

# Deputations

## Transport and Environment Committee

10.00 am Thursday, 28th January, 2021

Virtual Meeting - via Microsoft Teams

### Deputations

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**Andrew Kerr**

Chief Executive

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**CITY OF EDINBURGH COUNCIL**  
**TRANSPORT AND ENVIRONMENT COMMITTEE**

**Item No 3**

**28 January 2021**

**DEPUTATION REQUESTS**

<b>Subject</b>	<b>Deputation</b>
<p><b>3.1 In relation to Item 7.1 on the agenda – Spaces for People Update - January 2021</b></p>	<p>Craigmillar Park Corridor Inclusive Spaces for all People Edinburgh City Private Hire and Capital Cars IQRA Academy Newington Hotels Group Spokes</p>
<p><b>3.2 In relation to Item 7.2 on the agenda – Strategic Review of Parking - Results of Phase 1 Consultation and General Update</b></p>	<p>Leith Independent Garages Association</p>
<p><b>3.3 In relation to Item 7.4 on the agenda – Trial Closure of Brunstane Road and Associated Measures to Mitigate intrusive Traffic in the Coillesdene Area</b></p>	<p>Portobello Amenity Society Portobello Community Council Brightons And Rosefield Residents' Association</p>
<p><b>3.4 In relation to Item 9.1 on the agenda – Motion by Councillor Rose - Pedestrian crossing in Bernard Terrace</b></p>	<p>Southside Community Council</p>
<p><b>3.4 In relation to Item 9.4 on the agenda – Motion by Councillor Lang - Cammo Road trial closure</b></p>	<p>Cammo Traffic Group Residents of Lennymuir</p>

24 January 2021

Dear Councillors,

**COMMUNITY DEPUTATION - SPACES FOR PEOPLE 7.1 - CRAIGMILLAR PARK CORRIDOR  
TRANSPORT & ENVIRONMENT COMMITTEE MEETING 28/01/21**

We are writing on behalf of concerned residences and businesses along the 'Craigmillar Park Corridor' A701 encompassing:

- Minto St
- Mayfield Gardens
- Craigmillar Park

The Craigmillar Park Corridor comprises of residential homes and a substantial number of commercially zoned properties: Hotels, Guest Houses, restaurants and small convenience stores.

City of Edinburgh Council (CEC) have decided to completely change the way our road works under Spaces for People (SfP) using the Temporary Traffic Regulation Order (TTRO). SfP have removed a transit lane, **eliminated all non-peak parking and stopping along the entire Craigmillar Park Corridor** and implemented double yellow lines with single blips and "elements" which will physically block cars, commercial vehicles etc. from being able to stop and/or park on the side of the road for essential reasons.

We note the Council is currently being held accountable by other affected community groups who are opposed to these rushed infrastructure changes using TTRO.

On the 20<sup>th</sup> January 2021, The London High Court rules their equivalent scheme "Streetspace" to be unlawful and The Judge, Mrs Justice Beverley Lang ruled Sadiq Khan and TfL "took advantage of the pandemic" to push "radical changes". This sets a precedent for "Spaces For People" and the undemocratic methods used to roll it out in our city, devoid of any consultation.

Although all measures under TTRO must be temporary, it is clear CEC have other motives. The entire corridor is in the process of being completely repainted with a new road layout, even though under the TTRO these measures must only be temporary. When does CEC intend to revert the corridor back to the way it was? Why has CEC chosen such a permanent measure for a temporary scheme?

No thought or consideration has been given to the local residents of the community as to how we use our local space. **Overnight the accessibility for residents and businesses along the Craigmillar Park Corridor has been eliminated.**

City of Edinburgh Council's approach to "accessible" and "inclusive" has excluded non-disabled but elderly and/or injured who, under the legal definition of above have an equal right to access their home, safely, free from obstructions and fear.

Our community was not notified or consulted.

The planned changes have not been transparently communicated to locals and many remain in the dark as to what the council have planned for our corridor.

**Previous accessible parking provision along entire 'Craigmillar Park Corridor' during non-peak times now made redundant by SFP using TTRO:**



Previously, the system worked well with residents, visitors and businesses able to use the transit lane outside peak times to park or load. This is the time when residents and businesses schedule delivery services eg. Grocery orders or courier deliveries etc. Grocery & Courier services such as these have had an increase during Covid-19 to avoid all non essential contact with people and adhere to government guidance of staying home.

How will our community have access to these essential services? We have a right to load outside our homes legally, safely and free from stress.

Now, with the SFP changes implemented via the TTRO **all access to residences and commercial businesses have been removed with no alternative provision put in place.**

Our community is firmly opposed to the Spaces for People changes. City of Edinburgh Council have made a radical change in amenity with significant adverse impacts on residents' daily lives and business' daily operation.

The only Parking and Loading bay on the entire 1 mile length of the Craigmillar Park Corridor is located directly outside Ian Murray MP's office.

One parking and one loading bay outside Ian Murray MP's office is neither safe nor practical to service the entire stretch of Minto St, Mayfield Gardens and Craigmillar Park.

The elimination of all parking and loading by CEC and SFP and the planned installation of 'elements' along the entire length of the Craigmillar Park Corridor, will leave only driveways free from obstruction. Inevitably, driveways will now be the only provision for Grocery delivery services, courier vans, taxis etc. to stop illegally to load.

Other areas along the A701 have a fair distribution of Parking Bays and Loading Bays. We have been forgotten about and left behind with these rushed infrastructure changes.

By Prohibiting all stopping CEC and SFP have eliminated safe access to residences and businesses along the Craigmillar Park Corridor. **It is blatant discrimination and is not inclusive.**

The pavement running down the length of the Craigmillar Park Corridor on both sides is already wide enough to allow for social distancing. No new additional measures are required to comply with COVID-19 safety.

Further impacts due to road layout changes have caused additional concern. Our road is the main arterial into town and is a major bus and emergency vehicle route. City of Edinburgh Council have removed the inbound transit lane, essential for peak time traffic, reducing the working lanes from four to three.

The Craigmillar Park Corridor experiences high levels of traffic congestion during peak times and we ask the council what impact the new changes will make with the removal of a transit lane?

- Has a health or environmental study been undertaken?
- What affect will the increase of idle vehicles have on air pollution and the health of local residents?
- How will this change effect peak time traffic levels?

**We request:**

- All works to be put on hold effective immediately.
- Immediate reinstatement of provisions for residential parking, visitor parking and loading along the entire corridor.
- Spaces for People scheme to be made available for public consultation.
- Surveys to the impact of environment and health from increased levels of idle traffic due to removal of a transit lane.
- Impact on visual character to the Craigmillar park conservation area.
- What are the exact criteria and guarantees from the council regarding removal of all temporary measures under the TTRO?

The system in place before Spaces for People launched their rollout was already inclusive. Bikes, walkers, scooters, busses, taxis etc already used the space safely for years. Common sense allows everyone to respect each other, sharing the love of our entire community and its people.

We request reassurance from the council that our feedback and concerns will be put into a consultation-based approach and not simply dismissed out of hand, treated with contempt and rollout continuing despite all opposition.

On behalf of all affected residents,

Craigmillar Park Corridor Inclusive Space for all People

## Transport and Environment Committee 28-01-21

### Committee Members.

To all Members of the Committee, I am putting forward this Deputation in support of the NHG and all Business owners and residents of the Craigmillar Park corridor. The policy that has been adopted in this and many other areas will have a detrimental effect on the access for these businesses and residents alike.

As operators of Taxi and PHC Vehicles if these proposals are approved it will make it impossible to either pick up or drop off passengers at these premises on the Craigmillar Park corridor.

We are also in full support of the businesses and residents of the Lanark Road corridor (SWEM), who have the same concerns regarding accessibility to customers and trade alike. These changes are being made in the name of the People, yet the people affected have NO consultation. Again as Taxi and PHC Operators it will make it extremely difficult to pick up and drop off in those areas.

We are again concerned that there has been no consultation regarding these and many other proposals under the Spaces for People programme, and the TTRO process effectively gives carte blanche to make these changes with NO consultation with those affected.

The Covid-19 Pandemic is a Public Health issue and given that these TTRO's are being used for a public health issue rather than a Road Traffic issue, this practice is designed to make these changes using Scottish Government subsidies to put changes in place that the property occupiers do not want, nor need.

These changes will have a long-term detrimental effect on many businesses, and given that the normal response is to say that these changes are temporary, it is strange that in today's Report it is already being asked that you consider changing these TTRO's to ETRO's, which would at least allow for more detailed consultation. Why can't we have the ETRO process in place now and give those that are affected the opportunity to put their case to this Committee.

Please give everyone affected the right to have a consultation process that gives their voice a chance, after all it is the Spaces for **People** programme, the emphasis is on people, that is a Democracy, and I am sure that's what every politician would like to see, Democracy at work in Edinburgh. So please vote to delay these changes, and allow for due process and let the **People** have their say.

Thank you for your time today.

24 January 2021

Dear Councillors & Officials,

**RE: TRANSPORT & ENVIRONMENT COMMITTEE MEETING 28/01/21  
WRITTEN DEPUTATION IN RELATION TO ITEM 7.1 SPACES FOR PEOPLE  
SPECIFICALLY WORKS COMMENCED ON CRAIGMILLAR PARK CORRIDOR**

We oppose the spaces for people infrastructure package being undemocratically implemented in our neighbourhood without consultation or due process. The means of implementation are unacceptable.

Further, on the 20<sup>th</sup> January 2021, a similar scheme in London called "Streetspace" was ruled as unlawful by London's High Court and as such, sets a dangerous precedent for Edinburgh Council to continue with "Spaces For People" by the same manner as in London's "Streetspace" scheme. I quote some of The Judges ruling bellow:

Mrs Lang states "TFL and the mayor's decision making was seriously flawed, the response was ill-considered and they were taking advantage of the pandemic. "

Crucially, she also states "The "Streetspace" plan would now have to be reconsidered and seriously amended."

All of which muddies the waters for these types of schemes across the entire United Kingdom.

**We wish the committee to consider the following points ahead of the meeting on 28 January:**

1. Notifications of the Spaces for People Project were sent to various community groups on 17 July 2020. Recipients were given five days to respond with comments.

