

Deputations

Transport and Environment Committee

10.00 am Thursday, 18th August, 2022

Virtual Meeting – Microsoft Teams

Deputations

Contacts

Email: martin.scott@edinburgh.gov.uk / taylor.ward@edinburgh.gov.uk

Nick Smith

Service Director, Legal and Assurance

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Hybrid Meeting - Dean of Guild Court Room / Microsoft Teams

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CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

18 August 2022

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 6.1 on the agenda – Business Bulletin – Low Emissions Zone	Blackford Safe Routes (written and verbal)
3.2 In relation to Item 6.1 on the agenda – Business Bulletin – Low Emissions Zone	Scotsman Holdings (written and verbal) North Bridge West Business (verbal)
3.3 In relation to Item 7.1 on the agenda Updated Pedestrian Crossing Prioritisation 2022/23 - report by the Executive Director of Place	Ward Councillor Osler (written)
3.4 In relation to Item 7.4 on the agenda Delivering Scotland’s Circular Economy – Consultation Responses - report by the Executive Director of Place	Friends of Braidburn Valley Park (written)
3.5 In relation to Item 7.5 on the agenda Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order - report by the Executive Director of Place	Leith Independent Garages Association (verbal) Abbeyhill Colonies Residents Association (verbal)

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

18 August 2022

DEPUTATION REQUESTS

<p>3.6 In relation to Item 7.7 on the agenda Active Travel Measures – Travelling Safely Update - report by the Executive Director of Place</p>	<p>Blackford Safe Routes (written and verbal)</p> <p>Keep Morningside Moving (written)</p> <p>Spokes Edinburgh (written and verbal)</p> <p>South West Edinburgh in Motion (written)</p> <p>Better Edinburgh Sustainable Transport (written)</p> <p>South West Edinburgh 20 Minute Neighbourhoods (written)</p>
<p>3.7 In relation to Item 9.1 on the agenda Motion By Councillor Macinnes – Withdrawal of Contract Extensions for Supported Bus Services 20, 63 and 68 - report by the Executive Director of Place</p>	<p>Low Traffic Corstorphine (written)</p> <p>Ward Councillor Glasgow (verbal)</p>

Deputation from Blackford Safe Routes to the Travel and Environment committee meeting of 18th August 2022

“Timed closures” on Whitehouse Loan - agenda item 7.7

We are aware of a deputation proposing timed-closures for Whitehouse Loan as an alternative to the permanent closures to motor vehicles. This suggestion was agreed to be discussed by TEC (despite being late and not relevant to the agenda of the last TEC in March) during the TEC meeting of 18th August 2022.

The predictability and contiguous nature of any route is fundamental to its usefulness, safety and convenience - making it important no part of the route closes at any time of day. Permanent closure also benefits drivers by removing any confusion and supports Satnav routing systems that don't handle timed closures. In addition, school children travel this route at all times of the day and week, particularly for morning- and after-school activities and for leisure activities e.g. visits to Blackford Hill nature reserve. Timed closures would restrict access to children to take part in these activities, particularly children travelling independently. During the school day, pupils also regularly cross Whitehouse Loan to the Links and to the High School grounds near Strathearn Rd to take part in school sports activities. This has been one of the key benefits for the PE teacher at the school.

Timed-closures would require staff members to attend to the closures and those staff then become subject to threats and intimidation. This was the experience of staff at drop off and pick up times before the modal filter was put in place. Electrically-operated bollards would be extremely expensive and prone to mechanical breakdown. Therefore, timed-closures are not seen as a sustainable nor desirable solution.

Looking at the wider picture, the council's own target is to reduce motor vehicle kilometres by 30% by 2030. Blackford Safe Routes supports this target as necessary to secure our children's future as part of a strategic reduction of carbon emissions. The Greenbank to Meadows Quiet Route is a key example of this strategy by providing facilities to those who wish to walk, wheel or cycle but won't because of perceived or actual danger. The existence of this route has manifestly provided the opportunity for modal shift, with families saying that now there is a quiet route to school they no longer need to drive - this is traffic evaporation in action. Everywhere on the route is still accessible by vehicle, but by providing the opportunity for modal shift, people have been given the choice to move away from using their cars and this, in turn, has benefits for people with essential car journeys as there are fewer cars on the road. This supports a fairer and more equitable use of transport infrastructure that prioritises business and essential journeys.

