

# Deputations

## Transport and Environment Committee

10.00 am Thursday, 14th October, 2021

Virtual Meeting - via Microsoft Teams

### Deputations

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CITY OF EDINBURGH COUNCIL  
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

14 October 2021

## DEPUTATION REQUESTS

Subject	Deputation
<b>3.1</b> In relation to Item 7.1 on the agenda – Active Travel Measures – Travelling Safely Update– Report by the Executive Director of Place	SW20 (written and verbal) Living Streets Edinburgh (written and verbal) New Town and Broughton Community Council (verbal) South West Edinburgh in Motion (written and verbal) Edinburgh City Private Hire and Capital Cars (written and verbal)
<b>3.2</b> In relation to Item 7.4 on the agenda – Short Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction – Report by the Executive Director of Place	Spokes Porty (written and verbal) Portobello Community Council (written and verbal) Brightons and Rosefield Residents' Association (written)

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## **Travelling Safely: Lanark Road and Longstone**

COVID-19 and the global climate crisis continue to impact significantly on local neighbourhoods.

A sustainable and integrated transport system which supports active travel has been highlighted by public health leaders and politicians as a priority investment area. National and local policy in relation to climate change, transport, air quality, placemaking and health increasingly promotes active travel and the need to make the shift to more sustainable transport.

Cities and communities around the world are rebalancing streets to support wellbeing, emissions-reduction and healthy communities. Berlin, Birmingham, Glasgow, Paris are all facing the same challenges with the same intent: seeking to promote innovative, place-based solutions and investing in their neighbourhoods - to reduce emissions and improve citizen's health.

### **Policy context:**

Every level of government across political parties is committed to deliver Net Zero: [local](#), [Scottish](#) and [UK](#) governments are in agreement change needs to happen.

The [Scottish Government's planning position statement](#) highlights the importance of creating resilient sustainable communities, pointing to 20 minute neighbourhoods as a key tool in the battle against climate change and health inequalities. Edinburgh's [2030 City Plan](#) requires us to be bold and reimagine our streetscapes.

COVID-19 [thrives on our most vulnerable and widens existing inequalities](#). The impact of climate change affects [the most vulnerable](#).

By supporting our communities to be healthier and our local businesses more resilient we can help prepare them for climate change. But the longer we wait, the less equitable change will be. However, there are good examples in Scotland where positive changes to streets have been made. They align with this vision:

- Accessible, inclusive and safe communities where all citizens, irrespective of age or ability, have access to services, shops, greenspace and community spaces; and
- Creating long-term environmentally and economically sustainable communities where residents can thrive.



## Example: Glasgow

Glasgow, like Edinburgh, has [challenging targets to reduce carbon emissions](#) as part of a bigger global effort. It has recognised that a sustainable and integrated transport system which supports active travel is a priority for the city, it's businesses and residents.

[SW20 visited Glasgow](#) to see the inclusive and accessible designs that help its residents move around safely, regardless of age and mobility. Miles driven in Scotland in the decade prior to COVID-19 [increased by 10%](#). Glasgow's [liveable neighbourhoods](#) reduce car dependency making walking, cycling and public transport the best choices. They were built as part of conversations with the local community, but with wellbeing and the climate emergency in mind.

Cycling is [up 400% and the public is supportive](#). Glasgow is now proposing [160 miles of active travel routes](#) and [new sustainable transport avenues](#). Images from these schemes are below. This is possible in SW Edinburgh:





## Lanark Road and Longstone:

As you consider the schemes in SW Edinburgh and others across Edinburgh, be comforted that other cities have implemented these within the same policy context. An 'improve not remove' approach is essential to creating better options for our community. Local improvements might include:

### Ensuring Accessibility:

- Permanent, well-designed schemes to be developed, in line with the successes of Glasgow schemes.
- More [dropped kerbs or tactile paving](#), particularly at routes to bus stops, in line with the [Council's Equal Pavement's Pledge](#)
- Inclusion of blue badge spaces around schools and parks (e.g. Dovecot Grove)
- [144 medics across the Lothians's wrote an open letter to improve and extend current active measures to reduce health inequalities](#)
- Pedestrian prioritisation: it is positive to see crossings planned for Lanark Road, where there are currently none between Gillespie Crossroads and Longstone (despite being 8 between the Bypass and Balerno).
- Acceleration of the West Edinburgh Link crossing at Hailes Gardens.

### Local residents fieldwork & our survey responses (c300) suggest:

- Low levels of parking on Lanark Road: e.g. only 33 cars total on 3.2 miles of kerb (Sunday evening when residents were in). This aligns with Council officer findings.
- Using timed parking may support nursery and other businesses, where short parking windows (c15mins) would allow drop offs /pick-ups.
- Council Officers report the speed of cars along Lanark Road creates a risk of harm, with many cars still travelling in excess of the current limits. Our surveys suggest potential support for 20mph - a key enabler for active travel.

### South West Edinburgh - Planning for the future:

- Public transport hesitancy persists and more [people are choosing their cars](#). This is likely to continue whilst Covid-19 guidance encourages working from home where possible and social distancing measures. Commuting has not yet returned.
- The schemes on Lanark Road and in Longstone can be connected as part of Edinburgh active travel plans - to Juniper Green, Wester Hailes & Slateford. [A coherent network drives demand](#) and increases inclusivity, [encouraging more women, ethnic minorities and inexperienced cyclists](#). This also benefits public transport users and drivers.
- 2022 - 2025 will see a significant [increase local housing](#) particularly in Balerno, Longstone, Craiglockhart & Colinton.

### Consider the alternative: removing schemes Lanark Road and in Longstone could mean:

- Traffic will have more space and speeds will increase
- Cars will be [parked across traffic islands](#) and [sightlines at junctions will be poor](#), as was the case prior to this scheme
- The Water of Leith and Union Canal are often congested, muddy and mostly unlit – they are not viable alternative routes that make people feel safe.

### Results from our surveys:

- 85% are concerned or very concerned about crossing wide side-street junction



- 77.5% agree that if lanes cycle lanes are made permanent, pedestrians should have priority crossing junctions.
- 75% of respondents support retaining double yellow lines to improve sightlines near junctions
- Common barriers to walking, wheeling or cycling: infrastructure not joined up, speed of cars, safety.
- 75% want the 30mph limit retained or lowered to 20mph.

#### Quotes:

*“I've lived in the area all my life and volume of cars in our community has increased to a point where something has to change. There are just too many cars. Crossing the roads and junctions along Lanark Road often feels very unsafe with drivers proving unwilling to observe the speed limits locally. It's time that people were put first in our community again and if drivers have to be that little bit more patient, then so be it. It's long overdue”*

*“Before these changes it was impossible to use most of the little island crossing points as cars were usually parked on either both sides or at least one side. It made it impossible for me to push my fathers wheelchair between the parked cars to use the island... the crossing points useless anyway we mostly had to try to cross all four lanes in one go. That's quite frightening when cars are whizzing towards you at 40mph +. At least now we can use the islands but they do not offer much protection so we'd love to see better crossings and priority at junctions would be welcome too. The lack of dropped kerbs is disgraceful but raising the pavement up would be even more welcome”*

*“Put Lanark road back to normal. It is a disaster now. Why are we changing the roads for a small number of idiots that don't know how to cross roads. Or for the totally stupid cyclistS that don't know how to use the road or know the rules of the road.”*

#### Did you know:

- [SW20](#) was formed in June 2021 by local residents, groups and businesses to amplify a positive vision in [an open letter](#) to Council Leaders about Lanark Road?
- [70% of kids walked or cycled to school](#) in the 1970; safe ways to journey to schools are a barrier to choosing active travel?
- There was an [increase in women cycling in 2020 by 56%](#) (compared to a 12% increase of men?. This increase was directly attributed to the introduction of Covid-19 active travel measures and significant reduction of car traffic.
- Active travel interventions in London 2020 [reduced traffic casualties by half?](#)
- Creating segregated infrastructure [improves safety for all road users?](#) Using [advisory lanes \(paint\), make it worse](#) - creates more harm.
- SW20 surveys indicates there may be broad support for pedestrian crossings, keeping (and potential furthering) speed limit reduction and for well-designed infrastructure?



We leave you with three images of what might be possible in South West Edinburgh:



Image 1: pedestrian crossing at Dovecot Park



Image 2: continuous pavement, giving priority to pedestrians at junctions



Image 3: floating parking with sustainable drainage, accessible kerbs and clearer parking spaces

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Thanks for the opportunity for us to speak about the part of the report dealing with pedestrian crossings and traffic signals. (Appendix 4 of the 'Travelling Safely' Update.)

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My name is Hilda Sim. I walk and cycle in Edinburgh and use public transport; but I also drive, therefore understand driver behaviour.

The Living Streets Edinburgh Group has spent a lot of time looking at Edinburgh road junctions and pedestrian crossings over the past year and documenting just how poor they are for pedestrians. I have personally observed over 20.

General impression - junctions and signal timings are designed around convenience of motor vehicle, not pedestrian.

Result - long waiting times, danger, noise, and unpleasant conditions discourage walking.

Key observations:

1. **Pedestrians have to wait too long between Green Mans.**

Result - frustration makes people cross during red man - Green Wait (GW), risking accident. eg. Lothian Road / Morrison Street - had to wait 2 minutes and 20 seconds for Green Man.

On Wednesday 29 September, a bus hit pedestrian at corner of Leith Street and Princes Street near St James Quarter where there is a typically excessive wait for Green Man.

2. **Green Man illumination time too short.**

eg. Jock's Lodge (Restalrig Road) near Morrisons supermarket - Green Man only 6-7 seconds (after GW more than 2 minutes).

Result - people feel pressurised and run across (unsafe and unfair).

3. **Large junctions with multiple unconnected pedestrian crossings result in excessive crossing times due to aggregated wait times.**

eg. Took over 5 minutes to cross from Portobello Road to Portobello High Street via the crossings unless ignored red man and risked jaywalking.

4. **Drivers do not always stop at their amber.**

Result - amber gamblers reduce available time for pedestrians to cross, or may even drive through pedestrians on Green Man phase. eg. Holy Corner. Why not put cameras on traffic lights to enforce obedience to red & amber lights?

5. **Motorists sometimes end up driving through the Green Man phase at another part of the junction, sometimes when turning right, or if traffic is backed up ahead.**

Result - obvious risk of collision with pedestrians on the crossing. eg. Entrance to Craighleith shopping centre off Queensferry Road.

Examine signal timings to reduce chance of motor vehicles driving through Green Man phase at other side of junction.

6. **Junction design prioritises convenience of motor vehicles over pedestrians.**

eg. Charlotte Sq / west end Princes St / Lothian Rd - race track, unsafe for pedestrians.

Could replace dual lanes of traffic with single lane.

**7. Two pedestrian phases per cycle are an excellent idea.**

eg. already operating at High Street junctions with GIV Bridge & Bridges; also Nicolson Street / W Richmond Street.

Making it easier for people to walk across junctions is a good way to shift people out of cars and encourage them to go by foot or public transport.