Our community was never notified of the 'Spaces for People Project' and as such have not had an opportunity to comment.

Further, we were shocked to discover our absence was raised by two Councillors in their feedback of the Project however our community continues to be ignored.

The very fact we were never contacted when we are such a large, active and contributing community is a clear case of systemic racism within the City of Edinburgh Council.

Please see as follows:

CIMT 31 July 2020 – 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 17 July 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
Minto Street, Craigmillar Park, Mayfield Gardens	Provide safer cycle conditions on a main road into the City, connecting various communities. Links in with other Spaces for People projects (eg. Gilmerton Road and Causewayside) and contains a part of the future Cameron Toll to Bioquarter Active Travel route.	Progress with cycle project as part of overall emergency measures to re-designate key parts of the road network to help pedestrians and cyclists travel safely while meeting physical distancing requirements.

**Feedback**

Comment from	Comment	Response
Cllr Rose	It is not clear if there has been any contact with those who run businesses or residents along this route. The mosque If there has not been such notification and opportunity to respond then the proposal should not proceed.  There are significant parking issues in East Suffolk Park on Fridays when the 500-600 worshippers attend the mosque in East Suffolk Road. Many of these worshippers, often attending from elsewhere in the city, have been persuaded to park on Craigmillar Park. It is not clear how the proposals will impact this.  The proposals should not proceed until these issues have been dealt with.	This scheme has followed the Spaces for People (SfP) process of notification. Parking is generally possible in side streets.
Councillor Webber	Can you provide me with assurances that the businesses and residents along with route have all been involved and asked to	We have followed the engagement process which was approved by

	comment. I can see no sign of this from the distribution list. It looks like the same contributors (excluding of course the various ward specific ward cllrs) as it has been for EVERY other consultation. Without involvement of the actual community then the exercise is nothing more than an exercise in completing consultation rather than being meaningful and relevant to the area. I also notice that the Mosque is also not in the distribution list for contributing to the process, are they even aware this is happening. I am aware via the experience and knowledge of my Conservative colleague that represents this Ward, that there are significant parking issues in East Suffolk Park on Fridays when the 500-600 worshippers attend the mosque in East Suffolk Road. Many of these worshippers, often attending from elsewhere in the city, have been persuaded to park on Craigmillar Park. It is not clear how the proposals will impact this.	Councillors at the Policy and Sustainability Committee. We have contacted the Federation of Small Businesses and Edinburgh City Commerce asking that they direct their members to the spaces for people website and added a link on the council business page to the spaces for people webpage. It is important that we put temporary measures in quickly as our priority is to protect the health and wellbeing of our residents and support businesses. This means we are not able to follow a full engagement process but we have encouraged communities to submit their views on the Spaces for People initiative on the Commonplace website which brought in more than 4000 responses. ...
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We can now reply to the City of Edinburgh Council’s responses above:

- a) Parking in the side streets of our Mosque is limited with Residential Parking Bays in place on surrounding streets. The non-peak parking on the A701 has been an invaluable parking facility to our community and has served as a safe and accessible parking location for our worshippers.
- b) We are not a member of the ‘Federation of Small Business’. **We are not a business, we are a religious community.**

2. 'Spaces for People' have removed the facility of parking down the length of the A701 along the 'Craigmillarpark Corridor' making it exceedingly difficult for our worshipers to attend Prayer. We are a large and active community, encompassing a wide range of ages and physical abilities. At times our Mosque can experience 500 – 600 worshippers attending Prayer. We already face significant parking issues and removing the parking ability on our local road has hindered accessibility for our worshippers.
3. Safety: We are deeply concerned with the planned implementation of posts up and down the Craigmillarpark Corridor A701. The posts will make it impossible to stop, park or load. Edinburgh City Council have also reduced this main road from four lanes to three lanes, removing the inbound dedicated bus lane altogether and we are concerned as to how this will affect the traffic flow on this already congested main road. The Craigmillarpark Corridor is an important bus and emergency vehicle route, vehicles need to be able to pull over safely to allow a through path for emergency vehicles in times of crisis. All of which will be impacted by the implementation of posts. What surveys have Edinburgh City Council carried out on the impact of this far-reaching, substantive change?

In conclusion, we implore the council officials to very carefully consider the points we have raised. In the meantime we urgently require:

- A. Immediate halt to all works up and down the entire 'Craigmillarpark Corridor' (Minto St, Mayfield Gardens & Craigmillar park).
- B. Restoration of the corridor to how it was before works commenced.
- C. A number of comprehensive surveys, **collaboration and consultation of effected communities before any changes are made.** These should include but are not limited to:
  - i. Environmental Impact Study (added pollution from stationary vehicle exhaust emissions during peak times due to removal of fourth lane inbound).
  - ii. Health Impact Study (added pollution from stationary vehicle exhaust emissions during peak times due to removal of fourth lane inbound).
  - iii. Accessibility Impact Study for the local community including non disabled elderly.
  - iv. Community consultation. An opportunity to hear the **voices of all members of our community** including the impacts on our affected residences, places of worship, hotels, shops and retail business.
  - v. Impact of the planned posts to our 'Craigmillar Park Conservation Area' character.

The 'Spaces for People' scheme has been rushed through in a potentially illegal manner. We were never consulted despite Councillor requests to do so. This is systemic racism. We have been clearly victimised and excluded in this process and are entitled to a safe, inclusive and collaborative approach to any changes in our community.

With many thanks and regards,

**For the Attention of the Transport and Environment Committee****Meeting 28 January 2021****Item 7.1 Spaces for People Update****In relation to the Craigmillar Park Corridor**

Dear Councillors and Officials,

The hotels along the Craigmillar Park Corridor have been placed in a dire situation by the Spaces for People (SfP) scheme implemented under the Temporary Traffic Regulation Order (TTRO).

The Craigmillar Park Corridor is the stretch along the A701 encompassing:

- Minto St
- Mayfield Gardens
- Craigmillar Park

There are **21 Hotels** and Guest Houses along this corridor.

The City of Edinburgh Council (CEC) has made drastic changes to the way we use our road. The council have been singularly focused in their implementation of 'Spaces for People' while excluding and discriminating against a large segment of the transient population, businesses and community alike.

Newington Hotels Group (NHG) remains firmly opposed to the current changes made by SfP.

SfP under the TTRO have:

- Reduced traffic lanes from 4 to 3 with the removal of a transit lane.
- Plans to implement cycle lanes with elements along the entire stretch inbound and outbound resulting in issues of accessibility and failure to be inclusive along the entire corridor.
- Removed all parking facility outside of peak time for the East side of Minto St
- Removed all parking facility outside of peak time for the West side of Mayfield Gardens.
- Removed all parking facility outside of peak time for the West side of Craigmillar Park.
- Removed all ability to load without stopping traffic on the West side of Minto St
- Removed all ability to load without stopping traffic on the East side of Mayfield Gardens.
- Removed all ability to load without stopping traffic on the East side of Craigmillar Park.
- Raised serious safety concerns around 'floating cars' parked along cycle lanes.
- Created potential bottle necks from the confusing road layout and elimination of a fourth lane on a heavily used 'A' road.
- Created concerns around traffic congestion due to the removal of a transit lane and the impact of car exhaust fumes from stationary vehicles on the local community.
- Disregarded the character of the Craigmillar Park Conservation area.



1. SfP have compromised the safety of the Craigmillar Park Corridor with the removal of the bus lane inbound along Mayfield Gardens and Craigmillar Park and the outbound bus lane of Minto St, reduction for 4 lanes to 3 lanes and the implementation of cycle lanes. **Where previously there were 4 lanes for traffic, there are now only 3.**

As such, SfP have completely removed the ability to park along the west side of Mayfield Gardens and Craigmillar park and east side of Minto St Park to be replaced with **zero** parking provision or safe and inclusive loading provision.

SfP have drastically diminished accessibility for the length of the entire west side of Mayfield Gardens and Craigmillar Park and east side of Minto St.

NHG are **very** concerned with accessibility for our guests, particularly non-disabled elderly who will be severely hindered to safely park and load outside many Hotels and Guest Houses along the Craigmillar Park Corridor. It is **not** acceptable for an elderly guest with luggage (and potentially mobility issues) to cross a busy arterial road to gain access to our businesses.

In addition, the removal of the fourth transit lane has severely impacted the accessibility of **essential services** to our commercial businesses.

For example, on a daily basis NHG's Hotels and Guest Houses require:

- Laundry service pick up/drop off
- Butcher deliveries
- Farm fresh egg deliveries
- Courier deliveries
- Grocery deliveries

Associated businesses and tourists have a right to access our premises' in a legal, safe and inclusive manner, all of which have been eliminated by Spaces for People under the TTRO.