The Greenbank to Meadows Quiet Route is proving immensely popular with walkers, runners, wheelers and cyclists at all times of day and all days of the week. There is a majority of support for the route amongst the school communities (7 schools in total served by this route), amounting to thousands of parents, carers and children. The Morningside Community Council survey indicated very clear mass popular support for less parking, better public transport and more space for walking. Routes such as the Greenbank to Meadows Quiet Route help people access the Morningside shops using active travel and reduce the congestion and pollution induced by car traffic. Representative surveys also show that local residents support these schemes and experience across the UK shows that councillors and politicians who support them are overwhelmingly voted back in with increased majorities.

Blackford Safe Routes strongly opposes any concept of timed closures, as they are not a people and neighbourhood centred approach and they risk weakening local improvements in active travel, the benefits of which are widely documented. Children's access to safe and healthy activity must be prioritised.

Proposed new right turn from Home St to Brougham St (Tollcross) - agenda item 6.1 - Low Emissions Zone

Blackford Safe Routes strongly supports the implementation of a new right-hand turn from Home St into Brougham St as part of the low emissions zone.

In our "liveable neighbourhood" plans (<http://blackfordsaferoutes.co.uk/jgps-travel-committee/liveable-neighbourhoods>), we proposed this right-hand turn be included at Tollcross so that through-motor-traffic could be removed from Warrender Park Rd. Warrender Park Road is the second key route to school, running East - West, in conjunction with the Greenbank to Meadows Quiet Route running North-South.

Many families would like to be able to travel safely on foot or by bike along the Warrender Park Road corridor to and from school. Unfortunately, it is currently heavily used by vehicles travelling from Bruntsfield to Melville Dr (A700) and is therefore subject to unnecessary through-traffic by non-residents. Once this right-turn is reinstated at Tollcross, it will then be possible to remove through-traffic on Warrender Park Rd and complete the proposed low-traffic neighbourhood in the area.

Clerk to the Transport and Environment Committee
City Of Edinburgh Council

16th August 2022

Deputation on Behalf of The Scotsman Hotel, Scotsman Group plc

Clerk to the Transport and Environment Committee.

This Deputation is made to the Committee on behalf of the Scotsman Hotel, 20 North Bridge, Edinburgh.

By Way of Background, the Scotsman Group is a family-owned company founded over 30 years ago in Glasgow, we operate only in Scotland and pride ourselves on the fact that over 96% of our supplier base is Scottish. We currently employ approximately 2000 people throughout Scotland.

Most of our Interests are housed within Listed Buildings as this is our preference for development and have been fortunate to be the recipient of many awards for our endeavours including awards from the RIAS (Royal Incorporation of Architects Scotland) and BCO (British Council for Offices) amongst others.

The Scotsman Hotel, Edinburgh is the 'Jewel in the Crown' for the Scotsman Group, our current portfolio includes Hotels, Bars, Cinemas, Restaurants and Serviced Apartments, along with various Retail and Residential Developments. We currently own and operate a number of properties in Edinburgh, including the Grassmarket Hotel, The Murrayfield Hotel & The Ghillie Dhu.



SCOTSMAN HOLDINGS

We were fortunate to have completed the purchase of The Scotsman Hotel in 2017 after extensive negotiations with the administrators. It was then we began the painstaking process of research, design and refurbishment of the hotel after what was described to us by the long-term staff members as a 'long period of no investment' which sadly resulted in HMRC putting the property into Administration.