**Main conclusion - pedestrians have to wait too long to cross the road.**

\*\*

David Hunter, Convenor LSEG

Although walking (including wheeling) is top of everyone's movement hierarchy, it is virtually invisible in so many ways - the number of pedestrians is rarely monitored in transport schemes and models- for example, it is not mentioned in the Lanark Road section of this report - nor is the time it takes to walk for one place to another. Probably the single most important way to make walking quicker in a city is to reduce delays when crossing the road.

So it is fantastic to see the improvements to pedestrian crossings described in this report: the time that people have to wait to cross the road is in some cases reduced by 50%. If this was rolled out across the city, the overall impact of these measures would be enormous - I'd say potentially the biggest single improvement for walking in Edinburgh for years - certainly since introducing the 20mph speed limits. The plan to ensure that school leaving times benefit from the more pedestrian-friendly phases is especially welcome. Also welcome is noting how many faults there are (8 out of 63) and that the default setting will no longer be the worst for pedestrians.

This has been funded by the £100,000 budget agreed by T&E in January which has also paid for the upgrade of several pelican crossings. This amounts to 2% of the Spaces for People budget - fantastic value for money. I'd like to thank in particular Andy Edwards for his patience in liaising with us over recent months.

However, I hope that this is only the start: there is so much more scope for further improvements.

So far, the project has only focussed on a few corridors - it must be extended to the whole city so that every signalised junction and pedestrian crossing is assessed for improvement.

Signals along the tram route have been excluded - these need to be looked at too.

The project has excluded peak periods and weekends - these also need to be looked at - especially because we may no longer return to the same 'peaks' that we had before the pandemic.

Most fundamentally, Appendix 4 is based on a consultant's observations which gives the traditional priority to motor traffic. For example, the statement that "there is little scope to amend timings for pedestrian improvements without having a significant impact on the overall junction operation" really just means that traffic flow comes first. This is at odds with current policy.

Another example: in his report, the consultant recommended that there should be no change at Balgreen Road because the signals (quote) “provide a reasonable balance for all users, as it allows traffic to keep moving, and keeps waiting time for pedestrians relatively low”.

Let’s turn that around and adopt a mind set which “allows pedestrians to keep moving, and keeps waiting time for traffic relatively low”!

It’s also assumed that pedestrians cross the road at 1.2m per second, and yet there is a pile of evidence that this is too fast for many particularly older people. Many crossings should be configured for pedestrians who move more slowly.

The report shows that signal timings have been unnecessarily weighted in favour of motor traffic for years - or almost certainly, decades. This despite all the policy documents and guidance talking of the need to put walking first. So we shouldn’t accept city streets as just the way they are, but we should actively query and challenge the conventions over how streets are designed and managed, which so often still put traffic first.

So, we’d like to ask that Committee:

- **agrees for a further report** taking in all these points and
- **agrees a budget** as a key part of the Active Travel programme.

Living Streets Edinburgh Group  
October 2021

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**South West Edinburgh in Motion Deputation:  
Agenda Item 7.1 Options for Lanark Road**

### **1. About South West Edinburgh in Motion**

South West Edinburgh in Motion was formed to call for genuine community consultation on the Spaces for People measures installed on Lanark, Longstone and Inglis Green Roads.

Our Facebook group has over 800 members made up of residents and local business owners impacted by the council's Spaces for People schemes on Lanark, Inglis Green and Longstone Roads.

We organised two local surveys, one conducted in December 2020 by an independent market research company and completed by over 1000 respondents, and another informal survey in June 2021 with over 400 replies, from residents and businesses in the Longstone Community Council catchment.

Based on the findings of these surveys and the [many hundreds of comments made by respondents](#) since the initial introduction of SfP in the area, **SWEM has been able to collect more local opinion on the Spaces for People schemes than local community councils, and therefore has a clear mandate to represent these views to the council.**

### **2. What we now know about the Lanark Road scheme**

Previous council data and the report before councillors today allow a more complete picture of the scheme on Lanark Road.

At a cost of up to £200,000, the scheme on Lanark Road:

- Has not increased cycling by a statistically significant amount
- Has a negative impact on people with disabilities (council's own scheme assessment reported to full council in June 2021), including removing parking previously accessible to blue-badge holders
- Has introduced a more complex layout in which 1 in 6 cars now exceeds the speed limit by 7 mph or more.
- Has received no majority support from the community in any public engagement exercise
- Has prioritised pedestrians below cyclists contrary to the transport hierarchy

### **3. A flawed consultation exercise**

The recommendations before the Transport & Environment Committee today are based on a flawed consultation exercise.

Councillors will be aware of the legal implications here, and SWEM has received legal advice that a decision based on a flawed or misleading consultation would be challengeable.

On 6 September 2021, residents of Lanark Road and the neighbouring streets were presented with the council's "local engagement" survey, which asked about two specific elements of the Lanark Road scheme.

SWEM noted that, if respondents wished to submit the survey, they must agree with one of the options presented by the council concerning parking opposite Dovecot Park, namely "Relocate Parking" or "Remove Parking".

We considered that this was unacceptable, and on 7 September SWEM wrote to the council with a formal complaint, which was **UPHELD** with the following response:

“...we recognise that people should have been able to choose neither of the options presented. As such the survey has been updated and an answer to this question is no longer required.

“We will contact participants (where we are able to) who provided responses prior to the update to ask them if they would like to change their response.

The changes to the survey only came into effect after 223 people had submitted responses. Of these, the council only managed to make confirmed contact with 33, of which 23 (70%!) then said they wanted to remove their response to this question.

Furthermore, the survey still failed to include a “Do not agree” option, or indeed to state that a mandatory response was no longer needed.

Also, the survey preamble refers to the support from the community councils for retaining the cycle lanes outside Cranley Nursery, an unusually ‘leading’ statement in a survey which is simply bad practice.

All of these are examples of an engagement exercise that breached the council’s own quality criteria.

More disturbingly, the decision to ignore a clear 75% rejection from residents of the cycleway layout at Spylaw Park raises the question of just how authentic this “engagement exercise” was, again failing to meet the council’s own criteria.

Finally, we view the change of scope of the survey from the leafleted area of directly affected residents of Lanark Road to a wider, self-selecting group to be a direct over-reach of the brief to engage with residents and community council. As a reminder, the brief from full council was unambiguous:

Item 7.13 – Potential Retention of Spaces for People

“Asks officers to **engage with Lanark Road local residents** and the Community Council...”

Targeted leafleting to specific addresses was adopted as means of doing this, but then mission creep occurred, and the engagement exercise became meaningless, with responses from outside the area being submitted.

#### 4. Questionable Data

The recommendations before the Transport & Environment Committee today ignore some data-based evidence and are based on questionable interpretation of data.

Councillors will note that the speed calculations in Table 2 of the report chose to avoid a year-on-year comparison in order to include post-implementation data from July 2021 where speeds are much lower. (It is likely that this date coincided with roadworks on Slateford Road, which had an effect on the traffic near Redhall Bank Road).

Since year-on-year (in fact, week for week—highlighted below) data exist, choosing to mix and match the data from different weeks, some including school holiday periods, guarantees a poor comparison.

**Table 2: Vehicle Speed (Mph)**

Lanark Road - Vehicle Speed Pre-Implementation		City Bnd		Out Bnd		Combined	
		Avg	85 %-ile	Avg	85 %-ile	Avg	86 %-ile
Site/ Date	Kingsknowe Dr - Aug 2020	33.4	37.3	36.5	40.3	34.9	39.1
	Hailles Pk - Aug 2020	34.3	37.7	35.6	39.2	34.9	38.4
	Spylaw Bank Road - Oct 2020	34.6		34.9		34.7	
	Combined	34.1	37.5	35.7	39.8	<b>34.8</b>	<b>38.8</b>
Lanark Road - Vehicle Speed Post-Implementation		City Bnd		Out Bnd		Combined	
		Avg	85 %-ile	Avg	85 %-ile	Avg	86 %-ile
Site/ Date	Redhall Bank Rd - Jul 2021	24.8	28.4	23.5	26.6	24.2	27.5
	Redhall Bank Rd - Aug 2021	30.2	34.7	32	36.9	31.1	35.8
	Spylaw Bank Rd - Jul 2021	26.5	30.2	33.4	39.4	30	36.5
	Spylaw Bank Rd - Aug 2021	31	36	33.6	40	32.4	38.3
	Combined	28.1	32.3	30.6	35.7	<b>29.4</b>	<b>34.5</b>

In fact, the most recent picture (August 2021) is one where **most traffic is exceeding the speed limit** (mean speeds August 2021, 31.7mph) and where **1 in 6 drivers is exceeding the speed limit by 7 mph** (85th percentile of 36.9mph).

Handling of the cycle volume data is selective since, unlike the speed data, figures for July 2021 are disregarded without any reason being given.

The comparison is still not year-on-year, choosing to compare October 2020 ([dates where new COVID restrictions had just been introduced](#) to limit unnecessary travel) with August 2021 (a vaccinated population with all social settings reopened and many businesses working as normal).

Furthermore, cycling is a seasonal activity, and [Cycling UK's own figures](#) show that urban cycling is 15% higher in August than in October. With this in mind, the increase of 8 cycle journeys per day (3.3%) is not a success story for the scheme, and is a real-terms decrease.

Still, even putting the COVID restrictions and seasonality aside, the 8 cycle journeys per day increase is not statistically significant, when the standard deviation (the "uncertainty") of the daily numbers is between 8 and 9.

## 5. What this means for proposals for an ETRO

### **Specific proposed amendments to the scheme**

The report recommends the relocation of parking to the opposite side of the road from Dovecot Flats.

If councillors approve this then the impact on some residents will be severe because:

- Access from the parking at back of the flat involves stairs, which makes loading / unloading from a car difficult for those with mobility problems
- There is no buzzer access from the back of the property, so delivery drivers and visitors cannot gain access from here
- Residents with mobility issues will therefore have to cross the road from parking if they need front access

The proposals for timed parking at Spylaw are not supported by residents. It is notable that 75% of respondents chose the option to remove the cycle lane, but that this has been ignored.

In particular, the proposal to introduce timed parking is only necessary because of the restrictions on parking created by the scheme itself. Previously there was not a parking problem on Lanark Road.

### ***Wider implications***

When the Lanark Road scheme was put in place, you told us that its purpose was to reduce the risk of transmission of COVID on the Water of Leith and canal paths. Cllr Macinnes insisted the move to make some schemes permanent was "by no means a done deal".

But voting to approve these recommendations for Lanark Road and to progress them as part of an ETRO is doing exactly this.