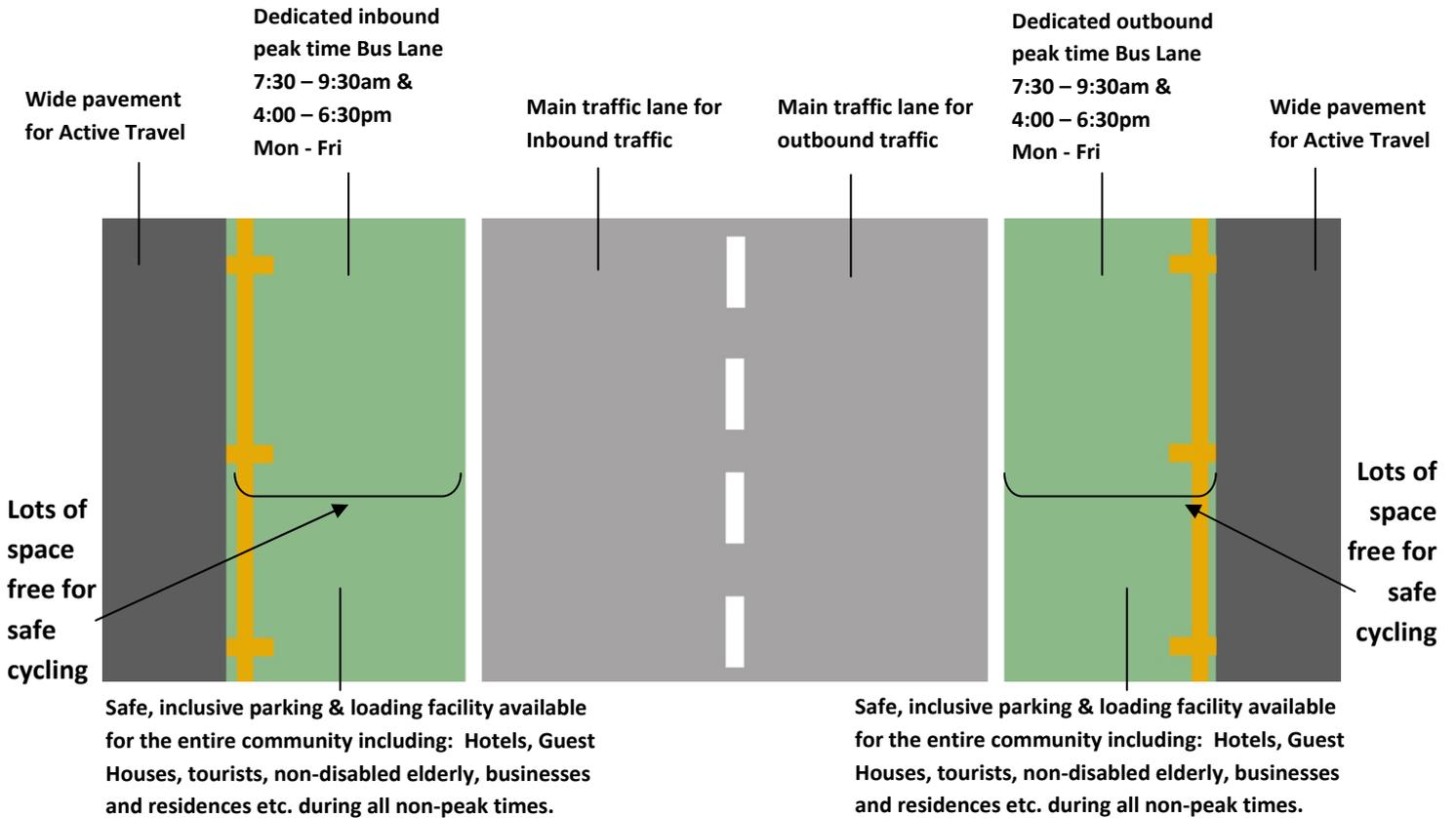
Previous to SfP changes, inclusive and accessible loading and **parking** was permitted along the entire Craigmillar Park Corridor outside of the peak times: 7:30-9:30 and 4:00-6:30 Mon – Fri, in a safe & inclusive manner which did not hold up inbound or outbound traffic. This is the time we schedule our essential delivery services.



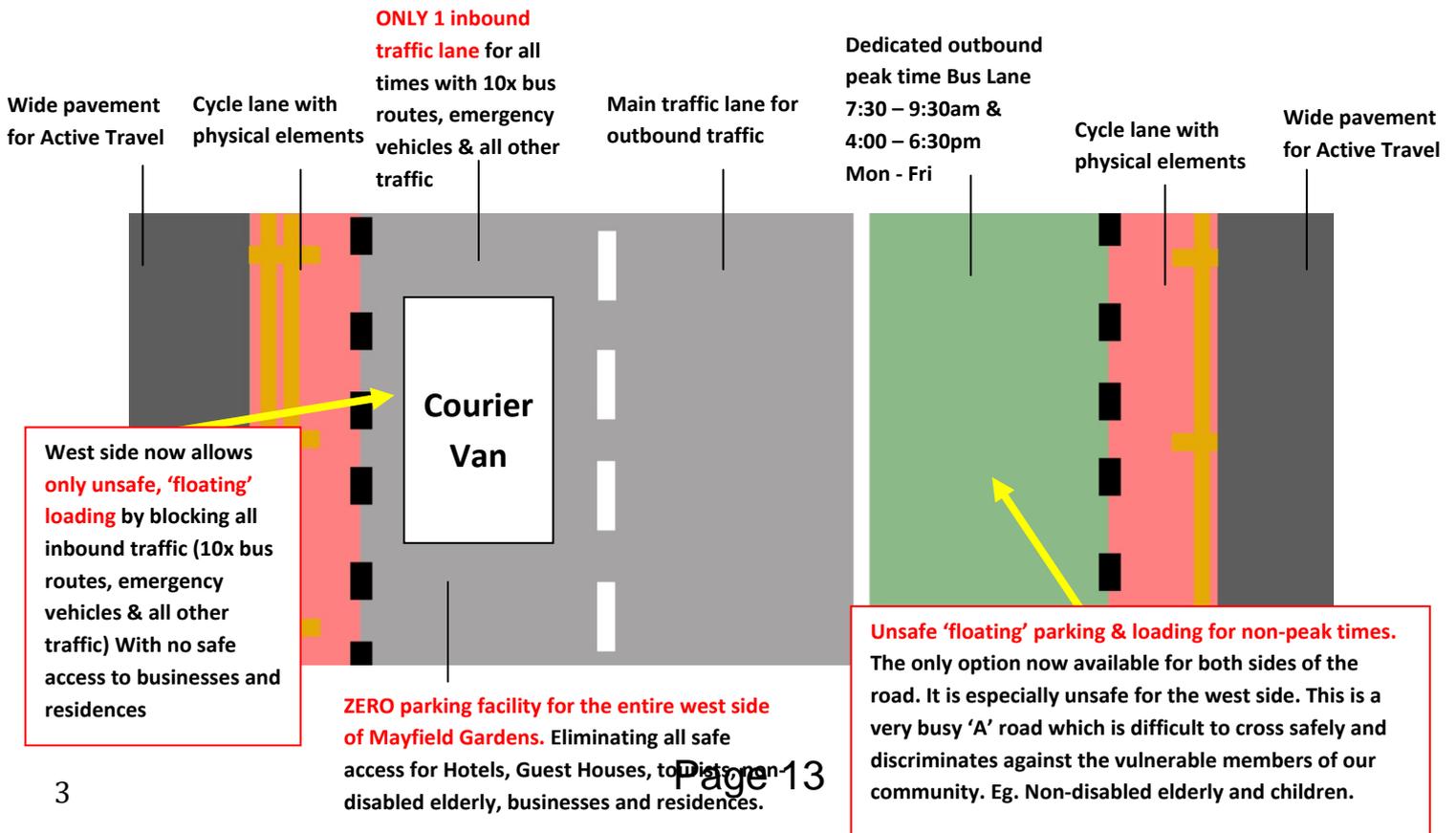
**Please see as follows the visual guide as to how the road has changed, highlighting the impact to accessibility for the local community:**



A701 Mayfield Gardens before Spaces for People:



A701 Mayfield Gardens after Spaces for People:





Loading next to the cycle lane (double yellow lines with single blips) on the west side of Mayfield Gardens and Craigmillar Park and the East side of Minto St will hold up **all inbound / outbound traffic**, which is **NOT** safe and inclusive and will likely cause stress, anxiety and extreme danger for the person loading plus potential for road rage.



See above: Double yellow and single blip to be painted on inbound road (left side) with cycle lane and 'elements' yet to be installed. As you can see, any stopping/loading after the element installation will block **all** inbound traffic as there is now only **one** inbound lane. Remember, this is the A701, an "A" road and **heavily used by Ambulances from the nearby Royal Infirmary, Emergency Vehicles, Police and 10 x different bus routes**. There are **3 x Hotels** along this west side, 50 yard inbound section alone. SfP have now prevented all safe loading and made all the properties on the west side of Mayfield Gardens and Craigmillar Park inaccessible. This is patently, discrimination.

2. Previously, the Craigmillar Park Corridor was a well thought out road which catered for a multitude of uses, in a safe and inclusive manner. It was spacious enough to allow for safe cycle travel, service the heavily used bus & emergency services route and inclusively facilitate the needs of the local community.

The wide pavements along the Craigmillar Park Corridor have had no change by SfP as they already allowed for safe social distancing in line with Active Travel.

City of Edinburgh Council and Spaces for People have prioritised cyclists over all other people in our community. Only one group has benefited from this change while all other groups suffer. SfP have been singled minded in implementing a cycle path along our road with very little thought for the people who reside along it. CEC and SfP have shown clear discrimination and contempt against the very people who have to live with these changes 24 hours a day.

The council has a duty of care to allow provision for safe, inclusive and accessible access to businesses and homes.



Did SfP consider accessibility issues when planning this scheme? The SfP compiled feedback dated 31 July 2020 raised no issue or concerns over the impact of accessibility to business and residents in relation to the practicalities of everyday living. Eg. grocery deliveries, couriers etc. Was this even considered by SfP?

3. **There are 21 affected Hotels and Guest Houses** located on this stretch of the A701. The council have been quick to rush through plans without any consultation to local businesses and residents. Overnight, Hotels and Guest Houses within the NHG are no longer safely accessible to a large portion of our guests.

In response to the very limited SfP consultation dated 18 July 2020, Councillor Webber and Councillor Rose both raised concerns whether businesses and residents along our route had been involved, contacted and asked to comment.

Very little effort would have been required by SfP to alleviate this legitimate concern, particularly in relation to business. A quick look on Google maps would have readily shown affected businesses along the Craigmillar Park Corridor. We all have email addresses easily found on our websites. SfP have completed a bare bones, sloppy, fast tracked consultation and as such are now having to deal with strong community outcry.

4. Increased traffic congestion will no doubt be a major consequence to the changes made by SfP. The A701 is a main thoroughfare in and out of town and already experience high levels of traffic congestion under normal circumstances with four working lanes.

What thought has SfP given to the impending problem of heavy traffic using the reduced 3 working lanes? Idle traffic exhaust fumes are extremely dangerous to the health of local residents and the potential increase of local pollution levels is a serious concern.

Has SfP considered the health impact, the reduced transit lane will have on the community?

In addition, what impact will the reduction in lanes have on the city's emergency services?

5. The Craigmillar Park Corridor is located in the Craigmillar Park Conservation area.

**As stated by CEC in the Craigmillar Park Conservation Area character appraisal:**

***"Special attention must be paid to the character and appearance of the Conservation Area when planning controls are being exercised."***

***"The challenge is to ensure that all new development respects, enhances and has a positive impact on the area."***



The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that Conservation Areas are:

***‘areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Local authorities have a statutory duty to identify and designate such areas.’***

The planned ‘elements’ are an eyesore which will degrade and detract from our conservation area. NHG are not opposed to a safe cycle segregation lane in principle, however we are opposed to the current design of the ‘elements’ and location of the cycle segregation lane.

