to use the lanes.</p> <p>Sheet 5 of 9/SLA-12727-1100-06: The westbound approach to the crossroads has straight ahead and right turn arrows in the left-hand lane. This should be straight ahead and left turn.</p> <p>Double yellow/red lines follow the reduced radius of the junction at Spylaw Bank Road but instead follow the kerb line at Spylaw Bank Road. If this is a design choice, we would prefer the prior to be the preferred option as this defines the reduced carriageway better.</p> <p>Sheet 6 of 9/SLA-12727-1100-06: It is not clear why the kerbing/orcas are moved to the middle of the cycle lane near Lanark Road/Hailes Park but this is assumed to be a mistake in the drawing (either with the road markings or positioning of the kerbs/orcas).</p> <p>With the junction radius reduced, kerbing/orcas should continue closer to the junction of Lanark Road/Kingsknowe Road South. With this, the amount of red surfacing could be reduced to save costs.</p> <p>Sheet 7 of 9/SLA-12727-1100-07 Kerbs/orcas should taper to meet the bus stop bypass opposite the mouth of Dovecot Park.</p>	<p>This is unnecessary. We will amend the designs.</p> <p>Noted. This will be amended.</p> <p>Lining must follow the kerbline. Drawings will be edited to reflect this at all side roads.</p> <p>This is a minor error in the drawings. These have been corrected in the updated drawings.</p> <p>This space is required for bus turning manoeuvres.</p> <p>Noted. Designs will be edited.</p>
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	<p>Concerns have been raised around a lack of parking outside the nursery near ~316 Lanark Road. It may be helpful to move the parking spaces currently on the opposite side of the road to be next to the nursery. These spaces should have tapered hatching similar to the rest of the street.</p> <p>There is a lack of double yellow lines at Lanark Road/Kingsknowe Park. There does not appear to be pre-existing DYLs at this junction mouth.</p> <p>The bay for Lothian Buses vehicles is blocked by kerbs/orcas opposite Lanark Road/Kingsknowe Park.</p> <p>Sheet 8 of 9/SLA-12727-1100-08 Kerbs/orcas should taper to meet the bus stop bypass opposite the mouth of Dovecot Park.</p> <p>Some concerns have been raised about people attending events and groups at Dovecot Grove. To alleviate these, it may be useful to consider moving some/all of the provided parking to the opposite side of the road.</p> <p>The bay for Lothian Buses vehicles is blocked by kerbs/orcas at the bus stop layby.</p> <p>Sheet 9 of 9/SLA-12727-1100-09 We would like to see a full bus stop bypass introduced here, rather than a bus stop boarder ("Temporary bus stop Option D"). Ideally, this would be achieved by removing the hatching and right turn pocket for the minor residential access.</p>	<p>This has been amended.</p> <p>This will be reviewed.</p> <p>Noted. Designs will be edited.</p> <p>Noted. Designs will be edited.</p> <p>This has been amended. Additional parking will be provided.</p> <p>Noted. Designs will be edited.</p> <p>This is unlikely to be deliverable without moving the bus stop significantly further West which is not currently proposed.</p>
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	<p>There is a redundant AND in Left turn AND BUSES AND CYCLES.</p>	<p>This will be reviewed.</p>
Currie Community Council	<p>We are extremely disappointed by the lack of consultation and have had to compose a response within the very tight timescale of 7 days when no open and public meeting can take place due to ongoing Covid-19 restrictions. It is difficult to see how this can be considered an attempt at community engagement.</p>	<p>On 14 May, the Policy and Sustainability Committee approved a package of suggested interventions to make it easier and safer for pedestrians and cyclists to move around the Capital. As well as providing extra space, the proposals recognise a rise in active travel since lockdown began and aim to facilitate this as the phased lifting of lockdown continues. These changes are being delivered as part of the Council's Spaces for People programme. In line with guidance from the Scottish Government normal consultation procedures are not being carried out due to the need for expedient delivery.</p>
Currie Community Council	<p>Lanark road is a main arterial route into Edinburgh for residents of Currie which is why we would like to highlight the following concerns:</p> <ul style="list-style-type: none"> • Traffic Flow: Pre-lockdown traffic frequently tailed back from Gillespie Crossroads to Kingsknowe Golf Club at rush hour and that was with two lanes. The proposed design has not considered this given its configuration, nor is there any suggestion that traffic analysis was performed. This indicates that there is no understanding of traffic flow in the area. We strongly urge community engagement to gather local insight rather than the imposition of these changes 	<p>The kerbside lane is rarely available for moving traffic as it is sporadically parked at all times of the day. These changes are unlikely to have any impact on traffic.</p>