Any ETRO you seek to progress for Lanark Road will:

- Be progressed in the face of clear majority public opposition
- Be discriminatory to people with disabilities, as evidenced by your own integrated impact assessment
- Be investing in a scheme benefiting only cyclists but for which no demand can be evidenced, even with the most preferential handling of the data
- Be prioritising cyclists over pedestrians in the transport hierarchy (see below)

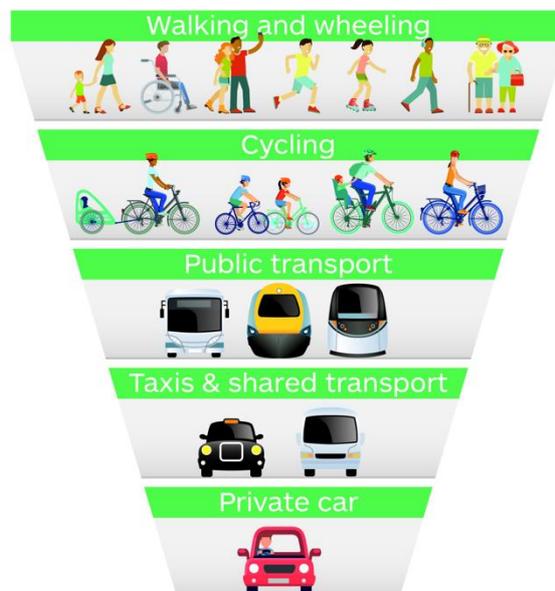
### ***Failure to consider transport hierarchy***

Given—

- the failure of the installed cycling infrastructure to attract more cyclists; and,
- the lack of benefits to pedestrians; and,
- the negative impacts on those who use wheelchairs to move along and across Lanark Road,

we consider that the transport hierarchy — which should place pedestrians at the top — has been ignored:

### **Prioritising Sustainable Transport**



The difference in the treatment of cyclists and pedestrians in this scheme, in the consultation and subsequent proposals is plain to see:

Lanark Road Spaces for People adherence to transport hierarchy in Sustrans-designed scheme.	Pedestrians including disabled people	Cyclists including disabled cyclists
<p><b>Volume of users in one section of the street</b></p> <p><b>Source: Council VMC Analysis 003682 Lanark Road and 003683 Lanark Road</b></p>	<p>Pedestrians are double the number of cyclists (however could be proportionately much more than this as survey has been done for short stretches over half a mile apart. Most pedestrians will not walk the whole length of Lanark Road. So the pedestrians in both places (over half a mile apart) are more likely to be different people)</p> <p><b>Hailes</b> Average week day 248 Average weekend 218</p> <p><b>Redhall</b> Average weekday 236 Average weekend 262</p>	<p>Cyclists are around half the number of pedestrians, however could be proportionately much less than that as survey has been done for short stretches over half a mile apart. More cyclists than pedestrians are likely to travel the whole length of Lanark Road. So the cyclists in both places (over half a mile apart) are more likely to be the same people.</p> <p><b>Hailes</b> Average weekday 117 Average weekend 110</p> <p><b>Redhall</b> Average weekday 126 Average weekend 162</p>
<p><b>Official council scheme assessment of impact for Spaces for People</b></p> <p><b>Source p47 Potential Retention of Spaces for People measures – referral from the Transport and Environment Committee - 24 June 2021</b></p>	<p>Minor negative impact for disabled people. (Contested by disability representatives who believe it is significantly negative.)</p> <p>Neutral impact for pedestrians</p>	<p>Significant positive for cycling. (Not all cyclists agree that it is.)</p> <p>No criteria included for grading for disabled cyclists. Some resident feedback that the scheme is not properly designed to be of real benefit to some disabled cyclists requiring adapted bikes, and previous travel on the road by adapted tricycle is no longer possible when it was previously.</p>
<p><b>Improvements made in last calendar year</b></p>	<p>Traffic island upgrades agreed 4 years ago in 2017 for consultation then implementation by 2019/2020 have not happened.</p> <p>Source: Transport and Environment Committee Pedestrian Crossing Report in 2018.</p>	<p>Sudden installation of 4km of cycle lanes giving directly impacted residents only 2 working days' notice (in spite of design being done by Sustrans over six months earlier).</p>
<p><b>Funding decisions for future improvements</b></p> <p><b>Source: Transport and Environment</b></p>	<p>P10 Appendix 2 of report for today's TEC meeting states <i>"the introduction of standalone pedestrian crossings as a Road Safety intervention is subject to</i></p>	<p>Data on p4 on Appendix 2 of report for today's TEC meeting shows a very low level of cycling with no statistically significant increase in cycling between pre and post</p>

<p><b>Committee, Thursday, 14 October 2021 Active Travel Measures – Traveling Safely Update</b></p>	<p><i>strict criteria to ensure that funding is focussed on the areas of greatest need. These criteria were applied to several sites on Lanark Road with only one site... meeting the criteria for un-controlled crossing improvements and none meeting the criteria for controlled (signalised) improvements”</i></p> <p>A request for a pedestrian crossing was declined in 2019 as the road was not dangerous enough.</p>	<p>scheme implementation (Oct 2020/August 2021). A seasonal uplift of 15% would be expected without any scheme implementation (Source: <a href="#">Cycling UK</a>).</p> <p>Crash map data show a low level of accidents involving cyclists, with most common accidents caused by poor road surface. There are no council and police recommendations on road changes following any accident. The police and council recommended switching off the speed cameras as compliance was so good (not supported by residents).</p> <p>Yet, on p11 of Appendix 2 of today;s report: “Following the monitoring and engagement carried out, it remains the officers recommendation that this scheme be retained, subject to further revisions..”</p>
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## 6. Moving forward

There are aspects we welcome in the detail of the recommendations.

The proposals for crossings, already requested (and promised) for some years by our community, are positive, and rightly prioritise the pedestrian in a way that the Spaces for People scheme does not.

We need a commitment to get control of speed on Lanark Road. Council officers told us that the new layout would naturally limit the speed, and so enforcement would not be necessary. However, **the report shows the need to reinstate the safety cameras on Lanark Road**, ideally combined with positive reinforcement of driver behaviour using a radar speed sign, as is deployed on Redford Road.

The intention to review the sightlines around floating parking is welcomed, but we note that this is a problem created by the “floating parking” feature scheme in the first place.

Before you vote through a scheme with no evidenced demand, no public support and which is disadvantageous to the most vulnerable people living on Lanark Road, please consider the alternatives.

We have actively consulted the local community, road engineers, disability representatives and have concrete proposals for how the street could work for everyone. Our proposals were presented to the Longstone Community Council in detail at a meeting convened by them on 2 August 2021 and at which broad support was voiced by those attending. We would be happy to meet with council officers to work with them constructively on these.

## 7. Summary

The instructions on 24 June to council officers were clear:

“[Council] Asks officers to **engage with Lanark Road local residents** and the Community Council to achieve cycle speed mitigation measures as well as **to reconsider parking provision where parking spaces sit outside protected cycle lanes**, with a view to mitigating potential conflict and safety concerns as soon as practicable on the ground – and that these measures are reported to Transport and Environment Committee in September.”

This instruction from the council was not followed. The scope of the engagement exercise went beyond the extent of local residents. **Council officers have over-reached councillors** by including responses from outside the area and using these to contribute to the decision-making process.

Officers could have also reasonably included an option for a cycle lane going around parked cars, which was in the report recommendations that went to full council on 24 June:

4.101.3 In some circumstances, replacing floating parking with a new layout which places the cycle lane between parked cars and the running carriageway.

This would be within remit and consistent with an option presented to councillors in the previous report, but this option was not offered.

More concerningly, the engagement exercise has failed to apply insights from data on speed, vehicle and cycle volumes in the options for inclusion in the survey (which had been gathered prior to the survey). Nor are these data being used as a basis for decision making.

Finally, where engagement opinion has diverged from the “right answer” it has been ignored, and actions like relocating parking at Dovecot Flats will only exacerbate the negatives of this scheme for people with mobility problems.

We call on members of the committee to listen to the community opinion.

- The narrow scope of the “engagement exercise” shows an **absence of common sense creativity**.
- The inability to accept community opinion that differs from that of councillors shows the **absence of a constructive approach**.
- And the recommendation to consolidate the impact on vulnerable residents by further parking changes shows an **absence of compassion**.

There are good alternatives to the current Lanark Road scheme that will be broadly acceptable to the people who live here.

Please work with our community on the future shape of our neighbourhood, rather than against us.

## Appendices

The Transport & Environment Committee cannot justify voting to accept the recommendations in this report for several reasons. Further detail around these is provided in the following appendices.

**Appendix 1: Flawed local engagement exercise.** The local engagement exercise breached basic quality standards to a significant extent, and was not adequately checked before it went live requiring “mid-flight” changes which did not fully address the issues.

**Appendix 2: Report with missing and misleading information.** Misleading statements and missing information in the report mean that any committee vote can not be properly informed.

**Appendix 3: Maladministration extended to managing the complaint process.** All correspondence is provided for reference.

**Appendix 4: Maladministration as public survey issued without proper basic checks being made.** Response to Cllr Johnston’s question to full council.

## Appendix 1 Flawed local engagement exercise

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### Structure, timings and related issues

#### Community councils

- A meeting was held with local community councils on Tuesday 3 August. Balerno, Currie, Juniper Green & Baberton Mains, Colinton, Longstone and Craiglockhart were invited.
- Only Longstone and Colinton Community Councils represent residents directly impacted by the schemes
  - Colinton CC were unable to attend the meeting
  - Longstone CC did attend. Publicly, they have stated within the community that they were taking a balanced and neutral approach on the issue (but had not undertaken any of their own activity to justify that position). Then, the minutes published from the council meeting do not record that a neutral position was presented, and indicate that a preference was stated for solutions proposed by the council, including for the area outside their ward.
  - Therefore half the impacted community were not represented at all by Colinton and the other half do not seem to have been neutrally represented in line with the public stance.

#### Residents

- **Dates.** The local engagement survey for directly impacted residents and businesses launched on Monday 6 September and closed on Monday 27 September.
- **Volume.** 590 addresses apparently received written invitations to complete the survey. This was apparently the only public official council communication which shared the URL to access the survey.
- **No proper quality control.** The response to Cllr Johnston's question to full council on 23 September highlights that once again, a public survey has been issued without proper checks being made (see Appendix 4)
- **Lack of clarity of scope .** No council communication suggested it was acceptable for people who did not receive an invite to participate, but no clear statement was made either way. However, the implication, through use of invitations, requiring postcodes to submit a response, and no communication otherwise, suggested it was not acceptable for those not receiving an invitation to then participate.
- **Odd choice of addresses.** The choice of which addresses would receive an invite was not checked with local councillors first. Prior to issuing the survey, the communication the council issued to councillors, illustrating which households will be invited to respond was a poor quality map which was impossible to decipher. (A better quality map was subsequently provided, not long before the survey closed, in response to Cllr Johnston's question to full council - see Appendix 4.) It meant that councillors and community councils could not adequately query, in advance, the rationale for the choice of households for responding. It is not clear why the natural and logical boundaries of the Water of Leith and the railway line were not used to define the local area in Spylaw and Kingsknowe. This led to some strange decisions, of why some parts of streets were included and not others. A particularly baffling choice was to exclude addresses alongside the official "quiet routes" which are, in theory, linked to and part of the scheme.
- **Personal data and validation.** Rather than use a standard survey mechanism to validate responses without requiring the council officers to have access to personal data, respondents were asked for their personal email address and postcode so the council could validate them as local. Worryingly, and in breach of best practice, the council officers would be able to view this data alongside participants' responses about whether or not they support the council on this issue. Now the council officers have ignored those objecting, they have disclosed their personal data for no purpose.

