

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 12 June 2020. Recipients were given five days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

Project Proposal

Location	Justification	Recommendation
Maybury Road Controlled Pedestrian Crossing	<p>You Said, We Did. Introduction of a temporary Traffic Light Pedestrian Crossing near the East Craigs Estate: This “Traveling Safely” proposal has been developed on the back of feedback received for the local community and the MP following the successful temporary closure of Cammo Walk. An increased number of residents from the adjacent East Craigs area now cross the busy Maybury Road to access the Cammo Walk closure leading in to the Cammo Estate and Park.</p>	<p><u>Introduce the temporary controlled pedestrian crossing on a temporary basis until the new Craigs Road / Maybury Road junction is constructed.</u></p>


Feedback

Location	Comment from	Comment	Response
Maybury Road	Cllr Miller	Is there a reason why the crossing isn't here, where people need to cross? I'm not clear why they have to go along the road (away from the desire line and potentially leading to some people not using the crossing point).	For safety reasons, the crossing needs to be located slightly further north of Craigs Road so that vehicles turning left out of Craigs Road (west side) will have to time react to a red light.
	Cllr Webber	Only feedback for this is entirely supportive. This truly does reflect the intention of this Spaces for People approach and I am delighted to see this is included in the schemes. I do hope, however that this is implemented with haste	Due to be implemented before the end of June
	Cllr Aldridge	Thanks for the proposal. I am finding it difficult to understand exactly where the crossing is intended. There are 2 sites which would be useful given the	I can confirm that the proposed location for the pedestrian crossing is between the roundabout and Craigs Road near to

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		<p>increased use of Cammo Walk: one to the south of the East Craigs roundabout between the roundabout and Craigs Road where many people currently cross and the other near the Barnton Junction to the south of Pinegrove Gardens.</p> <p>In my view either or both would be very positive contributions to pedestrian safety in the area, but they need to be sited carefully as close to the 'desire lines' of pedestrians as possible if they are to be used.</p> <p>Response to Andy's email</p> <p>Thanks for the further info. I am of course very supportive but would ask you to have a quick look at the specific location. I know many people (myself included) cross Maybury Road a bit closer to the East Craig's roundabout near no 87 Maybury Road. There is an open gate and well-trodden footpath leadings from Cammy Walk used by pedestrians and cyclists and I wonder whether you could look at this before finalising. I am supportive regardless of the final decision on this.</p> <p>Totally understand. However, if it is temporary possibly worth considering.</p>	<p>the current bus stop on the screenshot below with a temporary bus stop being installed further north as indicated on the attached drawing.</p> <p>Thank you for your suggestion, I will ask the designer to consider this, but the original purpose was to connect East Craigs to Cammo Walk with bound surfaces rather than an unbound surface which may not be suitable for all users.</p>
	Cllr Hutchinson	<p>I am fully supportive of the proposed crossing; however I would entirely endorse the submission from Spokes and would strongly suggest that their adjustments are implemented in the proposed scheme.</p> <p>Further response Totally understand. However, if it is temporary possibly worth considering.</p>	noted

	Cllr Brown	<p>I am pleased to see this particular project be put forward for implementation, if not a bit later in the programme than I'd have perhaps preferred giving its location, volume of traffic and poor access from East Craigs to Cammo Walk. However, we are thankfully at a juncture where my constituents have the opportunity to cross a dual carriageway in a safe fashion, rather than playing chicken on the narrow strip of raised concrete otherwise known as a central reservation.</p> <p>A few points:</p> <ul style="list-style-type: none"> - Can the bus stop be moved further South to be closer to Craigs Road? I assume those designing the plans have a sound reason for putting it where it is however as most foot traffic is using Craigs Road, it would be better if it was closer to it. - I trust that there will be warning signs of the up and coming works strategically placed. Can I therefore make a plea that, unlike so many other locations across the city, that these aren't placed on the pavements. - Speaking of pavements, an ongoing issue up and down Maybury Road has been the struggle I have faced – along with a few constituents - to get some form of plan in place to ensure that the pavements are regularly scraped clear of encroachment. As it stands, residents have taken it upon themselves on occasion to shovel away to make the full pavement width available for those who wish to use it (see picture attached) without undue closeness to the traffic, which we know doesn't typically stick to the new 30mph limits. If we are serious about asking 	<ol style="list-style-type: none"> 1. The northbound bus stop needs to be clear of the crossing area hence why it has been moved north by about 30m. 2. All signage will be pole mounted where possible, and where not, it will be places on the carriageway. 3. I will request that the paths are cleared of vegetation. 4. The crossing should be in place week commencing 27th June
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		<p>people to walk to and from Cammo using Maybury Road as a way to get there, then we must make significant efforts to ensure the pavement is fit and proper for all users.</p> <p>Can you advise when these works are likely to commence and be completed?</p> 	<p>This issue will be passed on to the North West Locality team, or their successor.</p>
	Spokes	<p>Spokes is very supportive of this proposal and we are impressed with the thoroughness that has been applied in a short space of time.</p> <p>However, we propose two improvements...:</p> <ol style="list-style-type: none"> 1. The proposed signalled crossing location is off-set by some distance from the natural desire-line, which is at the Craigs Rd crossroads. The 	<p>For safety reasons, the crossing needs to be located slightly further north of Craigs Road so that vehicles turning left out of Craigs Road (west side) will have to time react to a red light.</p> <p>All signage will be pole mounted where possible, and where not, it will be placed on the carriageway.</p>