	<p>Traffic Re-Routing: Reducing traffic flow on this route will simply push it onto different roads. In this case, there is a reasonable likelihood that it will go along Calder Road (already badly congested). However, our fear is that cars will use much less suitable routes such as through Wester Hailes, Colinton Village or will even find new rat-runs through residential areas. Once again, the 7 day consultation period is derisory to engage, evaluate and conclude how traffic will reshape</p>	<p>There is no predicted impact on congestion, as such there is no reason why traffic would re-route.</p>

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Currie Community Council	<p>Currie residents use businesses that are on Lanark Road, a good example of which is Lanark Road Nursery which caters for nearly 100 children. The road's current configuration works well with sufficient drop off space available at opening and closing times. The proposed configuration removes all on-street parking at this location thus severely restricting access. Unfortunately, the nursery only has a few on-site parking spaces, with no turning space, forcing vehicles to reverse out. Lack of survey or engagement will result in poor road design that chokes traffic with unnecessary restrictions and ultimately puts cyclists and children at risk</p>	<p>The designs have been revised to include drop off availability at the nursery and other key locations such as Dovecot Park.</p>
Currie Community Council	<p>Business Engagement: We have been in touch with Lanark Road Nursery to ask about CEC engagement given the negative impact this will have on their business. The answer was "No engagement whatsoever." Given the risk and sacrifice this business made to stay open for key workers' children during the height of the pandemic, we consider the fact that they have been ignored to be insulting at best. In fact, it is likely to be detrimental to their business as market forces mean that parents will simply move children to a nursery that is safely accessible.</p>	<p>On 14 May, the Policy and Sustainability Committee approved a package of suggested interventions to make it easier and safer for pedestrians and cyclists to move around the Capital. As well as providing extra space, the proposals recognise a rise in active travel since lockdown began and aim to facilitate this as the phased lifting of lockdown continues. These changes are being delivered as part of the Council's Spaces for People programme. In line with guidance from the Scottish Government normal consultation procedures are not being carried out due to the need for expedient delivery.</p> <p>The designs have been revised to include drop off availability at the nursery and other key locations such as Dovecot Park.</p>
Currie Community Council	<p>Parking: Although a few spaces have been placed close to Dovecot Public Park where Currie Star F.C. play, it is unrealistic to think that they will all be free during spikes in demand. The expansion/contraction capacity of the road as currently configured can cater for access to existing facilities and businesses. Should the proposed changes be implemented, vehicles will simply park in</p>	<p>The designs have been revised to include drop off availability at the nursery and other key locations such as Dovecot Park.</p>

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	<p>residential side streets. We doubt this is something residents, businesses nor their customers want, and we would encourage that the community's viewpoint is taken in to account.</p> <p>• Poor Cycle Route: Lanark road, even with cycle lanes, is unlikely to be considered a viable route by any but the most confident cyclists. This is almost entirely due to excellent alternatives running in parallel, such as the picturesque Water of Leith or the perfectly flat Union Canal. Indeed, Currie residents use both routes to take children by bike to and from Lanark Road Nursery as they are fairly level and never cross a road. The proposed changes will not encourage Lanark Road's use by cyclists given the superior alternatives.</p> <p>• Floating Bus Stops: The design shown on Lanark road deliberately brings pedestrians, traffic, and cyclists into conflict. Firstly, pedestrians need to cross cycle lanes (which would be fast running on steep segments) to reach a traffic island. Secondly, the island juts out into traffic to provide a place to stand. It is easy to understand why those with impaired mobility, hearing loss, partial sight, or travelling with children would be intimidated by this design. In fact the floating bus stop has been criticised by sight loss charity RNIB, which says they create "an unacceptable level of risk", and by Living Streets which consider them to be part of a "rushed roll-out of untested cycle infrastructure". Cycle lanes should not take priority over safe universal pedestrian access to public transport.