- **Trust breach.** This approach has also led to lack of trust in the outcome from those on both sides of the debate with other concerns that people could have chosen local postcodes to appear valid.
- **Delivery issues.** Some addresses did not seem to receive the letters. In some instances this was resolved. It is not clear if it was resolved in all cases.
- **Confusion.** In the final few days of the Lanark Road survey, a survey with the same methodology was launched for another area - Braids and Comiston Road. A local councillor shared on Facebook that council officers would in fact include responses from outside the area of invitation within the final report. This created confusion in Lanark Road with those outside the “official area” unclear as to whether they could or should respond or not, as they did not want to be accused of spamming it.
- **Inclusion of invalid sample.** It turns out, in the Lanark Road report, that council officers have indeed included responses from outside the area without communicating up front that they would do this.

## Survey content

- **Inaccessible diagrams.** Although this time a key was added, once again, the diagrams communicating information about proposals were hard to follow on a screen, and house numbers were not added. Previous complaints have been made about inaccessible technical drawings. One had been upheld and a commitment was made previously to improve this. We do not think this has gone far enough. (See screengrab below)
- **Inadequate information.** In question 5, a statement is made that relocating the parking will result in a “net increase in spaces”. This was not quantified. In the end, after the survey closed, a local councillor managed to find out that the net increase was 3 spaces, however due to the delay in providing that response, and extra time needed to check it, it seemed that this information had not been worked out prior to creating the survey and making the statement about net increase.
- **Leading statements.** Question 4 provided three options for cycle lanes outside Cranley Nursery.
  - Retain existing layout
  - Option 1 – remove the parking
  - Option 2 – remove the cycle way

However right before the question, it referred to Community Council feedback to lead respondents to reject the option to remove the scheme.

*“These options have been discussed with community councillors in the surrounding area and their comments have helped to inform the proposals. At the workshop with community councillors, there was no support for removing the cycle lanes at this location, with the preference being for retention.”*

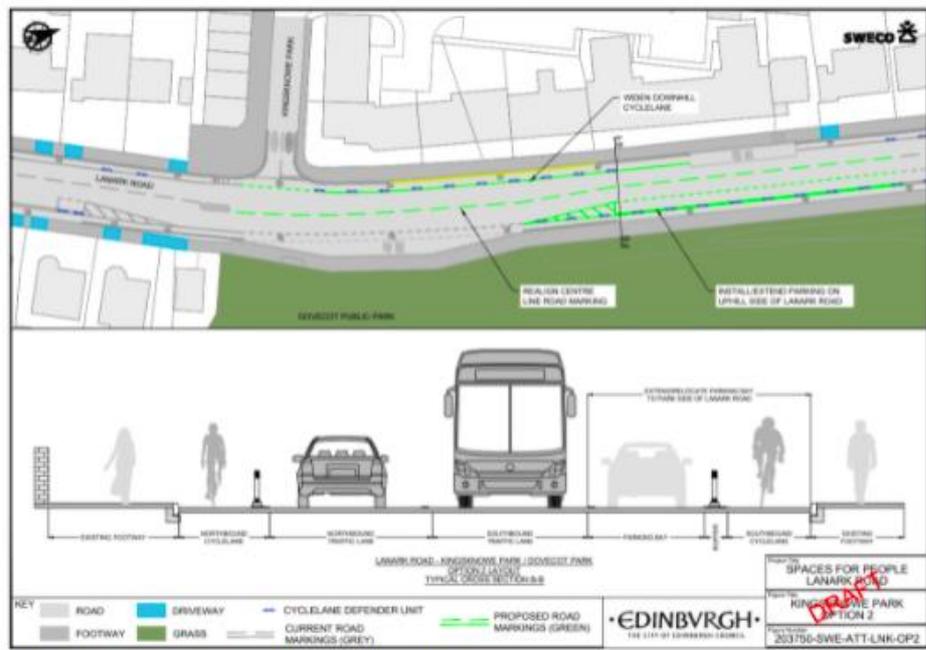
Leading statements are very bad practice in any survey. This repeated the error of the leading statements being used in the main public consultation in an apparent attempt to elicit a positive response – these statements then had to be removed. This statement did not include feedback on this matter from Colinton Community Council which is the community council representing residents on the section of Lanark Road outside Cranley Nursery.

- **Respondents forced to agree with the council.** The council presented a Hobson’s Choice at Question 5, where respondents were forced to agree with one of the options presented by the council (remove parking entirely, or relocate it) or be unable to submit their responses to any other question. (see screen grab below)

The council has already ignored overwhelming public objection to this scheme in the last consultation which had 17,600 responses. But to attempt to manipulate public support in this way to create a result along the lines of “85% of people support this option” was unacceptable.

A survey hosted on the council's consultation hub where residents could not communicate their opinion without agreeing with the council creates further public distrust in council consultations. In November 2020, Audit Scotland reported that CEC needed to do more around community engagement, empowerment and reducing inequality. This survey appears to move even further away from achieving that.

Screen grab showing inaccessible diagram and Hobson's choice question 5



Dovcot Park, Option 2 - Relocate Parking

[Implications of retaining the existing layout](#)

**5. Which of these options do you prefer?**

(Required)

**An answer is required**

Option 1 - Remove parking

Option 2 - Relocate parking to uphill side of the road

< Back    << First    Save and come back later...    Continue >

Strangely, the council responded quickly (and without telling SWEM - the original complainant) allegedly changing the functionality on the survey on 9th September at 9.23am, meaning an individual could then technically miss out the question.

However no wording within the survey was ever changed to let individuals know that that was possible. The council then took until Wednesday 22 September to email those who'd submitted responses prior to the change, to invite them to resubmit. This was done from the Spaces for People email address.

Some key numbers illustrating the impact of this:

- 574 survey responses were received overall.
- 223 people had responded prior to the technical change, so they were not able to miss out the question at time of submission.
- The council only had permission to email 143 out of these 223 respondents (64%). 80 people did not consent to being contacted - 21 from leafleted areas and 80 from EH13 EH14 area.
- The council successfully made contact with 33 people of the 143 who then indicated what they wished to happen:
  - 23 of those they had confirmed contact with, wanted to miss out the question now (70%!)
  - 8 did not want to change
  - 1 said they had no preference
  - 1 changed from “remove parking” to “relocate parking”

In spite of this, the graph is presented in the report in a way that, at a glance, shows support for “Relocating Parking” and this is the recommendation made by the council for vote on Thursday. At a minimum, we believe people should have been clearly offered an option to miss out the question and that this is serious maladministration breaking all basic survey quality standards.

## Appendix 2: Report with missing and misleading information

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### Missing information

- **Water of Leith:** Extensive comment is made in the report about the Water of Leith walkway with judgement made relating to its suitability as a route. Yet no data on cycle counts has been included in comparison with the cycling data provided for Lanark Road. There are (or should be) cycle counters on the relevant stretch of the Water of Leith, especially as this information is critical to future local decisions, and the scheme was justified due to an alleged public health risk on the Water of Leith due to alleged over-crowding so this should have been monitored closely.
- **Parking data:** In the statement on p3 Appendix 2: “*this shows levels of use are consistently below 50% of the available space*”, this is an inappropriate use of the word “consistently” as it is clear in the report that the parking sampling was done on a single day in the holidays - Tuesday 27 July 2021. No data has been included covering weekends during term time, when children’s activities cause real pressure and when recent accidents have occurred.
- **Cycle speeds:** p3 Appendix 2 it states that at least 85% of cyclists are travelling below 20mph at all locations/directions, but even although there are very few cyclists, it is surprising the report does not seem to provide the maximum speed they travel between pavement and floating parking, as the report is supposed to be responding to this specific safety issue.
- **Residents v businesses:** The report provides no insight on how many businesses responded.
- **Comments:** Question 6 enabled people to leave comments. The report included no analysis of these which is unacceptable.
- **Times and dates of change to survey and updating previous respondents.** The report does not include that the technical change was made to the survey on 9th September so respondents could, in theory, miss out the question. It does not mention that it took until 22 September (3 working days before survey closing) to then contact 143 people who had granted permission for contact (out of 223 who had submitted responses prior to the survey change), that the survey had been changed.
- **No data on pedestrians has been included.** However recommendations are made on pedestrian crossings (or not installing pedestrian crossings) and how no sites meet the criteria for un-controlled crossing improvements.

### Misleading information

- **Speed data:** p4 Appendix 2. It may appear that there have been some improvements in speed - with lower speeds on average. However it is not made clear in the report that the speed limit has been reduced to 30mph and the road design is now much more dangerous at higher speeds (in an apparent attempt to calm speeds). Therefore the speed reductions are inadequate in this context, and the speed levels are now arguably more dangerous.
- **Survey completion:** p6 Appendix 2 - for reasons already highlighted it is misleading to say “*Notification of the survey was sent to all 590 addresses shown on the map below, though anyone was free to complete the survey.*” While this may technically be true, no council communication stated that, or promoted it elsewhere to create a valid sample.
- **Community councils:** p7 Appendix 2 in relation to Spylaw Park cycleway: “*At the workshop with Community Councillors there was no support for removing the cycleway at this location, with a preference noted for retention.*” It does not clarify that the Community Council representing this area was not present and did not submit a preference. This is the same on p11 Appendix 2 where it says “*Community Council representatives were generally positive in terms of retention and revisions to the parking arrangements.*”
- **Inclusion of responses from outside the area:** P7, 8, and 9 Appendix 2, include responses from EH13, EH14 and outside the area. These should not have been included as no valid attempt was made to capture a valid sample.

- **Inclusion of survey results for Kingsknowe Park.** As highlighted above in relation to the Hobson's choice question, and the fact 70% of people who were successfully contacted wanted to change their response, this data for support of relocating parking is very misleading and cannot be used for decision making.
- **Reference to Water of Leith p9 Appendix 2.** A statement is made that *"In order to head into town this route still leads to the Slateford Aqueduct which remains a dramatic pinch point... and is completely inaccessible to numerous types of people cycling"*. The inaccessibility at that point is correct, however it is incorrect to imply that it is the only route into town from there. Cyclists can continue along the Water of Leith pathways to come out at the Water of Leith Visitor centre and continue on the Water of Leith to take alternative routes into town, or join the road at that point. An alternative proposal that officers may have been justified to make would have been to keep segregation for a short way for those wishing to switch to the road from the Water of Leith to avoid the pinch point. It is also worth pointing out the existing cycle lanes have not been designed for full accessibility with at least one resident no longer cycling on Lanark Road with their relative who requires a non-standard bike, which they did do prior to scheme installation.
- **Statement saying useability and potential impact on journeys of the Water of Leith is limited. P 10 Appendix 2.** This statement cannot be accepted in the absence of data comparing use of Water of Leith for cyclists over the Lanark Road, and change over time (which may of course support the statement).
- **Reference to Spaces for People Consultation, Market Research and scheme assessment criteria: p11 Appendix 2 it states:** *"In June 2021, officers recommended to the Transport and Environment committee that the Lanark Road Spaces for People scheme to be retained throughout an experimental period of up to 18 months. This recommendation was made on the basis of the Spaces for People scheme assessment criteria, results from the Spaces for People Consultation and Market Research in cognisance of the scheme's potential to contribute to strategic aims..."* A reader may therefore assume these outcomes were positive however:
  - The consultation and market research both showed opposition
  - The council's own scheme assessment showed negative impacts for people with mobility issues and disabled people and parking for residents and businesses
- **Island crossing upgrade p11, Appendix 2** - this is being presented as positive and proactive in content about an upgrade to island crossing p11 Appendix 2. However, upgrades to a traffic island in this area were already in the pipeline since approval by the August 2017 committee (over 4 years ago) and referred to in the Transport and Environment Committee Pedestrian Crossing Report in 2018, to be implemented in 2019/2020 following design and consultation that did not happen, and seems to have been delayed by Spaces for People cycle lanes.