**CARE MUST BE TAKEN:** It is our duty as the current custodians, to ensure we implement sympathetic infrastructure to maintain or enhance the character of the conservation area. We live in a truly unique part of the world where the utmost respect must be taken to preserve Edinburgh’s unique character.

In addition, NHG believes degrading the character of the area will have a negative impact on Tourism. NHG are calling for a considered, careful and thoughtful approach to preserve the integrity of our conservation area.

6. The changes made by CEC and SfP under the TTRO are intended to be a temporary measure. What criteria will need to be met for the “temporary” measures to be reverted? SfP have taken a very permanent approach to enact these temporary measures.

All of the road markings along the Craigmillar Park Corridor have been burnt off and repainted with new road markings and a new road layout.

**Does CEC and SfP truly expect these measures to remain temporary?**

All the actions taken to date by CEC and SfP show a motive to covertly make them permanent.

NHG request with immediate effect:

- All works to be halted immediately.
- Removal of the SfP changes and reinstatement of the previous, inclusive road layout.
- New collaborative and inclusive Spaces for People scheme to be considered and made available for public consultation.
- Impact studies to be carried out covering a range of areas of concern:
  1. Tourism - Impacts on the tourism businesses through reduced accessibility and negative aesthetic changes to the character of the Craigmillar Park Conservation Area.
  2. Health – pollution levels caused by traffic congestion and idle cars.
  3. Public Safety – reduction of accessibility for the community.
  4. Impact on the visual character of the Craigmillar Park conservation area.

Thank you for taking your valuable time to read our deputation.

Our best wishes,

## SfP Braid Road & Quiet Route Deputation : T&E Committee

Dear Cllrs,

26.01.2021

We are writing to raise our concerns regarding the proposal to partially reopen Braid Road southbound for all motor vehicles. We believe the road should remain open for walking, wheeling, and cycling, and closed to private vehicular traffic.

Opening the road southbound is contrary to the Scottish Government's "*Prioritising Sustainable Transport*" transport hierarchy and would compromise a safe space for people who are using this as a safe route for local commuting, exercising, relaxing, shopping, learning and playing.

As lockdown has been reinforced since December (when the data referenced in the T&E Committee report papers was collected) we have witnessed a resurgence in the use of Braid Rd. Spokes SE recorded nearly 1,500 users of the space from 11:15 to 14:15 last Sunday. These included many hundreds of winter walkers, many runners, several cyclists but also a handful of less confident tricyclists and vulnerable walkers safely using the route to access surrounding greenspaces. It seems perverse that the council is proposing to remove the modal filters that enable these activities. Please see images below of the transport hierarchy diagram, user count & general photos of Braid Rd on 24.01.21.



As a minimum Spokes SE believes the road closure should remain in place while the current lockdown continues, and during this time work can be undertaken by Council Officers to look at public transport issues identified by Lothian Buses, so these can be prepared prior to lockdown easing. Thus continuing to enable vulnerable road users to use the area and other connected active travel infrastructure like the A702 segregated bike lanes to Fairmilehead as well as reliable public transport for those without cars.

Given the well documented effects of induced demand, Spokes SE believe that if the proposed blanket southbound reopening of Braid Rd is allowed then modal shift may well happen in the wrong direction, pollution overall will increase, and so will car dependency. Furthermore, we are far from convinced that congestion and bus delays will reduce on Comiston Road, after a possible brief initial honeymoon. Instead, taking advantage of the new route and the possibly initially faster Comiston Road, additional car trips will be generated (for example, further transfer from bus, or people who currently use other routes)

and thus within a few weeks congestion may well be back, but with a significantly higher number of people in total travelling by car into and out of the city.

There are specific matters that Spokes SE believe haven't been fully considered prior to the proposal for reopening to all motor vehicles southbound being proposed;

- **Greenbank to Meadows SfP Quiet Route:** The City of Edinburgh Council (CEC) consulted on the Quiet Route proposals in November 2020 which showed Braid Rd at the Hermitage as having “*Existing Modal Filters*”. Therefore Spokes SE considers the proposed removal of these a fundamental change to the Quiet Route. In order to achieve a ‘Quiet Route’ traffic levels have to be lower in key areas. One of the main sources of bike/vehicle conflict, should Braid Road reopen, would be on Hermitage drive between Hermitage Gardens and Braidburn Terrace, particularly at the mini roundabout. There is already significant rat-running along Cluny Drive to avoid the Morningside Station traffic lights. Spokes SE would be unable to promote such a route to new cyclists thereby losing a connected route between Fairmilehead and the town centre.
- **Cause of Public Transport Delays:** Spokes SE believes that if buses are being delayed the specific cause of this needs to be determined, we believe it could be one of several factors;
  - Lack of enforcement of illegal parking/ loading during restricted hours on Comiston Rd
  - No 7/7/7 bus lane operation yet in use on Comiston Rd / A702
  - Traffic light sequencing at the Greenbank Crescent and Greenbank Drive crossroads
  - Right turn filtering at Greenbank Cres without enforcement of yellow hatched box
  - Left & right turning of rat running traffic into and out of the Midmar / Cluny area
- **Alternate Bus Routing:** In line with transport hierarchy, Spokes SE believes that options that allow buses to avoid other motor vehicles should be considered before reopening Braid Rd to private motor traffic. We therefore urge CEC to explore Braid Road as a possible bus priority route, for all or selected services (e.g. 11 & 15), with a bus gate. Thus allowing for reliable bus times, along with enhanced space for pedestrians and cyclists. Lothian Buses have confirmed to Spokes SE that there is no technical reason why buses cannot use Braid Rd south of Braidburn Terrace. Previous roadworks have meant bus diversions southbound along Braid Rd to Braidburn Terrace as recently as 2017. We also think a trial bus only right turn from Comiston Rd into Greenbank Crescent could enhance reliability of westbound services (5 & 16) towards Oxbgangs.

Spokes SE appreciates that the Spaces for People measures are installed under a “try-then-modify” approach. However, the Greenbank to Meadows Quiet Route hasn't even been tried and it is already being modified. Changed for the benefit of private motor traffic (the bottom of the transport hierarchy), rather than for people who walk, wheel, cycle and get the bus (those higher up the transport hierarchy).

We would be grateful for a meeting with Council Officers and other stakeholders to discuss how Braid Rd can be part of an essential, safe and inclusive active travel network in the area.

Sincerely,

Spokes SE

## Item 7.2: Strategic Review of Parking - Results of Phase 1 Consultation and General Update

### Deputation from Leith Independent Garages Association (LIGA)

Leith Independent Garages Association (LIGA) represents more than twenty independent garages in and around Leith.

Some of these garage businesses (which conduct general vehicle repairs, body work, servicing, welding, diagnostics and include M.O.T work and M.O.T testing) have been in existence for more than sixty years [Source: Post Office Directories, Leith Library] and unmitigated extended CPZ proposals would present them with an immediate existential threat.

Most 'mechanic garages' have no off-street parking so vehicles not immediately being worked on, in different numbers each day, are parked in close proximity to the premises. This facility is crucial to the continued viability and operation of these long-standing and vital local businesses. We therefore support the proposals that mitigate the introduction of parking controls in close proximity to 'mechanic garages' which would otherwise significantly negatively impact these local businesses.

We commend, in part, the solution adopted by Leicester City Council which operates a well-developed scheme of transferrable Garage Business Parking Permits. This type of transferrable permit does not rely on the Vehicle Registration Number, the permits are held by the garage and displayed on the service vehicles' windscreens. It is for use on parked customers' vehicles only while in the custody of the relevant garage.

We therefore ask that the Committee please:

- A. Implement the fourth option outlined in the 'Options for Garage Customer Parking Permits' section (Section 6, page 25 [Document Pack page 457] of CPZ Phase 1 Industry Specific Parking Permits), allowing use of specific allocated parking spaces and use of Shared Use Parking Spaces.
- B. Issue two permits to each garage free of charge to stop this being an unfair tax on being.
- C. Consult with garage businesses to ensure that sufficient permits and spaces are provided.
- D. Consult further with garage businesses to discover a fair price for additional permits and to ensure the continued economic viability of each business.

We would also respectfully offer a constructive comment on the disappointing performance of the distribution agents used by CEC/Project Centre. We found substantial areas of Leith including Manderson Street, Gordon Street, Giles Street and Water Street where the delivery of the Controlled Parking Zone Consultation leaflet to businesses was non-existent.

Finally, we commend to you the exemplary performance of Andrew MacKay, now Senior Transport Team Leader - Parking Operations, who has been our contact at the City Council

for the past fourteen months and who has listened to us so patiently and understood our concerns and suggestions so insightfully.

Best regards

Kenny Logan  
Chairman

Dan Thompson  
Secretary

## **DEPUTATION ON BEHALF OF BRIGHTONS AND ROSEFIELD RESIDENTS' ASSOCIATION ON ITEM 7.4: THE TRIAL CLOSURE OF BRUNSTANE ROAD**

I am writing on behalf of Brightons and Rosefield Residents' Association, which includes Brighton Place and the surrounding streets. If the closure of Brunstane Road goes ahead, this area will be severely impacted. I carried out a survey of residents during the Council's own survey period and the result was that 92% of respondents opposed the closure of Brunstane Road and 8% supported it.

The Council's own survey shows that an overwhelming majority of 72% of respondents oppose the closure of Brunstane Road.

The concerns of people living in this area have been consistently ignored, with letters not being answered, being excluded from briefing notes and updates and requests for meetings ignored, despite the fact that the residents of this area should be key stakeholders in this process.

Our concerns can be summarised as follows:

### **Displacement of traffic from Brunstane Road to Brighton Place**

Brunstane Road is one of only two north/south axes in and out of Portobello, the other being Brighton Place. Despite this, no mention is made in the report of the impact this closure would have on Brighton Place.