</p> <p>• Temporary Measure: The point of the temporary legislation is to circumvent process to solve an immediate problem or issue. Setting aside the fact that we see no immediate problems that need solving, we would expect budget to be put in place to rescind measures once the initial incident is over. Sadly, it</p>	<p>The Spaces for People – Travelling Safely initiatives are – among other things – designed to:</p> <ul style="list-style-type: none">• Enable the large number of people who have taken up cycling during Covid-19 to continue to do so safely, and;• To provide a sustainable alternative to public transport while physical distancing is required – especially for those who do not have access to a car, and;• Where possible, to relieve pressure on existing pressure points on the network of shared use paths to make it easier for users to maintain physical distancing on these routes. <p>This specific route, alongside other interventions on Slateford Road and Dundee Street/Fountainbridge, has been designed as part of an alternative route to the Water of Leith and the Union Canal in order to relieve congestion and conflict on these shared-use paths – especially the narrower parts of the canal towpath – in order to enable physical distancing for people walking and cycling.</p> <p>While some cyclists may continue to use and prefer the WoL and Towpath routes, these routes are shared with pedestrians and at certain points – especially on the towpath – are very congested. Part of the benefit of this scheme is it's potential to reduce conflict on parallel routes.</p>
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	<p>appears that this is not the case, with powers being used in a distinctly anarchic fashion to ride roughshod over the community and implement permanent change. We would like to remind CEC that the process, checks and balances used in normal times are designed to create sustainable communities with their involvement and prevent nothing but woe to residents.</p>	<p>During the first phase of delivery there will be no change to the bus stops. The proposed 'Bus Stop Bypasses' (BSBs) will only be delivered along this route following the development of a technical factsheet on temporary BSBs, which will include input from concerned organisations, and a Pre-construction Road Safety Audit.</p> <p>Full details will be provided at such a time that we propose to deliver the bus stop bypasses</p> <p>Noted. This is correct, a full Traffic Regulation Order process, including statutory consultation would be required before these changes could be made permanent.</p>
Currie Community Council	<p>In conclusion, and to summarise, CCC does not support the changes to Lanark Road because:</p> <ul style="list-style-type: none"> • The route is largely irrelevant to cyclists due to superior parallel alternatives. • The impact on the road network has not been examined. • The plans are detrimental to community and businesses. • There are unconsidered safety risks to pedestrians and cyclists. • There has been no interaction with statutory consultees, councillors or the community. <p>CCC is concerned that this project is being implemented without wider consideration of the ramifications</p>	<p>Responses as above.</p>
Juniper Green & Baberton Mains Community Council	<p>Confused, frustrated and angry at yet another proposal to introduce cycle lanes that is being dressed up as an emergency response to COVID. This will cost more than a hundred and fifty thousand pounds with negligible benefit to the lives of those in Edinburgh compared to hundreds of other opportunities identified by its residents.</p>	<p>On 14 May, the Policy and Sustainability Committee approved a package of suggested interventions to make it easier and safer for pedestrians and cyclists to move around the Capital. As well as providing extra space, the</p>

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		<p>proposals recognise a rise in active travel since lockdown began and aim to facilitate this as the phased lifting of lockdown continues. These changes are being delivered as part of the Council's Spaces for People programme. In line with guidance from the Scottish Government normal consultation procedures are not being carried out due to the need for expedient delivery.</p> <p>The Spaces for People – Travelling Safely initiatives are – among other things – designed to:</p> <ul style="list-style-type: none">• Enable the large number of people who have taken up cycling during Covid-19 to continue to do so safely, and;• To provide a sustainable alternative to public transport while physical distancing is required – especially for those who do not have access to a car, and;• Where possible, to relieve pressure on existing pressure points on the network of shared use paths to make it easier for users to maintain physical distancing on these routes. <p>This specific route, alongside other interventions on Slateford Road and Dundee Street/Fountainbridge, has been designed as part of an alternative route to the Water of Leith and the Union Canal in order to relieve congestion and conflict on these shared-use paths – especially the narrower parts of the</p>
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		canal towpath – in order to enable physical distancing for people walking and cycling.