## Appendix 3: Maladministration extends to complaint process

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The following outlines the timings of SWEM's prompt complaint and significant delay by the council in providing an incomplete and inadequate Stage 1 response, or implementation of improvements on the back of information provided in the complaint. All communications have been included for reference.

- Tuesday 8 September. **Formal complaint and commitment for 5 working day response.** SWEM submitted a detailed formal complaint about the survey content and approach on Tuesday 8 September at 9.25pm, to Paul Lawrence (Executive Director of Place) and Andy Edwards (Senior council officer seconded to Spaces for People). All relevant local councillors and Transport and Environment Committee members were cc'd. On Wednesday 8 September. A response receipt email was received from Senior Council Officer on Wednesday 8 September promising a response within 5 working days. **See section 3.1**
- Friday 17 September. **Council notification of delayed response, 2 working days after committed response time.** After the end of the working day at 6.09pm, Senior Council Officer emailed apologising for delay in responding. This was 2 days after a proper response should have been received. SWEM responded with acknowledgement on Saturday 18 September. **See section 3.2**
- Tuesday 21 September. **SWEM chasing response and finally receiving response after 10 working days.** At 8.59pm after still receiving no response, SWEM chased a response and this was then received the following morning on Wed 22 September before 8am. This was 10 full working days after the original complaint relating to a time limited survey, and now only 4 working days before the survey closed on 27 September. This response did not deal with all the issues raised in the complaint. **See section 3.3.** *On 8 October, long after the survey closed, Senior Council Officer notified a councillor that the amendment to the survey meaning the question was no longer mandatory had been made on Thursday 9th September at 9.23am. It is unclear why this information was not provided as an interim update prior to 21 September.*
- Thursday 24th September. **SWEM highlight response was incomplete, and follow up response received after survey closed.** After 9pm, SWEM responded highlighting only one of the missed issues relating to data protection which had not been addressed. On 29th September at 11.20am, after the survey had closed, Senior Council Officer responded. **See section 3.4**
- Thursday 7th October, **SWEM updated Community Councils and councillors** prior to the council's evening meeting with community councils. **See section 3.5**

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### 3.1: Formal complaint and commitment for 5 working day response

**From:** South West Edinburgh In Motion <[southwestedinburghinmotion@gmail.com](mailto:southwestedinburghinmotion@gmail.com)>

**Sent:** Tuesday, September 7, 2021 9:25 pm

**To:** Executive Director of Place; Senior Council Officer; Customer Care

**Cc:** MP, MSP, Local Councillors, TEC Councillors, Governance, Risk & Best Value Councillors, Community Councils, FSB, Edinburgh Access Panel  
**Subject:** “Hobson’s Choice” survey for Lanark Road Spaces for People scheme - formal complaint

I’m writing on behalf of South West Edinburgh in Motion, a residents’ group with over 800 Facebook members, which was set up to campaign for robust and fair consultation on Spaces for People schemes for residents and businesses in Lanark Road and Longstone.

Once again, we must express serious concerns about how the council is conducting consultations, this time, in relation to the most recent survey on the council’s consultation hub: “Lanark Road Proposals - Local Engagement” accessed via [www.edinburgh.gov.uk/lanarkroad](http://www.edinburgh.gov.uk/lanarkroad)

We wish to log this as a formal complaint.

In the last year, Edinburgh residents and businesses have experienced consultations from the Place directorate where, for example:

- residents have been asked for their opinion on schemes which don’t exist and where the council has refused to publish plans
- complex information has been presented in an inaccessible way
- leading and biased statements introducing a consultation have had to be removed
- It was implied that schemes were created as a response to local feedback when that feedback did not exist
- untrue statements have been made about results being statistically conclusive
- surveys have been run by organisations that stand to gain financially if the project is approved
- majority opposition has been ignored
- consultations have not met the council’s own quality standards

But no lessons have been learned.

## **1. “Hobson’s Choice” question**

### **1.1 Respondents forced to agree with the council.**

This latest survey has sunk to a new level by presenting a Hobson’s Choice at Question 5, where respondents are forced to agree with one of the options presented by the council (remove parking entirely, or relocate it) or be unable to submit their responses to any other question.

The council has already ignored overwhelming public objection to this scheme in the last consultation which had 17,600 responses. But to attempt to manipulate public support in this way to create a result along the lines of “85% of people support this option” is unacceptable.

A survey hosted on the council’s consultation hub where residents cannot communicate their opinion without agreeing with the council creates further public distrust in council consultations. In November 2020, Audit Scotland reported that CEC needed to do more around community engagement, empowerment and reducing inequality. This survey appears to move even further away from achieving that.

## **2. Inadequate options presented for consideration**

### **2.1 Disability issues have not been addressed**

The council itself graded the Lanark Road scheme as having a minor negative impact for disabled people. We disagree with this grading as we believe it has a significant negative impact. We believe that organisations representing the disability sector, such as Edinburgh Access Panel, would also grade the scheme as having a significant negative impact, given the lack of any kerbside parking and the transfer of risk across the scheme from cyclists to pedestrians who are higher up the transport hierarchy than cyclists.

Regardless, it is surprising that the council did not take the opportunity to do anything with the design to reduce the negative impact they themselves identified.

Both the Integrated Impact Assessment for the retention of Spaces for People and the main report stated that consideration would be given to replacing floating parking with a layout with the cycle lane between parked cars and the running carriageway. No explanation has been provided why this option has not been included for consideration in the survey.

## **2.2 Speed cameras**

FOI responses showed that the police supported making the speed cameras dormant stating that if there were any issues, then they could easily be reactivated.

However the scheme design has rendered them inoperable because the marker lines were removed to accommodate the new road design, therefore they cannot be reactivated in the proposed road designs. A recent police mobile unit spot-check (for a few hours) identified an individual travelling at 68mph in the “slalom layout”, this layout is even more dangerous than the previous layout for speeds like this.

Residents would be much happier if any road design enabled the reactivation of the speed cameras but the council has failed to suggest any options to achieve this. This is hard to comprehend in a scheme now branded “Travelling Safely” where speed is the main element of danger.

## **3. Flawed methodology**

### **3.1 Leading statements.**

Question 4, provides three options for cycle lanes outside Cranley Nursery.

- Retain existing layout
- Option 1 – remove the parking
- Option 2 – remove the cycle way

However right before the question, it refers to Community Council feedback to lead respondents to reject the option to remove the scheme.

*“These options have been discussed with community councillors in the surrounding area and their comments have helped to inform the proposals. At the workshop with community councillors, there was no support for removing the cycle lanes at this location, with the preference being for retention.”*

Leading statements are very bad practice in any survey. This repeats the error of the leading statements being used in the main public consultation in an apparent attempt to elicit a positive response – these statements then had to be removed.

It should also be noted that the minutes of the workshop referred to in this statement did not include feedback on this matter from Colinton Community Council which is the community council representing residents on the section of Lanark Road outside Cranley Nursery.

### **3.2 Inadequate information**

In question 5, a statement is made that relocating the parking will result in a “net increase in spaces”. This is not quantified.

### **3.3 Inaccessible diagrams**

Although this time a key has been added, once again, the diagrams are hard to follow on a screen, and house numbers have not been added. Previous complaints have been made about inaccessible technical drawings. One had been upheld and a commitment was made previously to improve this. We do not think this has gone far enough.

### **3.4 Failure to communicate which households will be invited to respond**

Prior to issuing the survey, the communication the council has issued to illustrate which households will be invited to respond is this map below. This is impossible to decipher and the quality of this is indicative of the poor quality standards throughout the consultation. It meant that

councillors and community councils could not adequately query in advance the rationale for the choice of households for responding. It is not clear why the natural and logical boundaries of the Water of Leith and the railway line have not been used to define the local area in Spylaw and Kingsknowe

#### **4. Data protection**

##### **4.1 Concern over the council's ability to handle personal data.**

There was a data protection breach in the last public consultation where the personal data of around 1,200 people, including characteristics such as age, gender, long-term health status, use of wheelchair, and opinion of Spaces for People was published with their postcodes in a way they could be personally identified. This was live for around 8 days until SWEM highlighted the breach. However, in this survey, the council is insisting on gathering even more personal data with mandatory name and email address fields now combined with postcodes, without which residents cannot submit a response. We welcome the attempt to ensure the local engagement remains local, but there are better ways to validate that respondents are local without forcing people to submit their personal details in this way. Some residents have no confidence that the council can safely handle their data.

##### **4.2 Concern over close activist relationships with the council.**

There is a complex network of relationships and funding arrangements between the council and the campaign groups Sustrans, Spokes, and BEST. Sustrans and Spokes have both had council stakeholder status for years and BEST, formed in April this year, appears to have had feedback logged as a stakeholder too.

A recent internal audit graded Spaces for People 'red' meaning: *"Significant and / or numerous control weaknesses were identified, in the design and / or effectiveness of the control environment and / or governance and risk management frameworks. Consequently, only limited assurance can be provided that risks are being managed and that the Council's objectives should be achieved."*

The report highlights that *"initial SfP initiatives considered for prioritisation were based on suggestions from a relatively small group of officers and external local community stakeholders."*

We note that in the Spaces for People team (which appears to be leading this "engagement" process) there is a policy of secondments and recruitment between the council and Sustrans - an environmental and cycling pressure group and council stakeholder, which, under its charity structure, cannot be subject to FOI requests.

- Sustrans designed the Lanark Road scheme in London and staff members were named on the scheme's Integrated Impact Assessment, which stated, inaccurately, that the scheme provided positive benefits for disabled people and those with visual impairments.
- We understand it is taxpayer money controlled by Sustrans and provided via their confusingly named "Places for Everyone" which will continue the Lanark Road scheme through the ETRO.
- Sustrans seems to collaborate closely with Spokes on stakeholder consultations and sells the Spokes branded cycle map from the Sustrans online shop.
- Sustrans also works in close collaboration, and has provided funding or support, for one or more of the 16 organisations making up the activist group BEST - Better Edinburgh for Sustainable Travel.
- The council also works in close collaboration and provides funding to one or more organisations within BEST.
- The council quoted two or more people who are involved with BEST and Sustrans in leading statements promoting the main Spaces for People public consultation. These statements then had to be removed.
- The council has closely collaborated with Spokes for many years, with Spokes playing a proactive role in defining Spaces for People as a pandemic response. Local residents and

businesses who are directly impacted by the schemes have not enjoyed any equivalent level of collaboration or, indeed, any collaboration at all.