Paragraph 4.3 of the report states that: "The closure of Brunstane Road at the railway bridge would address the issue of through traffic resulting in its use by only local traffic. However, it is acknowledged that any such closure could result in an increase in traffic volumes in adjacent residential streets thus this proposal would require to be promoted alongside measures within the Coillesdene area to mitigate the impact of any displaced traffic." This completely ignores the impact on Brighton Place.

Paragraph 3.3 notes that during the period of closure of Brunstane Road, residents in the Coillesdene area noted an increase in traffic as drivers rerouted due to the closure of Brunstane Road.

The only reason the Coillesdene area suffered increased traffic at that time is because BOTH Brighton Place and Brunstane Road were closed at the same time. It is interesting to note that the vast majority of residents in the "Joppa Triangle" area oppose the closure of Brunstane Road and the restrictions proposed for Coillesdene.

This displacement of traffic onto Brighton Place cannot be denied as when the street was closed for resurfacing work Brunstane Road residents complained of an increase in traffic, resulting in a TTRO to close the road for the duration of the closure of Brighton Place. Clearly if Brunstane Road closes the opposite effect will occur, i.e. traffic that used to use Brunstane Road will be largely displaced onto Brighton Place.

We know for a fact that this will be the result of the closure of Brunstane Road as when Brunstane Road was temporarily closed to through traffic in August 2020 for utilities works Brighton Place experienced a huge increase in traffic volumes.

### **Existing traffic problems in and around Brighton Place**

Brighton Place is a residential street and also a busy bus route with three services operating on it. Under normal circumstances at peak times traffic tails back from the traffic lights at the north end of the street as far as the railway bridge at the south end of Brighton Place. The rail bridge is a single-lane pinch-point that causes a bottle neck. This is further exacerbated by the fact that

Southfield Place has parking down both sides, a situation that only started during the re-surfacing of the two streets (previously cars were only parked down one side of Southfield Place, like Brighton Place).

This situation causes traffic chaos with two lanes of traffic plus buses trying to pass and queueing to get under the bridge. There is further curtailment of the flow of traffic at the north end of Brighton Place, with traffic lights at the busy crossroads. The street is frequently gridlocked which has the knock on effect of reducing the high street to a complete stand still. Residents in Brighton Place frequently cannot access their driveways because of queued vehicles.

Lee Crescent and East Brighton Crescent residents are very concerned about those streets being used as a possible rat-run, as happened during the closure of Brighton Place for resurfacing work, if Brunstane Road is permanently closed. This would cause congestion on these streets and increase the chance of accidents. There is a nursery in East Brighton Crescent with children entering and leaving at various times of the day (as well as start and finish times) for activities in the nearby parks and other outings.

There is a development underway of around 450 new houses on the Baileyfield South site in Portobello. The impact of traffic generated in this area by this development needs to be taken into account as residents living on the south side of the site will have to exit onto Harry Lauder Road as no right turn is permitted, and as the council has failed to agree to traffic signals to enable this, all traffic wanting to head west to the Seafield junction will have instead to turn left along Harry Lauder Road, under the railway bridge and down Southfield Place and Brighton Place then along Portobello High Street, adding to congestion and queues and also causing more vehicle emissions.

#### **Lack of reliable data on which to base this decision**

Traffic counts - no proper survey - were done on the two roads for only six days during a global pandemic. There is no reliable data on which a decision can be made. Also, the data collected for Brighton Place is in a different format to that collected for Brunstane Road and the Coillesdenes. Many residents have stressed the need for a strategic survey of the whole road network in Portobello to ascertain which roads might be closed with the maximum benefit and the minimum disruption for the majority of residents rather than closing one road by demand and for the benefit of only the residents of that road. There is support for reducing traffic volumes generally but not via piecemeal measures such as the current proposal.

No permanent closure of any local road should be undertaken without a full and thorough assessment at a time of normality of the impact on the whole of the Portobello road network.

#### **Increased traffic and air pollution on a safe route to school**

The report completely ignores the fact that Brighton Place is supposedly a safe route to and from a number of schools and nurseries: St John's RC primary school, Duddingston primary school, Holy Rood high School, Portobello high school, Cherry Trees nursery, St John's nursery, Duddingston primary nursery, Rocking Horse nursery and Highland Fling nursery in East Brighton Crescent. There is a large number of children and parents using it twice a day to get to and from school/nursery five days a week under normal circumstances.

Additional traffic displaced from Brunstane Road to Brighton Place will mean increased traffic volumes, with traffic queueing, stopping and starting with car engines idling, exacerbating the existing situation and increasing air pollution. This means increased air pollution for the large numbers of children and young people using this route to walk and ride to and from the schools and nurseries accessed via Brighton Place.

The huge increase in traffic that would occur as a result of the closure of Brunstane Road plus the new housing developments in this area would pose a risk to the safety of children, cyclists and pedestrians using this route, with the increased air pollution as mentioned above as well as the increased risk of accidents. It is claimed that the new housing development at Brunstane Road

would cause an increase in traffic in Brunstane Road but planning officers in their analysis of the planning application emphasised that it would not.

There would be a negative impact on air quality for residents of Brighton Place and also for the many adult residents, including elderly people from the retirement flats in Baileyfield Road, who use this route to access the local shops, etc. There is increasing evidence that air pollution is dangerous to human health, particularly that of children. This was recently established in the inquiry into the death of London schoolgirl Ella Kissi-Debrah.

It is astonishing that the Council would consider a move that will significantly increase traffic on this route, increasing the likelihood of accidents and leading to worse air quality.

### **Detrimental impact on quality of life, health and wellbeing for residents in the Brightons area**

Paragraph 4.10 of the report states that: "The proposal encourages a safer environment for residents, pedestrians and cyclists." But that is only for the residents of Brunstane Road.

This benefit will be at the expense of people living in Brighton Place and the surrounding streets, i.e. there will be more traffic, leading to a less safe environment for residents, pedestrian and cyclists, more likelihood of accidents, and increased air pollution on this route which is supposed to be a safe route to school. In addition, there will be a negative impact for people living in this residential street, with queues of traffic stopping and starting emitting toxic emissions right outside their homes. Therefore what will benefit a relatively small number of people in Brunstane Road will disadvantage a much larger number of residents elsewhere.

### **Environmental impact**

If vehicles are unable to travel up or down Brunstane Road traffic will have to go along Milton Road or Portobello High Street and then either up or down Brighton Place or all the way along to Eastfield and then along Milton Road East. This will mean that cars have to drive further for longer, adding to traffic congestion on those routes and generating more toxic emissions and worsening air pollution. Overall there would be a negative environmental impact from this proposal.

### **Emergency service concerns**

It is very worrying to read in paragraph 7.3 that: "The Scottish Fire and Rescue Service and Police Scotland have expressed concerns regarding the proposal and how it could affect their response times. Police Scotland also note that the trial traffic management measures will likely require increased resources from their officers to enforce the restrictions."

It seems incredible that at a time like this road closure could go ahead when there are such serious safety concerns and which would create additional problems for an already stretched police force.

### **Alternative suggestions**

It seems that the Council has decided that total closure is the only solution to the traffic problems in Brunstane Road and closed its mind to alternative, and more equitable solutions but we would like the following suggestions to receive some serious consideration to ease the situation in Brunstane Road:

- A one-way system coupled with speed bumps such as those in Duddingston Road.
- Traffic lights at the rail bridge
- Passing places.
- Parking restrictions, e.g. parking allowed on only one side of Brunstane Road. Inconsiderate parking is a significant contributor to the situation there as most households have more than one vehicle.
- The closure of Brighton Place with a bus gate to allow access to Portobello High Street.
- A one-way system for Brighton Place with traffic travelling the opposite way in Brunstane Road.

This proposal is ill-thought out, divisive and not based on any reliable data. We ask that for all the reasons stated above you please vote against the closure and agree to seek out a fairer solution for all, based on reliable data collected at a normal time and for the benefit of the majority not the few.

# **Deputation to Transport and Environment Committee - January 28<sup>th</sup> 2021**

## **Item 7.4 – Closure of Brunstane Road**

### **On behalf of Portobello Amenity Society**

Portobello Amenity Society strongly opposes the proposed closure of Brunstane Road. Brunstane Road and Brighton Place are the only north-south roads between Milton Road and Portobello High Street. Closing one will inevitably increase traffic on the other with increased congestion, increased rat-running around East Brighton Crescent and Lee Crescent and increased air pollution on a route used to access local schools. Brighton Place is already frequently congested, and buses often have to take turns to get past bottlenecks.

The impact of the Baileyfield housing development also needs to be taken into account as residents living on the south side of the site will have to exit onto the Sir Harry Lauder Road where no right turn is permitted. Traffic wanting to head west to the Seafield junction will have to turn left along the Sir Harry Lauder Road, under the railway bridge, down Southfield Place and Brighton Place then along Portobello High Street, thus adding to congestion.

Closing Brunstane Road would create considerable problems for users of both the Brunstane Road allotments and the Bowling Club.

Most of the allotment holders, many of whom are elderly, live north of the bridge. Vehicles are needed to transport plants and compost and closing the road would mean greatly extended trips to and from the allotments.

Brunstane Bowling Club is in a league and in many other competitions which means that bowlers from all over come to visit. Most bowlers are elderly and closing the road would create difficulties accessing the club.

Brunstane Road is the main access to the A1 for Portobello residents. Closing Brunstane Rd would add distance to journeys to Milton Rd and the bypass. It would also increase times for emergency journeys to the

Edinburgh Royal Infirmary. **We note the concerns of the emergency services regarding greater response times but note there is no response from the ambulance service. This is particularly important given Portobello's older population and the popularity of the beach.**

If the proposals go ahead, the junction between Milton Road East and Eastfield at Scott's Garage will need re-planning to accommodate more cars turning right into Milton Road East. There has been no traffic modelling for this junction to assess traffic flow and therefore no changes to Brunstane Road and the Coillesdenes should be made until the impact of doing so is known.

In the deputation to the Transport and Environment committee of 12th November, Brunstane Road traffic calming group claimed that: "Brunstane Road is a key link in Edinburgh's cycling network as it connects national cycle network Route 1 'The Innocent Path' to the Promenade and CEC's own route No 10." The society believes that this is incorrect as the existing, well sign-posted route from Cycle Route 1 is the most direct route into Portobello.