Over the intervening years we have successfully refurbished:

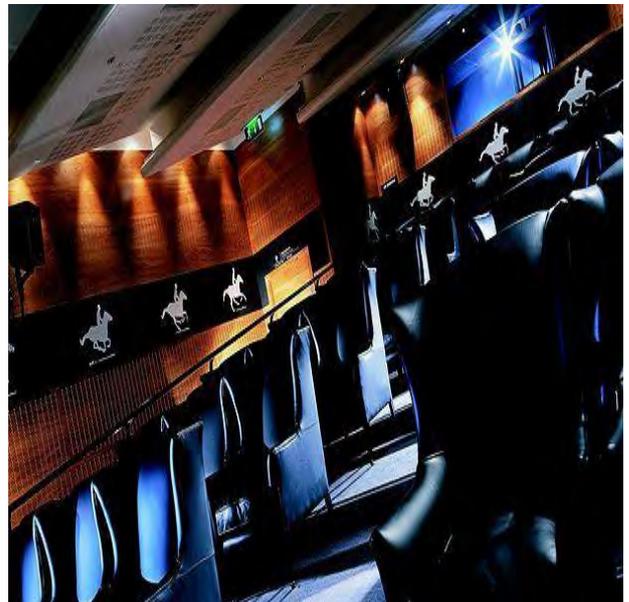
All bedrooms, suites, and the Penthouse, including the installation of Air Conditioning throughout.

All the back of house facilities including the staff facilities.

Refurbished the screening room into a boutique cinema experience

Added world class function, wedding and conference facilities.

Refurbished the old hotel restaurant (previous hotel breakfast & Dining Room for hotel guests) into the 'Grand Café' to offer a 'public' experience of the Hotel.



The overall refurbishment is still ongoing given the complete nature of the building and our aspirations for the property. We have invested over £12,000,000 into its rebirth and are very proud of our achievements. As we have successfully kept the property open to the public throughout this process.