- In the last 12 months, four councillors out of 11 (36%) on the Transport & Environment committee were members of Spokes and currently we understand there are three Spokes members.
- Cllr Lesley Macinnes and the Active Travel Team Lead, council officer, took the time during the public consultation to attend a lengthy Spokes meeting to present and contribute, in an open discussion, but did not seem to do the same for local resident groups or Community Councils.
- Two Spokes subgroups are members of BEST, and Spokes, with BEST, has delivered a joint written and verbal deputation to the Transport & Environment Committee on 19 August, in relation agenda item 7.1 Active Travel Measures – Travelling Safely (formerly known as Spaces for People) – Report by the Executive Director of Place.
- BEST coordinated an open letter and hosted a cycle protest to retain the Lanark Road cycle lanes where evidence showed that of around 165 cyclists attending the protest, only around 20 used the Lanark Road cycle lanes to get to and from the protest. The open letter is available here: ["https://betteredinburghsustainabletravel.wordpress.com/2021/06/22/lanark-road-an-open-letter-to-city-of-edinburgh-council-coalition-leaders/"](https://betteredinburghsustainabletravel.wordpress.com/2021/06/22/lanark-road-an-open-letter-to-city-of-edinburgh-council-coalition-leaders/). Evidence that BEST hosted the cycle protest event can be seen on [facebook.com/BESTEdinburgh](https://www.facebook.com/BESTEdinburgh).
- The council drafted an amendment after the protest had been announced and publicly U-turned within an hour of that protest, from a recommendation to remove the scheme (informed by the public consultation) to retaining the scheme. They published this amendment to a council report and submitted unusually late, immediately prior to the full council meeting.

Some local residents found BEST's evidenced "rent-a-mob" protest approach intimidating, and were dismayed by the apparent support from the council for that behaviour from an organisation so closely linked to official council stakeholders.

It is understandable that, especially given the previous data protection breach, some have no wish to submit their personal data and opinions to council officers (and councillors) who collaborate and may have links directly or indirectly with activist organisations and pressure groups who behave in this way.

## **5. Next steps**

### **5.1 Pause and consult properly.**

We urge you as council officers and all cc'd elected representatives to pause this flawed survey and review the entire approach to Lanark Road.

We have produced a constructive vision of how Lanark Road could genuinely embrace "Travelling Safely" - something that all residents and businesses want for all road users. This was shaped by an independent survey of over 1,000 responses and an informal survey of 440 responses. It was shared with Longstone Community Council at a meeting held on 2 August 2021, who commented, "there is much we can be supportive of."

We request that a local meeting is urgently organised where we can present this vision and collaborate alongside Longstone and Colinton Community Councils representing the directly impacted residents, whose voice and contribution to shaping the scheme has so far been drowned out by activists from outside the area.

Doing so will create a solid platform for a robust, credible and accountable community consultation.

Yours,

Chair, South West Edinburgh in Motion

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Wed, Sep 8, 5:06 PM

**Senior council officer**

to Executive Director of Place, Customer Care, SWEM

Thank you for your correspondence regarding the Lanark Road Spaces for People measures.

This email is to acknowledge your complaint and a response will be provided within 5 working days.

A service request number will be forthcoming so your complaint can be tracked.

Regards

Senior Council Officer

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3.2: Notification of delayed response, 2 days after committed response time

Fri, Sep 17, 6:09 PM

**Senior Council Officer**

to SWEM, Executive Director of Place

I am writing to apologise that I have not been able to provide a response to your complaint this week. I required to take some time off work at the start of the week which set my plans back. I will get a response out to you early next week.

Regards

Senior Council Officer

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**South West Edinburgh In Motion**  
<southwestedinburghinmotion@gmail.com>

Sat, Sep 18,  
5:36 AM

to Senior Council Officer

Thank you for letting me know about the delay. I look forward to a formal response soon.

Kind regards,  
SWEM

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3.3: SWEM chasing response and finally receiving response after 10 working days

Tue, Sep 21,  
8:56 PM

**South West Edinburgh In Motion**  
<southwestedinburghinmotion@gmail.com>

to Executive Director of Place, Senior Council Officer

I appreciate you are busy, but this is now 10 working days since our complaint was submitted, so well beyond the agreed timescale for a reply to our complaint.

As the deadline for survey submissions is now less than 1 week away it's clearly urgent for residents to have sight of a response from the council.

Could you please advise when we can expect a reply?

Many thanks.  
SWEM

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Sep 22, 2021, 7:44 AM

**Senior Council Officer**

to SWEM, Executive Director of Place

Please find response attached and I can only apologise for it being late.

Regards

Senior Council Officer

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[southwestedinburghinmotion@gmail.com](mailto:southwestedinburghinmotion@gmail.com)

**Date:** 21/09/2020

**Your Ref:** Complaint: "Hobson's Choice" survey for Lanark Road Spaces for People

**Our Ref:** SR1096241

Dear

### **Lanark Road Spaces for People scheme – Complaint**

Thank you for your recent complaint on the current engagement on active travel measures on Lanark Road. This has been dealt with at Stage 1 of the Council's complaints procedure however I am sorry that the response has taken a little longer than the Council's target of five working days to respond.

In your complaint you asked for three outcomes and I have structured my response on that basis.

#### **Review of the Lanark Road Scheme**

The motion approved by the Council in June instructed officers to engage with Lanark Road local residents and the Community Council to achieve cycle speed mitigation measures as well as to reconsider parking provision where parking spaces sit outside protected cycle lanes, with a view to mitigating potential conflict and safety concerns as soon as practicable on the ground in advance of a decision on removal of the scheme.

Following the Council meeting, proposals to achieve the mitigations requested were discussed with four of the six surrounding Community Councils (CC) (all six were invited but did not attend). The feedback received on the proposals was then incorporated into the proposals. A letter to residents was then distributed, inviting them to take part in the survey.

This engagement activity is not intended to constitute a full review of the Spaces for People (SfP) measures on Lanark Road. Instead this engagement activity is focussed only on the actions approved by Council. The results of this survey will sit alongside the results of the previous consultation on these measures and inform the decision on whether they should be retained or removed at the next meeting of the Transport and Environment Committee on 14 October 2021. On the basis of the action agreed at Council, officers are not currently reviewing the entire approach on Lanark Road.

#### **Pause Consultation**

Thank you for your feedback in respect of Question 5 in the engagement survey. As the scope of this engagement activity is focussed on mitigating conflict, participants were asked to state their preference from two options which would achieve this goal of

Transport | Place

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✉: [andy.edwards@edinburgh.gov.uk](mailto:andy.edwards@edinburgh.gov.uk)

mitigating conflict without fundamentally undermining the scheme. However, we recognise that people should have been able to choose neither of the options presented. As such the survey has been updated and an answer to this question is no longer required.

We will contact participants (where we are able to) who provided responses prior to the update to ask them if they would like to change their response. We feel that this will address the issue and as such there are no grounds for the survey to be paused as this will only delay any changes to the current measures or a decision on the retention or removal. We therefore uphold your complaint in relation to Question 5 of the survey but confirm that we have taken steps to address the issue raised and therefore we do not propose to pause the consultation.

**Urgent Local Meeting**

As set out in the motion, Council officers were instructed to engage with residents and CCs. The engagement planned has two elements – meetings with the CCs and the online survey. I note from your email that you have already contacted some of the CCs and that you have received positive feedback so I hope that this has come/will come through our discussions with the CCs. We would welcome you sharing your vision for Lanark Road with us, where this relates to the mitigations which officers have been asked to consider and report back on, in advance of the consultation closing on 27 September 2021. This will enable us to consider your vision, alongside the consultation responses and any other feedback received, in advance of finalising proposals for the Transport and Environment Committee to consider on 14 October 2021. Once we have considered all of the feedback, we will meet again with representatives of the relevant CCs to present the outcomes of the survey and the share the proposals which will be presented to Committee.

I hope that this response has been helpful but if you are not satisfied, then you can request that your complaint be escalated to a Stage 2 of the Council's complaint procedure

Yours sincerely,

**Spaces for People Team (Secondment)**

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3.4: SWEM highlight response was incomplete, and follow up response received after survey closed

Thu, Sep 23,  
9:04 PM

**South West Edinburgh In Motion**  
<southwestedinburghinmotion@gmail.com>

to Senior Council Officer

Thank you for the detailed response you provided yesterday.

I would welcome an opportunity for local residents to meet with council officers to discuss directly our vision, which is a development of what we presented in our deputation to full council on 24 June. I provided this in writing to LCC but have no information on whether they represented this to officers in the meeting held on 3 August.

One element of our complaint remains unanswered. I note that there has been no change to the survey in terms of the personal data that it will collect (this was point 4 in our complaint). The data breach that occurred during the main Edinburgh SfP consultation released the postcode field of respondents. The requirement to submit a full postcode, allowing identification to as few as three homes is of real concern, given the track record of the council here. Could you please advise: is this element of our complaint not upheld, and if not why?

Kind regards,  
SWEM

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Sep 29, 2021, 11:20 AM

**Senior Council Officer**

to SWEM

Thank you for your email.

I refer to the previous response regarding the Urgent Local Meeting in which it is mentioned that a follow up meeting is going to be arranged with the Community Councils who represent the surrounding communities. I would encourage you to share the vision with the Community Councils so that they can consider this work and raise it with Council officers. This can also be shared with ourselves so it can be considered as part of the engagement if the Community Councils do not raise this at the meeting. As mentioned, the motion has set out what Council officers are instructed to do and it would not be fair to arrange meeting with one group and not others.

Due to the scale of the fraudulent responses to the previous online survey the Council was required to introduce measures to reduce the possibility of this occurring again as set out in the [Committee report](#). As no GDPR breach has occurred then this complaint has not been upheld.

Regards

Senior Council Officer

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3.5: SWEM update Community Councils and councillors

Thu, Oct 7,  
1:27 PM

**South West Edinburgh In Motion**  
<southwestedinburghinmotion@gmail.com>

to MP, MSP, Local Councillors, TEC Councillors, Governance, Risk & Best Value  
Councillors, Community Councils

Dear community councils,

Noting the meeting happening today with the city council, South West Edinburgh in Motion (SWEM) would like to bring to your attention a number of issues concerning the local engagement survey conducted in September with residents of Lanark Road.

SWEM is a Facebook group with over 800 members made up of residents and local business owners impacted by the council's Spaces for People schemes on Lanark, Inglis Green and Longstone Roads.

We organised two local surveys, one conducted in December 2020 by an independent market research company and completed by over 1000 respondents, and another informal survey in June 2021 with over 400 replies, from residents and businesses in the Longstone Community Council catchment.

Based on the numerical findings of these surveys and the [many hundreds of comments made by respondents](#) since the initial introduction of SfP in the area, SWEM has been able to collect more local opinion on the Spaces for People schemes than local community councils, and therefore has a clear mandate to represent these views to the council.

On 6 September 2021, residents of Lanark Road and the neighbouring streets were presented with the council's "local engagement" survey, which asked about two specific elements of the Lanark Road scheme.

SWEM noted that, if respondents wished to submit the survey, they must agree with one of the options presented by the council concerning parking opposite Dovecot Park, namely "Relocate Parking" or "Remove Parking".