Juniper Green & Baberton Mains Community Council	<p>These are complex and wide-ranging proposals which would benefit from feedback and insight from the local community and the many commuters that use this arterial route. It should also be backed by data to support not just this proposal but the success criteria against which it can be measured against.</p> <p>The proposals cover more than 2 miles of road and dozens of individual changes. It would be much more appropriate to break these down into two or three smaller elements to consider how they stack up against the criteria. It is likely that some good proposals may be missed by the larger negative ones.</p> <p>This is undoubtedly safer for cyclists who are confident enough to use an arterial road, but there is no improvement for the many cyclists who lack that confidence nor any improvements for pedestrians who have to cross the road. Was any consideration given to a pedestrian crossing near Dovecot park to link the nearest car parking with Dovecot park?</p> <p>More widely, there don't appear to be any allowances for the hundreds of weekly users of Dovecot Park, many of whom are young children and so by necessity are driven by private car to the park given the steepness of the road.</p> <p>Has the cost of removing the various items been estimated and has money been set aside for such a task?</p>	<p>As above re: consultation.</p> <p>Experienced athletic cyclists are likely to be comfortable cycling on Lanark Road as it is now. This intervention will enable a greater number of people to cycle on this route, including less confident cyclists. It is difficult to provide pedestrian crossings on a temporary basis.</p> <p>The designs have been revised to include more parking at Dovecot Park.</p> <p>Allowance has been made for removing infrastructure where required.</p>
Juniper Green & Baberton Mains Community Council	<p>Lanark Road is a main arterial road into Edinburgh. Fundamentally changing the nature of the road and the speed of traffic on it will affect other roads, such as Colinton Road which will post implementation offer a faster route into town from South West Edinburgh. That is worthy of more detailed impact assessment than a simple scoring matrix. How can we be confident that those</p>	<p>We will review any impact that these changes have on the wider network and take any changes required accordingly. However, it is not anticipated that these changes will significantly impact traffic on Lanark Road.</p>

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	<p>roads and junctions will be able to support greater traffic volumes without grinding to a halt?</p> <p>There doesn't appear to be any allowance made for the impact of the gradient on the speeds of cyclists on this route. There is a climb/drop of more than 200 feet between the Gillespie Crossroads and Inglis Green Road. This greatly affects their ability to slow down at floating bus stops or corners and also greatly reduces the danger of an impact at speed as they go up the hill. As a result of the severity of the hill, many cyclists instead use the canal and Water of Leith Walkway to cycle to and from town, but it doesn't appear any consideration was given to improving either of those with regards social distancing.</p> <p>One impact for those in South West Edinburgh is that this is yet another reason to visit retail outlets in West Lothian and Midlothian rather than Edinburgh city centre. Is this part of the Council planning to remove traffic from the city centre over?</p>	<p>The gradient is one of the reasons why segregation is so valuable on this route. Uphill cyclists are taken away from traffic which can move faster, while downhill cycles moving at speed are less likely to be hit by passing traffic should they lose control. Floating Bus Stops will not be introduced during Phase 1</p> <p>This specific route, alongside other interventions on Slateford Road and Dundee Street/Fountainbridge, has been designed as part of an alternative route to WoL and the Union Canal in order to relieve congestion and conflict on these shared-use paths – especially the narrower parts of the canal towpath – in order to enable physical distancing for people walking and cycling.</p> <p>It is not considered that these interventions would discourage people from visiting Edinburgh City Centre.</p>
Public	<p>Over 300 emails received both in favour and against. Those in favour commented:</p> <ul style="list-style-type: none"> • Safety: Road is hazardous to cross by foot • Cyclist was killed on Lanark Road and there have been numerous accidents • People will be able to enjoy a safe street and lit cyclepath • Great to have a safe 'on road' option for cyclists 	<ul style="list-style-type: none"> • Proposals will make this easier, narrowing the active carriageway and reducing speed limit. • The proposals will create a safer environment for cyclists • Cycleway will be both overlooked and lit, unlike alternatives • Noted • Noted