Rather than close Brunstane Road, the society believes that consideration should be given to other options which would alleviate the problems that Brunstane Road faces such as a one-way system, parking restrictions, or traffic lights at the bridge.

Before any closures are decided upon, a full traffic survey should be undertaken for the whole of Portobello and Joppa to arrive at a sustainable solution for the whole area. Traffic other than local traffic should be barred from all possible areas and calming measures such as chicanes introduced to stop drivers speeding and taking shortcuts. Improved signposting should ensure that The Sir Harry Lauder Road becomes the main route for through traffic and not Portobello High Street. The population of Portobello is increasing, especially with the development at Baileyfield, and the society believes that existing access routes to Portobello should be maintained rather than reduced.

John Stewart  
Chair



City of Edinburgh Council

Transport & Environment Committee, 28 Jan 2020

## 7.4 Trial Closure of Brunstane Road and Associated Measures to Mitigate intrusive Traffic in the Coillesdene Area

Dear Councillors,

Brunstane Road and the Coillesdenes, with the proposed experimental closure of Brunstane Road to vehicle traffic, have been a frequent item on the agenda of Portobello Community Council.

It is our statutory role to "... ascertain, co-ordinate and express to the local authorities for its area, and to public authorities, the views of the community which it represents, in relation to matters for which those authorities are responsible..." – accordingly we undertook an online consultation, with physical measures to raise awareness, to ascertain the views of the wider public within Portobello on these plans. The results were used to inform a discussion at the November 2020 meeting of the community council. An action was agreed to object to the proposal, while highlighting variances in the results, and forward on the fuller consultation results to the City of Edinburgh Council.

We note that the results of our consultation have been linked as background reading in the report. However, those results have not been explored in the report, and our own response is buried within the 1000 responses in the appendix.

We would like to highlight those results here.

### Consultation results

Portobello Community Council undertook a consultation on these plans, running from 10 to 27 March 2020. We received 441 responses, with 18% supporting the proposal, while 80% were against.

The vast majority of the responses received were from within our community council boundary, with only 40 responses outwith or withholding their postcode. We further broke down the results into areas more specifically impacted by the proposal: Brunstane Rd bottom section (37 responses), Brunstane Rd top section (39 responses), Coillesdenes (67 responses) and other areas to the south of the closure (e.g. Brunstane Rd S, Gilberstoun; 64 responses). These areas showed broad agreement with the overall result, except for the Brunstane Rd top section. Together these specific areas make up half of the total response.

Brunstane Rd top section was in favour of the plans, with 82% supporting them.

	Support	Against
Brunstane Rd (top)	82%	18%
Brunstane Rd (bottom)	32%	68%
S of Closure	8%	89%
Coillesdenes	16%	79%
Other PCC	7%	90%
<b>Overall</b>	<b>18%</b>	<b>80%</b>

Figure 1: Consultation results, with strongly support & support and strongly against & against combined