We considered that this was unacceptable, and on 7 September SWEM wrote to the council with a formal complaint, which was UPHELD with the following response (attached):

*"...we recognise that people should have been able to choose neither of the options presented. As such the survey has been updated and an answer to this question is no longer required."*

*“We will contact participants (where we are able to) who provided responses prior to the update to ask them if they would like to change their response.*

*We feel that this will address the issue and as such there are no grounds for the survey to be paused as this will only delay any changes to the current measures or a decision on the retention or removal. We therefore uphold your complaint in relation to Question 5 of the survey but confirm that we have taken steps to address the issue raised and therefore we do not propose to pause the consultation.”*

This response by the council remains unsatisfactory for a number of reasons:

- The confirmation the council had taken this step was not communicated until much later on in the survey period – reducing the time people had to respond (the council took 10 days to respond to the complaint, not the 5 days expected for a Stage 1 complaint)
- It is not clear what day the council took this step, how many people had submitted responses before this change and how many the council were able to contact.
- Very disappointingly, there was no effort to change the survey, beyond allowing respondents to submit without completing Question 5.
- No indication was provided that it was possible to omit the question, and no explicit “disagree” option was possible.
- There was (and still is) considerable confusion over who could or should complete the survey:
  - Some residents who are impacted were excluded from receiving a survey invitation, with the selection of some properties on some streets and not others appearing illogical. Even properties along the supposed quiet route from Gillespie Road through Spylaw Avenue to Spylaw Bank Road (which is supposed to be part of the scheme) were excluded.
  - Some residents within the chosen area did not seem to receive letter invites (and some have complained to the council and local councillors).
  - The assumption was made that if people were outside the invitation area that they should not submit a response. However, close to the deadline, the council said that in the parallel consultation in Braids/Comiston Road area that they would accept responses from outside the area but would just segment them as such in the final report. If responses from outside the invited area in Lanark Road are being included in the report, then this should have been made clear at the outset, and advertised accordingly or it can have no value.
  - Residents with opinions on both sides of the debate have no confidence that the method of identifying valid responses via postcode is valid and not open to spamming. The capturing of personal data also feels inappropriate. There are more robust and confidential ways to ensure valid participation. The end result is that no one will trust the output of this consultation, so failing to use more robust methodology has been a false economy.

Not only does this survey fall short of best practice in its design, and implementation but the scope was extremely narrow.

In its report of 24 June, the Council's report committed to reviewing floating parking arrangements, specifically stating that:

*4.101.3 In some circumstances, replacing floating parking with a new layout which places the cycle lane between parked cars and the running carriageway.*

We ask why this was not offered in the community survey when it was a commitment in the report?

The road is now officially 30mph, so this should be perfectly possible and reasonable if speed enforcement was in place as it was previously. The volume of traffic at this point will be the same

as, if not less than the volume of traffic in the run up to and beyond the Inglis Road junction where there is no segregation, and then on through Slateford where there are bus lanes only operational for part of the day. Or, turning left over Chesser where similar advisory lanes are in place with kerbside parking.

In addition, this scheme has been officially scored as having a negative impact on disabled people. Yet the council did not take this opportunity to consider any improvements for this in the Dovecot area and their suggested options increase the negative impact.

Finally, why has this survey concentrated so exclusively on the speed of bikes?

While SWEM has indeed done much to bring to the attention of the council the new safety hazards to cyclists and pedestrians that the scheme design has created, we should not overlook the other obvious issue now caused by the lack of speed enforcement for cars, buses and lorries, which has been created by the scheme design. Surely this must also be addressed?

While we recognise that community councillors hold differing personal views on the changes to Lanark Road, we hope that you can agree that the “local engagement” which took place in September fell far short of what should reasonably be expected.

We ask that you reflect this to the council in your discussions, and also represent to them the [comments submitted to SWEM from a large number of local residents](#).

South West Edinburgh in Motion

**Appendix 4: Maladministration as public survey issued without proper basic checks being made.**

[\(back to appendices\)](#)

Cllr Johnston question to full council - quality checking process for Lanark Road survey (23 September full council meeting)

**Item no 10.15**

**QUESTION NO 15**

**By Councillor Johnston for answer  
by the Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 23 September 2021**

In QUESTION NO 15 on 11 March 2021, the Convener of the Transport and Environment Committee was asked what pre-testing of the public consultation survey was carried out and what was the scale and profile of the test sample? the response was: "Given the timescale for development and delivery of the engagement, it was not possible to pre-test the survey..."

**Question**

- (1)** Given, there was more time to prepare for the Lanark Road engagement, what pre-testing, quality control and approval process was undertaken for the Local Engagement Survey for Lanark Road?

**Answer**

- (1)** The timeline and arrangements put in place to engage with local residents recognised that it would be challenging to complete all of the actions from Council in time to report to Transport and Environment Committee in September. The change of date for Committee has not provided more time to prepare but has ensured that responses from residents through the survey will be available in advance of Committee.

Internal testing (including quality checking) was undertaken proportionate to the need to work at pace and the timeframe available. However, following feedback particularly in respect of Question 5 in the engagement survey, the survey has been recently amended.

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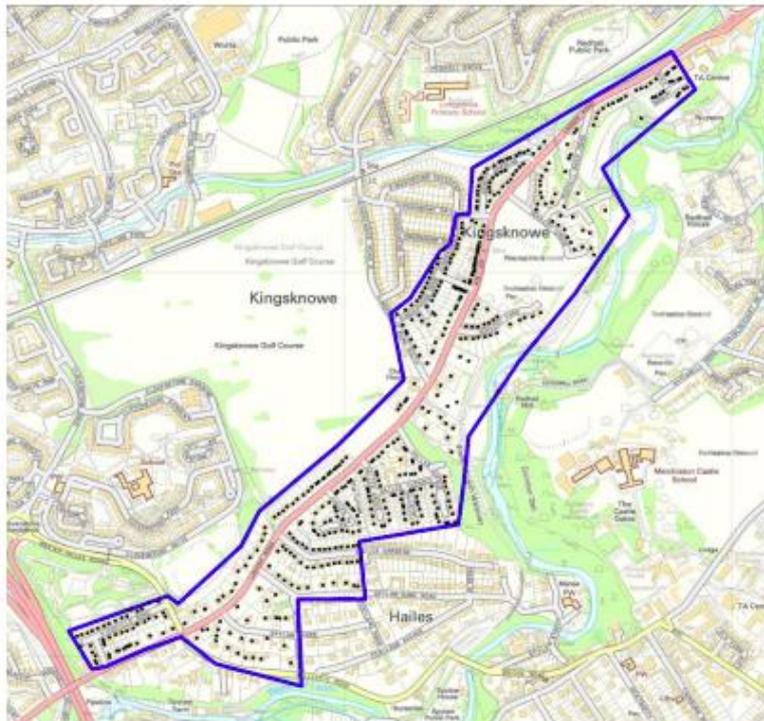
<b>Question</b>	(2) What steps were taken to ensure all residents in the prescribed local area received a letter?
<b>Answer</b>	(2) A distribution company was engaged to deliver the letters and non-deliveries were reported back to the Council. Four properties within one block did not receive the letter on the 1 <sup>st</sup> attempt as entry could not be gained. However, letters were delivered on the 2 <sup>nd</sup> attempt, which was within 5 days of the 1 <sup>st</sup> delivery attempt.

**Question** (3) How did council officers decide on the designated letter drop boundary?

**Answer** (3) The map below shows the boundary which was developed to include the properties (both residents and businesses) which have a frontage directly adjacent to the measures, cul-de-sacs leading from the measures and properties approximately within 300m of the measures.

**Question** (4) Did council officers consult any elected councillors when setting the boundary of the area designated to receive letters, to ensure local knowledge was incorporated?

**Answer** (4) Following a request from a Councillor, the boundary information was shared with local ward Councillors (from the four affected wards) and Transport and Environment members. There was no feedback received on the proposed boundaries.



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Thank you Convenor and the Committee for once again giving me the time today.

Once again, I find myself here speaking to you regarding an issue that has been discussed previously, but unfortunately remains an unresolved issue at this point in time. That is the treatment of Private Hire Taxis in comparison to black cabs. Committee members are already aware that there is ongoing litigation on this topic but it is our hope that a new issue I am going to describe can be resolved at this stage to avoid any more Legal wrangling, and quite substantial costs that are in nobody's interests here. Item 7.1 is a very large item. I would just like to focus primarily on page 118 of the Report and specifically in relation to the bus gates at the east end of Princes Street and at South St David Street. As I am sure the Convenor and the rest of the Committee is aware, the South Bridge TTRO with the bus gate that was proposed there, was abandoned after we had various legal interventions into that particular process. As part of that, we produced factual evidence from an independent transport survey company which was initiated actually at the junction of the North Bridge and Princes Street. The survey was conducted over a 2 week period in the run-up to Christmas. We obtained factual evidence at that point that the number of private hire taxis as a percentage of all vehicles in the area was very small. Somewhere between 3% and 4% depending on which day that you looked at and, obviously, slightly lower on average than the percentage of hackneys that were also using the same route.

We also clarified during those legal interventions that the proposed bus gate at the South Bridge had not been justified for pedestrian or cycle safety, and we believe that the Council is today about to take a further decision on whether to continue with the operation of the bus gates at Princes Street and South St David Street and given that the Report will move to engage the ETRO process going forward, we are asking today if the officers have considered any evidence of impact on these 2 bus gates in order to arrive at the conclusion that things should stay as they are and private hire taxis be excluded, something which we have been asking for since these Bus Gates were installed at the start of the Pandemic, and has never been undertaken.

For this ETRO process in relation to these Bus Gates to be undertaken with no evidence to exclude Private Hire Taxis is a dereliction of duty as far as we are concerned and is nothing short of historical bias in relation to the Licensed Private Hire Taxi sector which contributes to the overall Public Transport needs of our city, and we as a Trade also contribute substantially to the financial input received by this Council on an Annual basis.

There will be those listening today wondering what I mean by historical bias, suffice to say without going over old ground, we as a Trade have been subjected to these types of unfounded and unmerited decisions by this Committee for years, with no basis for doing so other than the historical "that's the way it's always been", well I am afraid that is no longer acceptable.

At the Deputation we put forward in April of this year to this Committee there were certain assertions made by Officers which included reasons given as to why Private Hire Taxi's have been excluded up till this point, these assertions went from identification of the vehicles, to not being hailed in the street and finally that the Road Traffic Act was to blame. All of those issues were debunked at that meeting and The Road Traffic Act is the same Act used across the entire country which allows for Private Hire Taxi's to use Bus Gates etc in other areas of the country. We have received legal advice that there is nothing in the road traffic legislation to prevent the Council from allowing Private Hire Cars to access bus gates. Clearly many other Scottish Local Authorities (e.g. Glasgow) agree. If there is no legal impediment to allowing Private Hire Cars to use the bus gates on an experimental basis at this stage, the question that must be asked is what is the justification?

