

Council agree short term measures for improvements at Portobello junction

Two cyclists died in a two year period at the junction of Portobello High Street with Sir Harry Lauder Road and Inchview Terrace: Heather Stronach and Stuart Elliot. Both incidents involved a cyclist travelling straight through the junction and an HGV turning left in the slip lane.

The council has only today, almost a year after the most recent cyclist death, agreed the short term changes which are needed to make this junction safer for all road users, including cyclists.

Under Option 2a, one of five proposals from the council officers, the kerbside lead-in cycle lane and the two existing traffic lanes are retained.

The left turn slip lane onto Sir Harry Lauder Road will be closed to all traffic and there will be a temporary ban for up to 18 months on HGVs turning left onto Sir Harry Lauder Road.

Non-HGV traffic will be permitted to turn left by going around

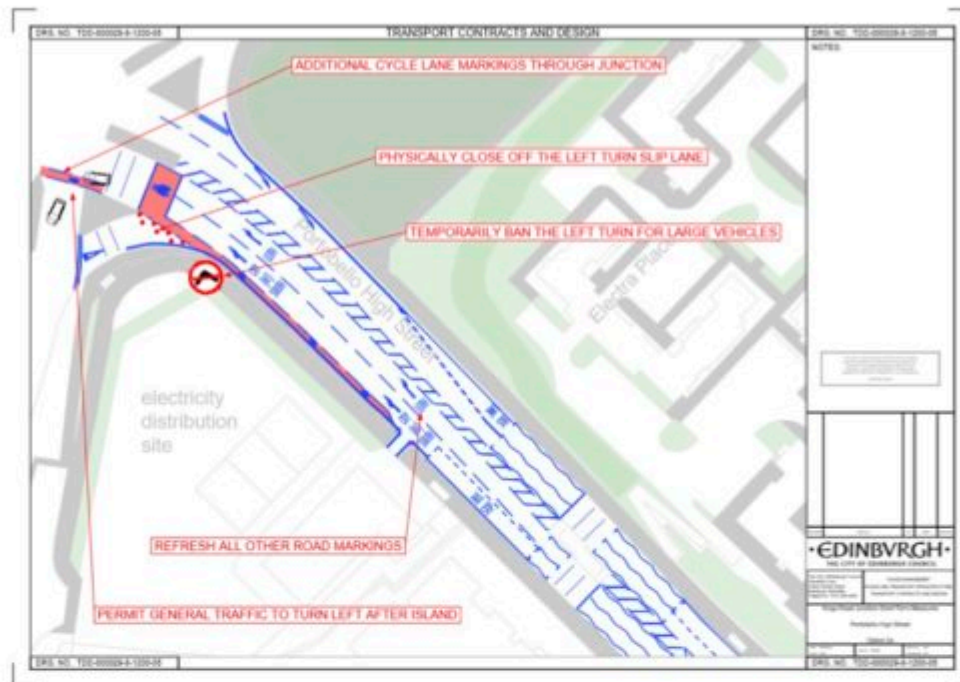
the front of the existing traffic island.

The Green group on the council's transport committee lodged an amendment to the report to ensure that the short term measures are put in place as swiftly as possible and that the more substantive medium term measures are already being drafted. The amendment also demands that these are put in place within 18 months from the committee meeting, and that the council's business bulletin includes updates on the road improvements at the junction.

The road traffic order process will probably take around 18 months to implement with consultations with stakeholders included in that.

Appendix 1 – Options Considered and their Potential Safety Impacts

Option 2a



Expected safety impacts:

- Eliminates conflict between cyclists proceeding straight ahead and HGVs turning left.
- Potential remains for conflict between non-HGV traffic turning left around the front of the existing traffic island and cyclists proceeding straight ahead.
- Diversion of HGV traffic expected onto other routes, impacting negatively on residents, pedestrians and cyclists. The two most likely alternative routes (Northfield Broadway/A1 and Brighton Place/Duddingston Park/A1) both pass a primary school and a secondary school. However, the volume of displaced traffic is much less than under Option 2.

Left turns banned for HGVs only (average 23 vehicles per day). Other traffic permitted to turn left around front of current traffic island. TTRO necessary to implement banned turn can only remain in force for up to 18 months.

This option is still under active consideration.

There is a recognition that some HGV traffic will use alternative routes perhaps along Inchview Terrace, Moira Terrace, Northfield Broadway, Willowbrae Road, Milton Road

West and Duddingston Crescent, but the option which will be implemented “achieves the best balance in the circumstances”.

The Conservative Group of Cllrs John McLellan, Iain Whyte and Stephanie Smith, opposed the moves under Option 2a which are also opposed by the Police who say that displaced HGV traffic will use routes impacting on school children walking or cycling to school.

The council will as part of the measures install road humps and speed limit signs on Northfield Broadway.

There were three deputations relating to this item of business – from Spokes Porty, Portobello Community Council and from Brightons and Rosefield Residents Association which are all reproduced below.

A safer alternative route being promoted – at least during daylight hours – is for cyclists to use Fishwives Causeway or Portobello Prom. The council is to improve the signage for that as part of this work.




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As mentioned at other points during the committee meeting, The Scottish Government has been taking advice on how to reduce the procedures around traffic orders and shorten the timescale for introduction. Spokes reminded everyone on Twitter that as a campaigning group they have responded to a Government [Consultation](#) on Traffic Regulation Orders – see what they said about this here:

Transport Scotland

Consultation on Traffic Regulation Orders¹

... response from Spokes the Lothian Cycle Campaign, July 2021

Having seen the impacts locally of the current labyrinthine and inconsistent Traffic Orders processes, Spokes is very pleased to see this consultation, and we look forward to early action. We also appreciate the useful explanations/background given on the consultation page.

The present regulations have resulted in a 2-year delay to Edinburgh Council's flagship CCWEL² cycle infrastructure project, which, in addition to the resulting frustration and lost opportunity, has had significant financial implications which in turn have caused cuts to the scheme – and further delay.

Secondly, the unfit-for-purpose regulations are currently forcing Edinburgh Council to undertake labyrinthine, costly processes, causing much public confusion and aggravation, to convert successful Spaces for People projects into permanent schemes. Instead of sensible consultation and a single opportunity for formal objections, the non-statutory consultations already undertaken around TTROs will be followed by ETRO pre- and during- consultations, followed by a further TRO consultation; in other words at least four public consultations before SfP schemes, many of which are quite simple, can become permanent. It will be no surprise if some local authorities drop successful SfP schemes because the legal processes are too overburdensome

Spokes has raised these issues on many occasions, notably through the Scottish Parliament Cross-Party Group on Cycling, Walking and Buses³ and we are pleased, at long last, to see signs that the Scottish Government is getting closer to a conclusion and action.

Finally, some of our suggestions below (Q7a Q7c, Q11a) would require primary legislation, which we appreciate cannot be immediate. These suggestions therefore should be noted for consideration at the earliest possible opportunity, whether in a future Transport Bill or some suitable other Bill.



PHOTO Greg Macvean 2 November 2020

The scene at the junction of Sir Harry Lauder Road, Portobello Road and King's Road in Portobello where the driver of a Grant Construction truck collided with a cyclist. It was reported on Monday evening that the cyclist, a 36 year-old woman had died.