Before refurbishment



After refurbishment



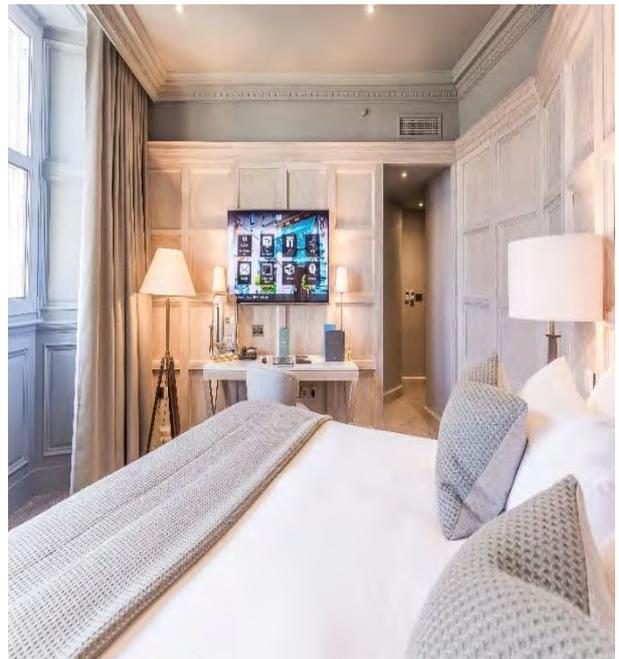
Before refurbishment



After refurbishment



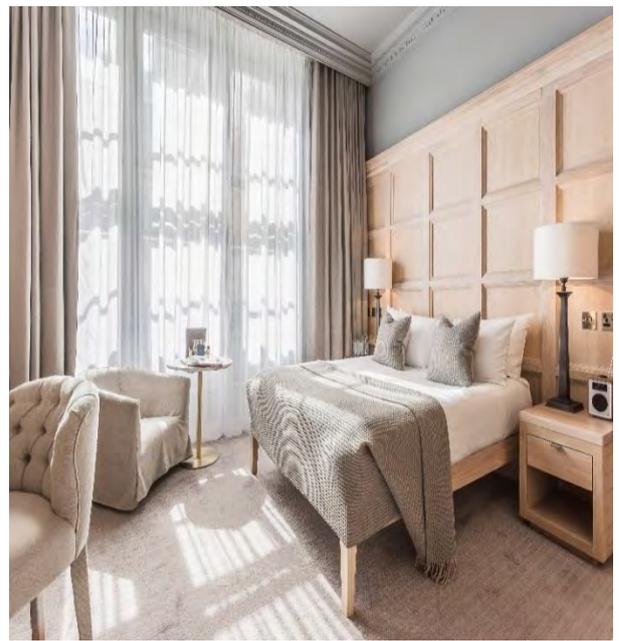
Before refurbishment



After refurbishment



Before refurbishment



After refurbishment



Before refurbishment



After refurbishment

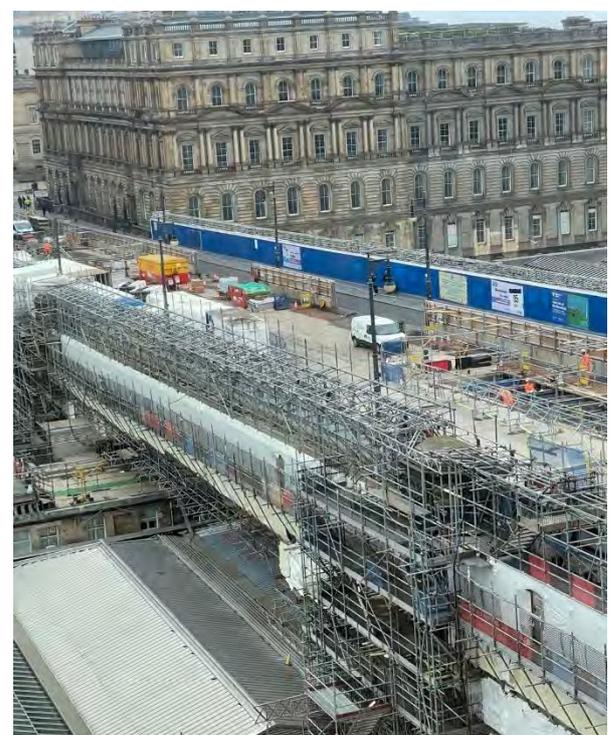
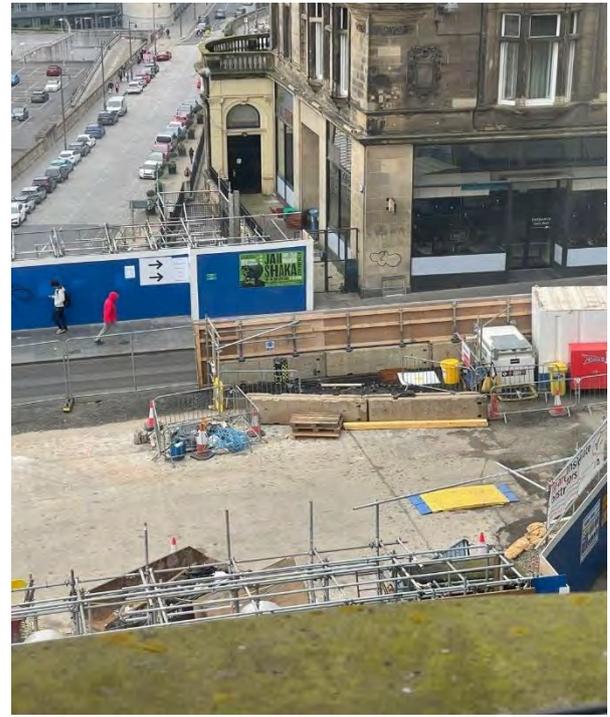
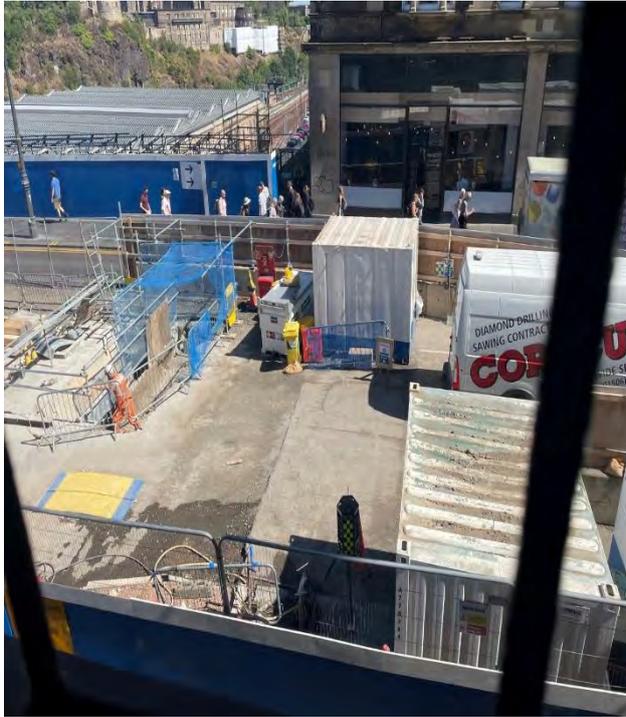
However, since the beginning of our ownership we have never been able to trade unencumbered. Firstly we had the refurbishment and overall upgrade of the hotel which we carried out in phases to allow the hotel to continue to trade. Then obviously COVID. Now we have the ongoing works to North Bridge which continue to exacerbate our ability to trade normally.