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	<ul style="list-style-type: none"> • Alternative routes (Canal/Water of Leith) are not adequate or superior to the proposed Scheme. Both routes are busy and Water of Leith can also be muddy in wet weather. • Younger people are facing a health and obesity crisis so we should be doing everything we can to help them exercise. Currie Star should be encouraging active travel as a priority. Sad to see children getting driven everywhere. • Behaviour change: Need to change habits and make cycling more appealing, especially to those who drive, to protect the environment, improve health and air quality. • Proposals will allow cyclists to keep cycling through the winter months instead of driving. <p>Very strong support for the reduction of speed limits from 40mph to 30mph.</p> <p>Those against commented:</p> <ul style="list-style-type: none"> • Not necessary, road wide enough for bikes and cars, already have Water of Leith Cycle path and Canal as alternative routes • Floating bus stops will make the road more dangerous • Displacement of parking • No proper consultation process has been carried out • Parking should be available outside Cranley and Lanark Road Nurseries (Removal of parking will negatively impact on safety of children. People will need to take children across 2 cycle lanes and 2 lanes of traffic next to blind junction to reach Cranley's nursery) • Will cause Increases in pollution and congestion • Against removal of parking outside Dovecot Park where Currie Star Football Club train • Loss of parking and loading will affect small businesses 	<ul style="list-style-type: none"> • Ability to travel actively to exercise facilities is a clear benefit • Noted • Alternative routes – especially as yet unsurfaced WoL less attractive during wet/dark. <p>Noted.</p> <ul style="list-style-type: none"> • Important to provide quality alternative to allow social distancing and reduce conflict at pinch points – eg: Slateford Aquaduct. • Floating Bus Stops will not be introduced during Phase 1. • Parking has been maximised. • Truncated consultation process in line with government guidelines and agreed approach. • Parking will be provided at these locations. • No evidence will impact congestion or pollution. • Parking will be provided at Dovecot Park. • Parking has been maximised.
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	<ul style="list-style-type: none"> • Concerns re loss of parking outside homes making parking into driveways dangerous • Money could be better spent on repairing the condition of the roads, and potholes • Measures favour cyclists and are disproportionate • What evidence is there to justify the proposals? • Winter approaching, will not make cycling attractive • Support to retain 40mph (4 comments) • Against removal of parking at Golf Club • Impact of loss of parking on elderly/disabled • Cars could use side streets as rat-runs/parking • Road safety audit must be undertaken before work starts <p>A public petition with over 1,000 signatures opposing the proposals was submitted to Councillors on 12 October.</p>	<ul style="list-style-type: none"> • Access to driveways from running lane not uncommon. • Money only available for these types of interventions • Measures are designed to favour cyclists, however have been carefully considered to ensure they are proportionate • There is an enormous body of scientific research which documents the various economic, health and well-being benefits of providing segregated cycling infrastructure which it is not possible to summarise here. • Many people continue to cycle during the winter, this infrastructure will make this a more reasonable option for a greater number of people • Will review parking at golf club • Parking availability will be maximised as far as safely possible • No reason to use side roads as rat-runs. Some parking may be displaced but parking on main road provided wherever safe to do so • In line with other SfP projects a detailed Designers Risk Assessment will be carried out before work starts, with a Stage 3 Road Safety Audit taking place immediately after construction is complete
Public (Commonplace)	<p>Reduce speed and volume of traffic</p> <p>Add protected cycle lanes</p>	<ul style="list-style-type: none"> • Delivered • Delivered • Improvements to crossing side roads due to reduced radii. Crossing main road will be

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	<p>Improve crossings</p> <p>Restrict or suspend parking</p> <p><i>Specific Comments:</i></p> <p>Lanark Road - Dual carriageway, fast road already a prevalent commuter corridor is inaccessible to many cycles due to speed and volume of traffic. A lane of traffic should be removed for cycling and pavement widening particularly around bus stops. This will ease significant pressure on the well used bus route 44.</p>	<p>easier due to reduced active carriageway width – however no new crossings proposed.</p> <ul style="list-style-type: none">• Parking restricted at various locations.• This will be largely delivered.
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