# Portobello Community Council

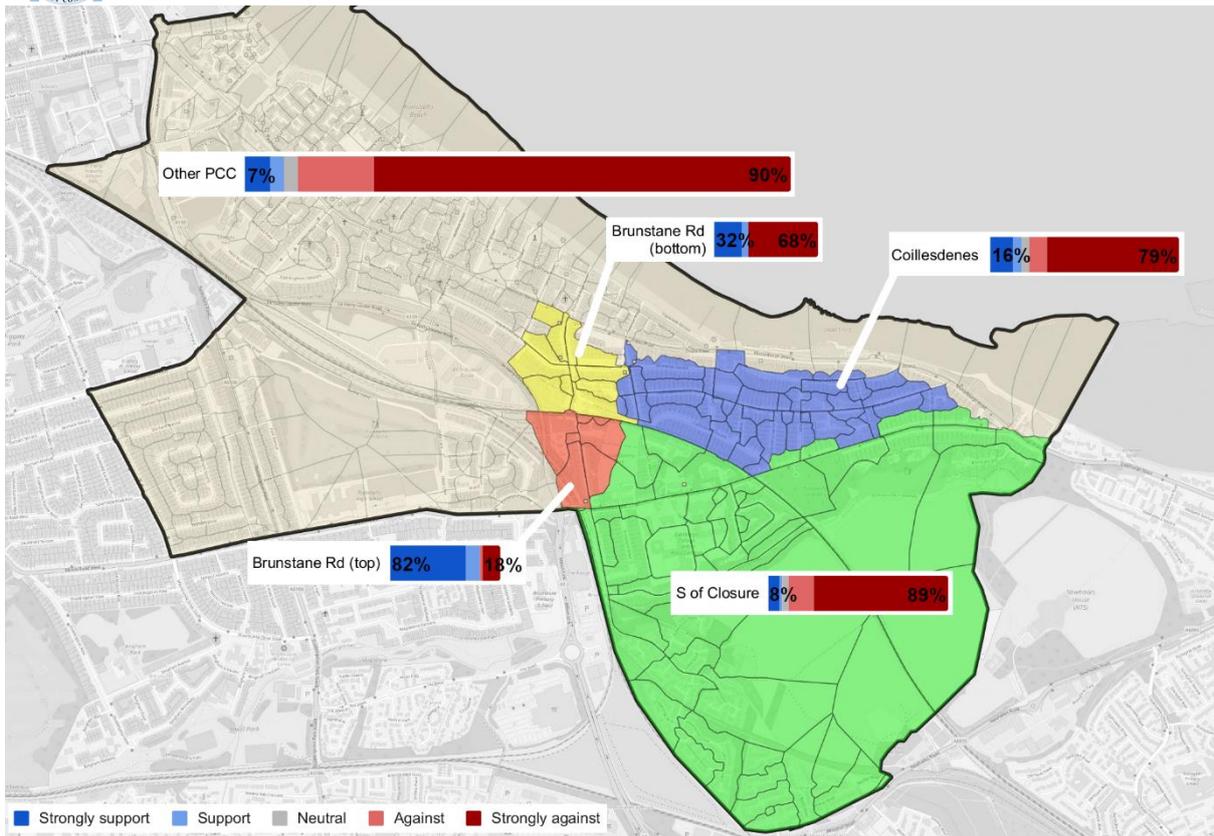


Figure 2: Consultation result, per area

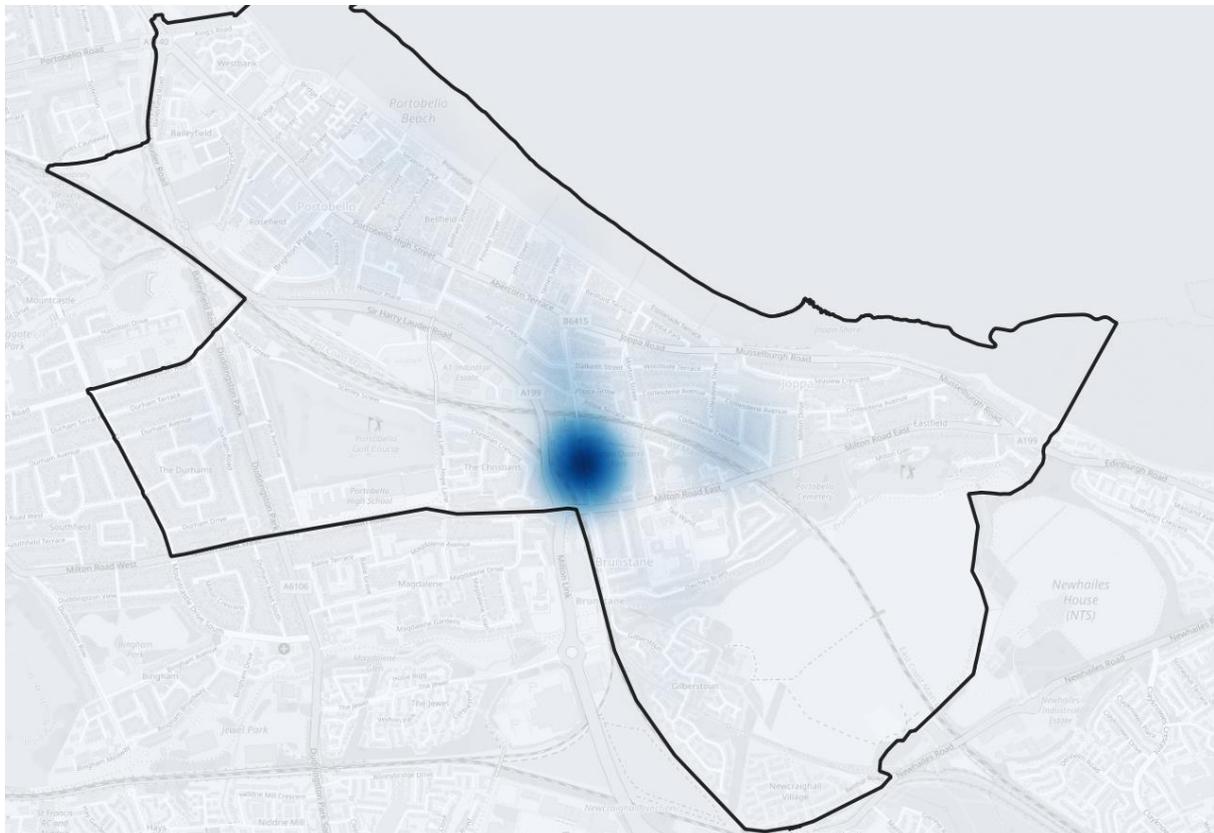


Figure 3: Support for proposal, heatmap

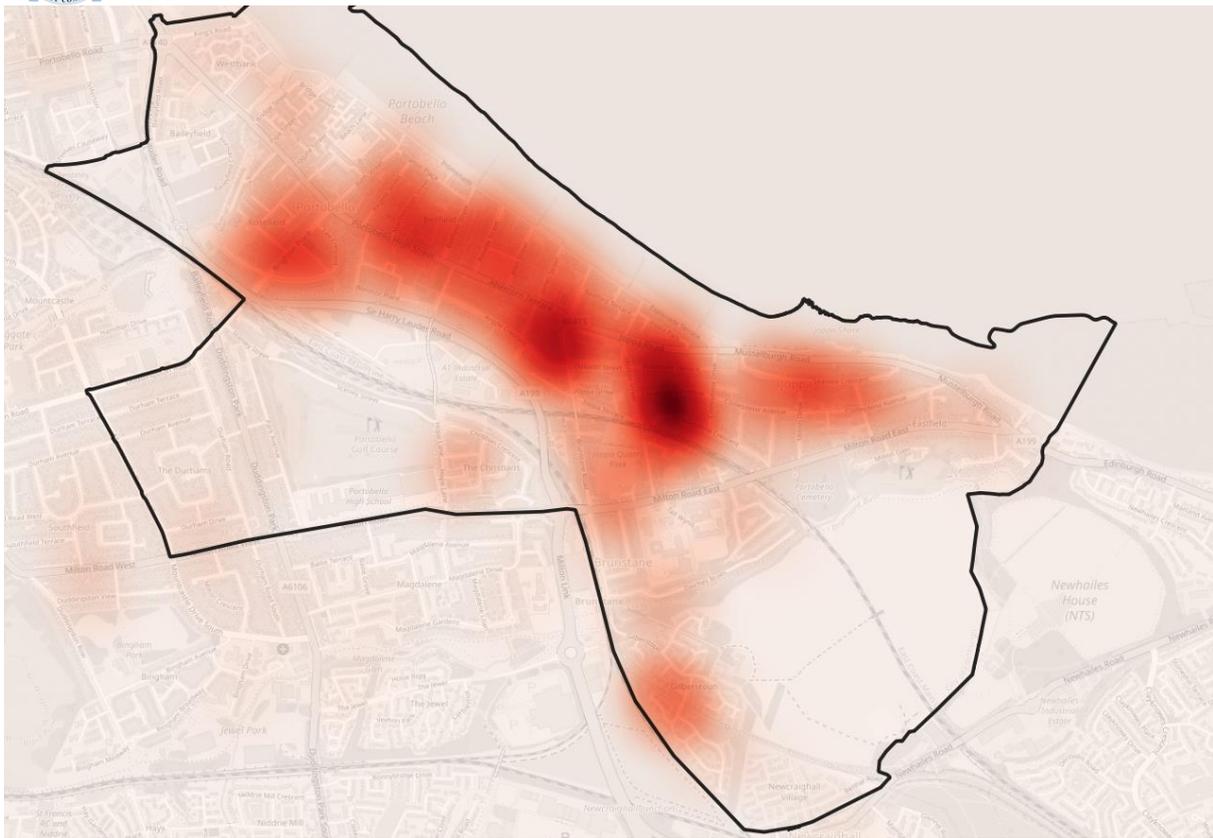


Figure 4: Against proposal, heatmap

Our consultation also asked for opinions on alternative interventions, and gathered many valuable comments on those, the specific proposal, and other community concerns related to the proposal. These should be reviewed. Our full consultation results:

<http://www.portbellocc.org/pccpn/2020/08/31/brunstane-rd-joppa-triangle-results/>

Yours,

Lee Kindness

Co-chair, Portobello Community Council

[secretary@portbellocc.org](mailto:secretary@portbellocc.org)

25 Jan 2021

Deputation to transport committee on 28<sup>th</sup> Jan 2021

Thank you for agreeing to read this submission. We came a few years ago to speak about the Festival Fringe Advertising / Flyposting contract which was up for renewal and as a result of your interest we were able to influence the terms of the contract and the very good results were apparent for all to see. We hope that you might be able to do the same for us again today. We are Hilary McDowell (on behalf of the Southside Association) and Joan Carter, (representing the Southside Community Council).

Under the Participatory Budgeting scheme (2017/2018 financial year) we were promised a zebra crossing but this still hasn't been installed. The Southside Community Council first raised the problem of crossing the east end of Bernard Terrace safely in 2007 but all that we were able to achieve was a pavement bulge and a promise that the subject could be revisited if this didn't prove sufficiently effective. A pavement bulge at this site doesn't help much as large vehicles turning left into Bernard Terrace regularly mount the kerb so you have to stand well back off the bulge. So in December 2016 the Southside Association and the Community Council tried again, with support from the parents at Preston Street Primary School, under Participatory Budgeting which received a relatively small allocation of funds from the Neighbourhood Environment Programme, Roads Capital Fund for the delayed 2017 / 2018 funding round. (This programme has run for many years under various headings.) All the projects submitted had been checked and costed by the appropriate officials. On 26<sup>th</sup> January 2018 the people of the Southside voted overwhelmingly for the zebra crossing for Bernard Terrace at the eastern end where this busy main road meets St Leonards Street.

The catchment primary school for the area is Preston Street School and many children need to cross this road. The local after school club is at Nelson Hall on the north corner and the school is a block to the south. New university residences for almost 1,000 students have been built in the last couple of years close to this junction and we need a safe means to cross even more than ever but there appears to be such reluctance to get this zebra crossing installed. We would contrast this with the upgrade of the main thoroughfare through the Southside which was done with great efficiency in 2018 and with a budget of £1 million. I went for a walk with the engineer to talk about the upgrade a couple of months before work started. He asked if the community would welcome a set of pedestrian controlled lights installed near Old College and it went in some 3 months later. Whereas, for Bernard Terrace, it seems, after 13 years, a fatal accident needs to occur before any action will be taken.

With all the talk of providing facilities to make provision for pedestrians and cyclists at this time we wonder why there appears to have been so little urgency in providing this fully funded crossing. It would seem to us that it has only been because we asked for this matter to be raised at the last meeting of this committee that things have moved on at all.

We also have no idea if there is any funding for any projects in future years and neither it appears do any of our local councillors, the local roads officers or Sarah Burns. When we spoke with parents of children at Preston Street School, some said that they found it even more difficult to cross Salisbury Road opposite the Commonwealth Pool so in November 2018 we asked for a change to the phasing of the lights to be introduced so that there is a designated pedestrian time to cross here. We put this forward as our suggestion for the 2019/2020 funding round. We had an acknowledgement for that but nothing since. Has this fund been cancelled? If so, why haven't we been told? If it is open why has nothing happened for so long? From conversations we have had we believe that our local councillors would like some answers too.

In addition, the Community Council feels that it is very destructive to participation in and belief in democracy when a vote result is apparently ignored. Asking for people's opinions and then ignoring what they say is far worse than not asking in the first place. Honouring promises, especially one like this, is fundamental to establishing / maintaining trust and a cooperative mindset in the community with local government. We would understand if you have decided that this exercise in participatory decision making is too inefficient (time consuming and expensive to run, and

inherently unfair if run badly) to continue. (Not just for one more year, but at all)? However, we need to be told, to be kept in the loop. It is essential that you communicate with us!

Also how can we check if money allocated to communities is actually being spent there and not just disappearing if nobody knows what is going on? Is anyone actually in charge of these budgets?

So we would ask, please

- 1 Expedite the installation of the zebra crossing.
- 2 Ensure a safe means to cross Salisbury Road opposite the Commonwealth pool.
- 3 Tell us if the fund for public bidding for road projects still exists.

**From:** concerned residents of Cammo Road, Lennymuir and Turnhouse Farm Road

**To:** The City of Edinburgh Council Transport & Environment Committee - January 2021 meeting

**Care of:** Councillor Lesley Macinnes, committee convener

15th January 2020

We the undersigned,

1. Suffer ongoing safety issues in terms of both the volume and speed of traffic on Cammo Road, including its use by HGVs contrary to signage.
2. Are concerned that the volume and speed of traffic presents a significant and growing danger to the recreational walkers and cyclists using Cammo Road, which has no pavements for >95% of its length and in places is too narrow for opposing traffic to pass.
3. Note that Council officials in 2018 agreed in principle to a trial closure of Cammo Road in response to these issues but that no such trial has yet been undertaken.
4. Reaffirmed our resolve to see the road closed by supporting an independent residents survey in 2019, which returned 73% of households in favour of closure.
5. Note that Council officials in late 2020 considered a through-road closure of Cammo Road as part of the Spaces for People programme, but did not implement the scheme because it was not considered necessary for the Forest Kindergarten.
6. Believe the issues and danger on Cammo Road will worsen very significantly both during and after the new house building at Turnhouse and West Craigs.
7. Therefore call on the members of the committee to agree to proceed with a trial closure as a matter of priority in 2021.