We see today as the ideal opportunity to use the ETRO process and allow for the use of Bus Gates by all licensed vehicles in Edinburgh. A simple and straightforward change to the signage would reflect this, "Buses and Edinburgh Licensed Vehicles Only", and would allow the Council to collect evidence on actual impact, to determine what traffic regulation is appropriate at this location on a longer term basis. Excluding Private Hire Taxis from an experimental order with no evidence to justify it is unreasonable and irrational. At this point we would also draw the Committee's attention to the decision taken on the ETRO process for the A90 Queensferry Road Bus Lane and the A1 corridor bus lane at pages 120 and 121 respectively. It is our assertion that the same reasoning applies to these 2 ETRO processes, and that this represents the ideal opportunity to allow for Private Hire Taxi usage in these 2 areas and collect the relevant data on actual impact and determine what traffic regulation is appropriate on a longer term basis.

We have since our last Deputation had some very constructive dialogue with Officers including Gareth Barwell on this subject, and we feel that today gives the Committee the perfect opportunity to once and for all see the merits of our assertions and allow Private Hire Taxi's to use these Bus Gates going forward, anything else would be a decision without any factual foundation to back it up. It would also have an additional impact on the travelling public at a point where service levels have been dramatically affected across all sectors of the trade with a shortage of drivers and vehicles, something which is being seen regularly, particularly on weekend nights, and impacts on the safety of individuals just trying to get home, these Bus Gate measures mean Private Hire Taxi's having to re-negotiate routes adding further to delays.

So, we respectfully ask this Committee once again to allow for Private Hire Taxi's to be given the same rights as other Licensed Vehicles to use these Bus Gates under the new ETRO process, and the A90 and A1 Bus lanes ETRO process to enable the relevant data to be captured within the processes.

Thank you, and I would be happy to answer any questions you may have.

Spokes Party Deputation for Agenda Item 7.4.

Short term improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction

1. Thank you for allowing Spokes Party to make this deputation in relation to the Portobello High St Sir Harry Lauder Road Junction.
2. We want to start by saying that every member of this Committee should be conscious of the impacts of every decision you make on those who walk, wheel and cycle in this city. Will your decisions improve the safety and comfort of those in the priority levels of the sustainable travel hierarchy? Or will they make life more difficult, or, worse, more dangerous? Vision Zero must not only be an ambition, it must be followed through in practice.
3. We are fortunate that there is now plenty of evidence and technical guidance to draw on in regards to cycle safety and the type of infrastructure and conditions we need in order to ensure people feel comfortable and safe when riding their cycles. That evidence needs to be at the forefront of your minds.
4. As you know, two people have recently lost their lives simply for riding their bikes on a road in Portobello, Heather Stronach and Stuart Elliott. And, when the junction was previously a roundabout, a woman was also killed on her bike by an HGV.
5. This is an appalling record, and one that has shaken not only the local community but also people from across the city who just want to get around safely by bike. I have been run over by a lorry myself on Seafield Road, almost exactly twelve years ago. To see other people still losing their lives from HGVs is devastating.
6. We welcome the fact that short term proposals are now finally being considered but we are frustrated and saddened that it has taken almost a year after Heather's death to get to this point. We are also disappointed to see that the short-term improvements will not be in place until February 2022. This means cyclists will continue to face real dangers through what can be the most difficult months of the year. Action must be taken to bring this date forward where possible, and to mitigate against further delays.
7. In Spokes Party, we are not qualified engineers. We can comment on proposals, drawing on our experience and local knowledge, and we can analyse data that the Council provides, but it is not up to us to design interventions in detail. We are reliant on the Council to come up with designs, and we need the Council to reassure us that these designs are optimal in terms of cycle safety. Unfortunately, when the Council proposed Option 1, we were not reassured. We have made our concerns clear from the start of this process that we could not and cannot accept Option 1.
8. We recognise Option 2a, which temporarily closes the left slip lane, is not perfect and there are risks associated with it, both locally and on the wider network, for example around Northfield. We have been clear that these risks must be mitigated wherever possible, particularly around schools, and we are pleased to see that the actions we previously suggested are mentioned in the paper.
9. No short-term intervention can be perfect in a junction of this complexity. This is why we are calling on the Council now to move urgently on both the medium-term improvements (which must also improve conditions for pedestrians) and the long-term improvements to further mitigate any risks associated with Option 2a.
10. We do not understand why work on the medium-term improvements is not well underway given that discussions have been ongoing for almost a year. We hope that the eighteen-month period mentioned in the paper is from now, rather than February

2022. It must be possible, for the most dangerous junction in the city for cyclists, to prioritise resources, and run the three workstreams in parallel.

11. Detailed work on a permanent redesign must start now and must not be predicated on the junctions review which could be subject to delays and slippage. The redesign must implement the sustainable travel hierarchy, including decreasing the crossing times for pedestrians. It must also take account of the Scottish Government's traffic reduction targets and other relevant policy commitments, as well as proposed residential developments in the area.
12. We welcome the work that has been done to date on alternative routes to the junction but, for those councillors not familiar with the area, it is important to understand that they are not ideal. Fishwives Causeway is isolated at night and many people, particularly women, may be uncomfortable using it. In addition, if coming from Portobello Road, it is difficult to see the signage, and cyclists who are unfamiliar with the area are unlikely to be aware of its existence. Please can we have improved signage!
13. In summary, we are asking you to do everything you can to speed up the process of the medium-term interventions, and the final permanent scheme. We are also asking again for regular updates on the Council's website to reassure the local community and cyclists across Edinburgh that progress is being made, and that the Council remains committed to taking rapid practical action on cycle safety.
14. We appreciate that this process has been difficult for everyone involved, particularly Council officers, and we'd like to thank them for engaging with us to discuss our concerns over the last year. Spokes Party has engaged in this process to date in good faith, and we will continue to do so. We owe it to those that who have lost their lives just for riding bicycles.

### Photograph of Junction

This photograph was taken on a site visit (looking down towards Portobello High St). The drivers are stopped at the lights. This is just one example of what cyclists have to deal with when negotiating the junction.



Spokes Party is a local Spokes Lothian group. We are working to make walking, wheeling and cycling safe, easy and fun for everyone in and around Edinburgh East. Contact us at [Spokesparty@gmail.com](mailto:Spokesparty@gmail.com)



City of Edinburgh Council

Transport & Environment Committee, 14 Oct 2021

### **Item 7.4 – Short Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction – Report by the Executive Director of Place**

Dear Councillors,

Portobello Community Council normally seeks to learn the view of the community and reflect those to the local authority. However, the circumstances at hand forced a more direct form of engagement with Council officers and councillors following two fatal incidents at this junction. As co-chair of the community council I have taken part in a series of stakeholder meetings, sharing local knowledge of the junction as a pedestrian, cyclist, and motorist while also reflecting on discussions by the community council and within the community. It has been a very emotional process.

It was shocking to see Option 1 taken forward as a serious proposal for a short-term remedy – replacing an ill-advised advisory cycle lane with a third lane for general traffic. This proposal shows little understanding of the gradient at the location, the speed of traffic – either fast & accelerating to get through traffic lights, or stationary – and the additional risk this would force onto cyclists moving slowly across a lane of traffic to head toward Inchview Terrace or two lanes for Seafeld and Kings Road. You cannot improve the safety of a junction by introducing additional risky manoeuvres for the most vulnerable users. Design should not be made to account for poor adherence by HGV drivers – professional drivers – while simultaneously expecting cyclists to behave in exactly the way designed for, or simply implying that by cycling across the junction they themselves are at fault [Police Scotland].

It is good to see Option 2 being recommended for implementation. At times it felt like Spokes Party, the ward councillors and community council were championing Option 2a – but let's be clear: it is the least worst option. It is a short-term sticking plaster only. Preventing left turns by HGV drivers reduces the likelihood of further deaths, however it does force a small number of HGVs to other roads – if there is a best road for HGVs in the general area then it is clearly the Harry Lauder Road – it's not Northfield Broadway, it's not Brighton Place.

As such the medium-term solution must be implemented as soon as possible. Its implementation is not tied to the short-term one – there are no dependencies. Putting its deadline as short-term completion + 18 months sets an unambitious target. Pull it in, complete it much faster. Until it is completed, ensure mitigation strategies are in place on at-risk roads (speed cushions on Northfield Broadway – good; mitigations for Brighton and Southfield Place too?), with repeat traffic monitoring and improved on-road signage for cyclists of alternative routes.

It is encouraging to see the Council's road safety plan, Vision Zero – but there is a need for all involved to be sufficiently trained and familiar: councillors, council officers, stakeholders, and other professionals. This could have realised a "short-term" proposal was implemented in a short timescale.

Yours,

Lee Kindness

Co-chair, Portobello Community Council

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

12 Oct 2021

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# Brightons and Rosefield Residents' Association

Est 1978

## **DEPUTATION TO THE TRANSPORT AND ENVIRONMENT COMMITTEE MEETING ON 14 OCTOBER 2021 ON BEHALF OF BRIGHTONS AND ROSEFIELD RESIDENTS' ASSOCIATION**

This deputation is made on behalf of Brighton and Rosefield Residents' Association (which encompasses Brighton Place and the surrounding streets) about item 7.4 on the agenda, the proposal for alterations to the junction at Sir Harry Lauder/Seafield/Portobello Road.

Option 2a, the banning of left hand turns for HGVs from Portobello High Street onto Sir Harry Lauder Road is highlighted as the preferred option. We of course support any improvements to this junction for cyclists and indeed pedestrians as it is not an easy junction to negotiate. It is worth noting however that there are safe and traffic-free alternatives for cyclists travelling both towards the city centre and towards Leith that enable them to avoid this junction altogether, although they could be better signposted.

However, we fear that the unintended consequences of this move to improve safety here could result in Brighton and Southfield Place becoming less safe due to the increase in the number of HGVs travelling up Brighton Place and Duddingston Park to access Milton Road.

Brighton Place is a residential street and a safe route to school for many children and their parents who travel up and down on foot, by bike or scooter twice a day, five days a week, to access various schools and nurseries, e.g. Portobello High School, Holy Rood High School, St John's RC primary school, Duddingston primary school, Cherrytrees nursery, Rocking Horse nursery, Highland Fling nursery, Blossom Day nursery, Brightons nursery.

There are already concerns about vehicle speeds, volume of traffic and road safety on this stretch of road to the extent that parents at Duddingston school have set up a road safety group to look at the whole route to school in order to try and tackle them.

In addition, Brighton Place is set to see a substantial increase in traffic that will be displaced onto this route by the Experimental Traffic Regulation Order to permanently close Brunstane Road (the only other north/south axis in and out of Portobello) that is due to be put in place soon. If additional HGVs are added to that mix then there will be additional hazards for pedestrians, cyclists and school children using this route.

We ask that measures are put in place to discourage or prevent HGVs using this route and for signage to be installed to this effect so that this already busy route does not become more busy and more dangerous for the people using it.

Attached below are images showing three 20 mph speed limit signs on Brighton Place approaching Portobello: one is hidden by foliage, another has a sticker through it and the third (on the opposite side of the road) is easily hidden by a high sided vehicle.

On the other side, for drivers going towards Southfield Place, there are two: one (on the right hand side) has had stickers on it, the other is hidden by trees. This signage needs to be improved and the installation of flashing 20 mph reminder signs would be beneficial at appropriate points in Brighton Place.

We ask that committee members look at this situation holistically to ensure that introducing safety measures in one place does not just displace the risk elsewhere.











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