		<p>crossing and bus stop should be moved closer to Craigs Road if at all possible.</p> <p>2. The advanced signs for the lane closures should be relocated so as not to take up the limited space on the pavements.</p> <p>A Transport Feasibility Study Report “Maybury Road” was issued in May 2020 stating: <i>“In 2018 a road traffic collision resulted in a fatality occurring, instigating a road safety review of the Maybury Road corridor by CEC. It was agreed that a proposal to reduce the speed limit from 40mph to 30mph should be taken forward through the Traffic Regulation Order process and has since been implemented in January 2020.”</i></p> <p>However, local residents have observed that since the speed limit was introduced, speeds of over 60mph are still common.</p> <p>Secondly, during the current pandemic, the Cammo area to the West of the road has been very popular with pedestrians and cyclists, encouraged by the emergency measures to temporarily close off Cammo Walk to vehicles, east of the pathway into Cammo Grove. This crossing has therefore become very important for people both on foot and on bike to access the Cammo area and yet there is still significant risk due to the speeds of traffic and the lack of a signalised crossing facility.</p> <p>For both the above reasons, this proposal is extremely welcome, albeit we urge you to modify it slightly in line with our two suggestions above.</p>	
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		Please would you also ensure that all future consultation diagrams include a key and, where traffic signals are included, that the positions of the signal and push-button poles are highlighted.	
	Cramond & Barnton Community Council	<p>Cramond & Barnton Community Council have examined the proposals for a temporary pedestrian/cyclist crossing on Maybury Road south of the Bughtlin Roundabout and north of Craigs Road Junction. We would wish to put on the record the following observations. In making these observations, we understand that the proposed temporary narrowing of traffic lanes is not solely to enable the installation of the crossing, but for the full temporary period of its operation.</p> <p>a. Issues for social distancing – the controlled crossing point will concentrate walkers and cyclists spatially and by time periods – initiating social distancing issues, which would not otherwise exist. This can only be overcome with an engineered collection point/reservoir area at each side of the road. This is not a normal feature and does not appear here.</p> <p>b. The proposals do not adequately serve cyclists' needs and may cause additional road safety hazards – there is no provision on the footway for cycling. Hence cyclists would cross the road and then either walk on the footway with their bikes, cycle illegally on the footway, or be forced to use the narrow carriageway. Also, the single lane carriageway sections will be shared by cyclists and vehicles, putting cyclists at risk both in merging into the single lanes and in using the length of these</p>	<p>a. The push button for the traffic signals will be located on the carriageway in the space coned off and as such there will be sufficient space for pedestrians to pass at a distance of 2m.</p> <p>b. Segregated cycle lanes on the carriageway to compliment the crossing point are currently being considered for implementation later in the summer dependant on available budget and the programme of traffic management associated with the adjacent Cala Cammo development.</p> <p>c. The lane closures are to facilitate a shorter crossing distance, not to mitigate for excess vehicles speeds. But the layout has now been altered to remove the chicane from the proposal, as suggested.</p> <p>d. The northbound bus stop needs to be clear of the crossing area hence why it has been moved north, but only by about 30m.</p>

		<p>lanes, which are often used by fast cars and heavy goods vehicles with limited sight of cyclists.</p> <p>Should the proposals proceed, the footway on Maybury Road should be redesignated for joint pedestrian and cycling use from South Maybury to Cammo Gardens (northwards) and Pinegrove Gardens to North Gyle Terrace (southwards)</p> <p>c. Temporary closures of inside traffic lanes – while recognising that these measures provide space to accommodate the signal heads, should there be a vehicle breakdown, collision or other blockage, there is no provision to enable vehicles to avoid such a blockage, as traffic would be prevented from passing any blockages by the central island.</p> <p>If part of the reason for narrowing the lanes is concerns about vehicles approaching at excessive speeds, then traffic calming measures should be installed to mitigate such risks and avoid the introduction of another chicane (in addition to those facilitating the Cammo developments) impacting on traffic flow and cycling safety on Maybury Road.</p> <p>d. Impacts on bus use – moving the bus stop northwards, albeit temporarily, may deter use of public transport services by residents of the Craigs Road area, which the stop serves.</p> <p>e. Cost effectiveness of proposals – given the likely costs of installing and maintaining temporary traffic lights, warning lighting, signage, vehicle barriers, etc., we would question whether this investment could be better used elsewhere, given the limited numbers of potential users and reductions in such use as lockdown measures are relaxed.</p>	<p>e. We have had a large number of requests for a crossing at this location and it is hoped the crossing will also improve road safety of Maybury Road through slower driver speeds.</p>
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	Corstorphine Community Council	Can they ensure that the advanced signs warning of the lane closures are positioned on the already narrow pavements?	All signage will be pole mounted where possible, and where not, it will be places on the carriageway.
	Cllr Frank Ross	Can you advise the timescales for both the installation of this crossing and its removal?	The crossing should be in place week commencing 27 th June and its removal will only take 1 day.
	Living Streets	I appreciate that the deadline has passed, but we welcome this initiative	Thank you for your feedback