James Kistruck

Allan Sutherland

Felix Reid

Sandy Allison

Michael Harrison

Margaret Neill

Joanna Allison

Robert Allison

Cathy Kistruck

Amy Rae

Robin Mcleish

Johanna Harrison

Alastair Harrison

Rod Kinnell

Christine Kinnell

Marion Law

Peter Law

Anna Hogbin

Toby Hogbin

Jenny Mcleish

Karen Wicksted

David Wicksted

Benjamin Hogbin

Claire Wallace

Bruce Angus

Lucy Allison

Gary Alderson

Frances McVie

Helen Liddle

James Pollock

Valerie Reid

Laura Perez

Gordon Wright

Wendy Lap

Peter Lap

Angela Geddes

Alastair Geddes

Ellen Geddes

Karen Wringe

Scott Wringe

Marge Maxwell

Alex Tait

Steven Blackie

Sharon Blackie

Ronald Inkster

Hannah Kistruck

Thomas Kistruck

Robbie Douglas

Sylvia Douglas

Derek Carroll

Alan Downs

Sheila Gunderson

Neil Gunderson

Euan Gunderson

David Field

Derek Whiting

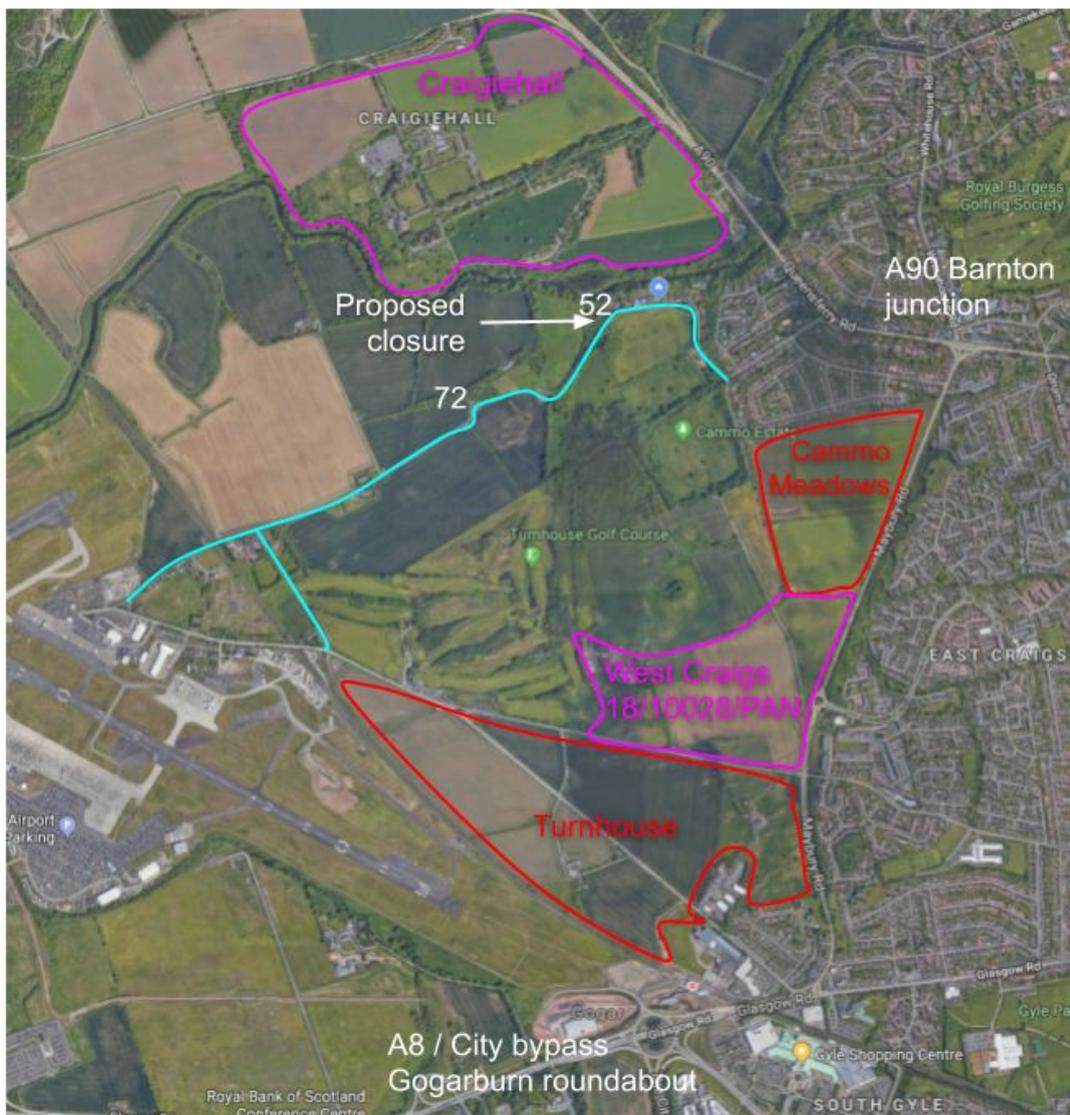
Tracy Downs

Lesley Dickie

Jack Downs

## Addendum 1

Location map



# Addendum2

Example traffic issues, adjacent to 72-76 Cammo Road, January 2021



# Addendum 3

## 1) 2021 current status

### 1.1) Problems

We experience the following problems:

- Accident risk
  - To pedestrians
    - No pavements or street lighting along most of the length.
    - Local paths (e.g. River Almond Walkway) exit directly onto the road.
    - Walkers / runners having to take to verges to avoid cars.
  - To vehicles
    - Serious accident at 46B in 2018, resident exiting drive
    - Also at end of Nether Lennie (speed implicated)
    - Accidents in icy weather - colliding with wall at 72 in 2021, vehicles turning over on steep sections
  - To wildlife - badgers, deer, foxes - hit/killed on the road
  - To cyclists - discourages active travel
- Litter
  - Predominantly takeaway food: coffee cups, plastic drinks bottles, cans, food bags. Not associated with locals or park users (predominantly dog walkers)
  - Dramatic reduction during lockdown when lots of walkers and cyclists, but little road traffic - strong evidence litter is from vehicles.
  - Height of rubbish lodged on/over hedges is strong circumstantial evidence much is thrown from tall vehicles.
- Congestion
  - We see delays when there is any disruption to traffic flow - e.g building works at 34 Cammo Road
  - Congestion when two large vehicles meet at pinch points - e.g. near 72-76.
  - Congestion at the North end of Cammo Road (8-23) from park visitors parking both sides (legally), causing single-file traffic.

Not all residents experience these problems equally. The 30% of houses in the crescent of Lennymuir are shielded from most of the litter and some of the accident risk (if travelling by car).

### 1.2) Causes

We attribute those problems to the following causes:

- Volume of traffic

- Council traffic survey in 2013 showed surprisingly high volumes
- Wider problems with traffic in North-West Edinburgh (e.g. Barnton Junction, flow on Maybury Road) encourage rat-running.
- Speed of traffic
  - Excessive speed throughout
  - 2018 council survey recorded speeds > 80mph on open 30mph stretches
  - Vehicles not slowed by speed-bumps (e.g. accident at 46B, which is between speed bumps)
- Type of traffic
  - HGVs, contrary to signage, signage poor
  - Used as a short-cut to/from airport by delivery drivers, taxis, construction traffic
- Road width
  - narrow sections - e.g. Cammo Road 72-76 (total road width)
  - 34-26 (due to street parking one side)
- Winter gritting & summer verge / hedge cutting
  - Rural road, not a priority for the council
  - Some ice black-spots
  - Vegetation covers signage
- Lack of visitor parking at Cammo Estate
  - Displaced parking outside 8-23 Cammo Road both sides

### 1.3) History

These are not new problems, and they have long-standing causes. They have been raised with council members, right up to previous council leaders, for the last 12 years. Over that time various surveys have been run, traffic calming measures introduced, promises made and actions proposed. However, despite effort on both sides, nothing has substantially changed and the problems are unresolved.

## 2) Future

As bad as things are now, if nothing is changed, we see the future getting substantially worse:

- The volume of traffic on Cammo Road will increase due to 1600 new homes at Turnhouse. The new residents will look for alternate routes north and into the city that avoid Craigs Road and Turnhouse Road and short-cut delays at Barnton.
- Traffic on Cammo Road will increase until it is no more attractive as a route than the congested Maybury Road. The limit will come when either the capacity of junctions at Cammo Road/Queensferry Road and Cammo Gardens/Maybury Road are reached, or traffic is limited by blockages on narrow sections of Cammo Road (most likely the North end of Cammo Road, 8-23). This will spread the impact to many more residents in Cammo and Strathalmond who are currently spared most of the problems.

- Accidents on Cammo Road will increase in line with the traffic volume, with an increase in serious accidents on sections that are unlit or without pavements.
- There will be a reduction in active travel, as cycling risks increase and walking becomes too dangerous.
- A general increase in litter.

### 3) Solutions

It should be noted that not all residents see the problem equally, putting different weights on the current problems and on the impact of losing flexibility by closing the road. By a large majority, those East and North of the proposed closure are in favour. Those West and South of the blockage are split, depending on their exposure to the traffic. Those fronting the road prefer, on balance, to have it closed. Some of those with no road frontage, in the crescent of Lennymuir, see the balance the other way, preferring to keep the status quo even though (as above), we feel the status quo cannot last with the introduction of new houses at Turnhouse.

Cammo Road is already at capacity. It cannot be part of the answer to the wider problems of traffic in North-West Edinburgh, or provide part of the access solution for the Turnhouse development.

Proposals to upgrade the Craigs Road / Maybury Road junction and widen Craigs Road should provide adequate access for the Turnhouse development, golf course and airport gate. But they do nothing to address issues at Barnton or the Maybury/A90 junction, and therefore, if Cammo Road is left open in either direction, rat-running will become a constant issue, with the attendant increases in accidents, litter and congestion.

Several solutions have been proposed that are not workable.

- Road calming measures are provably ineffective (speed limits have not stopped the speeding, and serious accidents have happened in sections with speed bumps), nor would they improve congestion or litter.
- There are daily traffic flows in both directions, so making the road one-way in either direction would not resolve the issues.
- Road gates to prevent wider vehicles would not prevent a flow of domestic vehicles from new developments
- Technological solutions to enforce only local traffic would have high capital and maintenance costs, as physical barriers are likely required to be effective.
- There is existing and widespread evidence of signage alone being ineffective.

It is our firm belief that a full road closure, with physical barriers allowing only cyclists and pedestrians to pass, is the only practical and cost-effective solution to the full set of current problems. We would like the council to now proceed with the trial closure, as promised in 2018, as a matter of urgency.

**Please find attached p1-3 including the signatures collected from Residents of Lennymuir for the below Petition**

**PETITION AGAINST THE PROPOSED CLOSURE OF CAMMO ROAD**

FROM: Concerned Residents of Lennymuir

TO: Alex.Cole-Hamilton.MSP, Kevin Lang, Louise Young, Christine Jardine,  
Lesley Macinnes,

DATE: 17<sup>th</sup> January 2021

**This is a petition against the proposed closure of Cammo Road in any or all capacity.**

The decision to close Cammo Road was based on a survey of residents some time ago. Since then numerous **new** residents now live in Lennymuir, whose views as such were not considered and objections not taken into account.

**Based on current opinion Residents of Lennymuir strongly contest the closure of Cammo Road on the following grounds:-**

1. The residents of Lennymuir use Cammo Road on a regular, if not daily basis, for the purpose of necessary and essential travel.
2. The existing alternative access routes from Lennymuir i.e. Craigs Road, Turnhouse Road and Maybury Road are at best woefully inadequate. The volume and frequency of traffic ensures hold-ups and gridlock on a daily commute (outside Covid restrictions) at each junction and pinch point.
3. The proposed new major housing developments on Turnhouse Road, will inevitably massively increase pressure on the existing poor infrastructure.
4. New build traffic can only add to present chaos, increasing fears of isolation and being cut off for home dwellers in Lennymuir.

5. Adequate provision for public transport is non-existent for Lennymuir residents.

6. Reduced access for Service Vehicles, Trade and Emergency Services will impact on the Health and Safety of residents.

7. The closure of Cammo Road would mean access to our houses would be completely compromised.

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