SCOTSMAN HOLDINGS

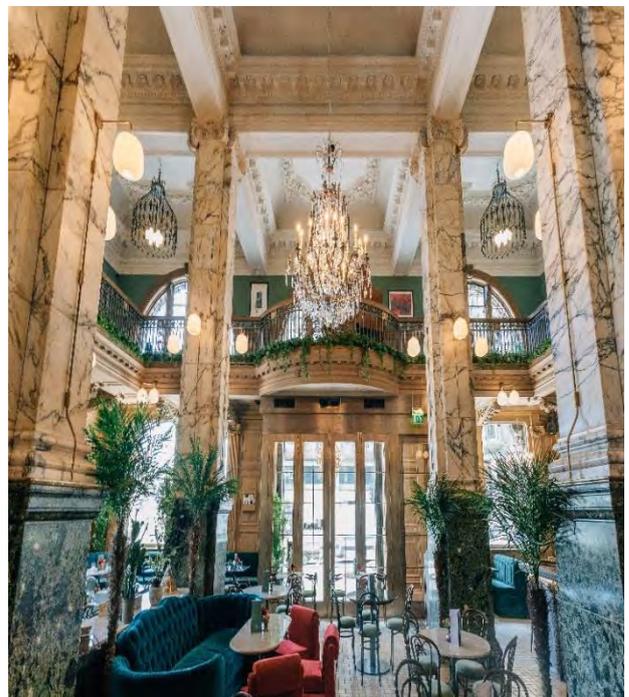
Before now we have been able to 'manage' the North Bridge works despite the works causing water leaks into lower levels including bedrooms. Diesel fumes from generators have been located on Scotsman land under our Plant Areas and we have suffered from restricted access in and around the hotel.

However, the impacts now being experienced by the current works to the North Bridge are so significant that the hotel's landmark 'Grand Café' is threatened with closure, potentially resulting in redundancy for the staff.

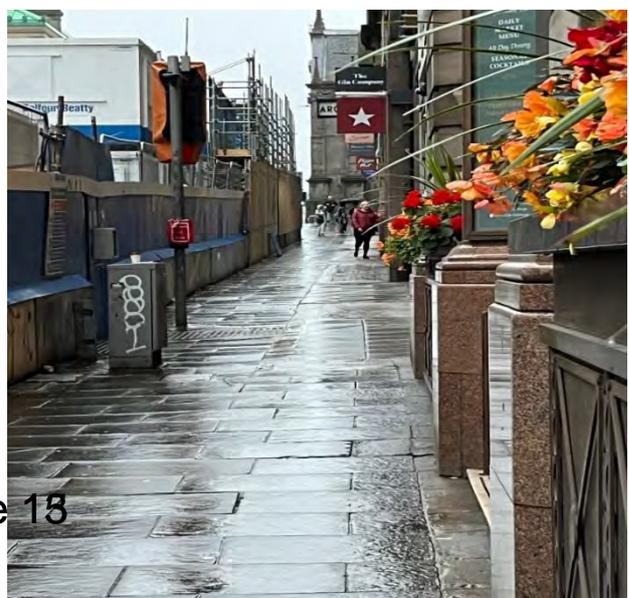
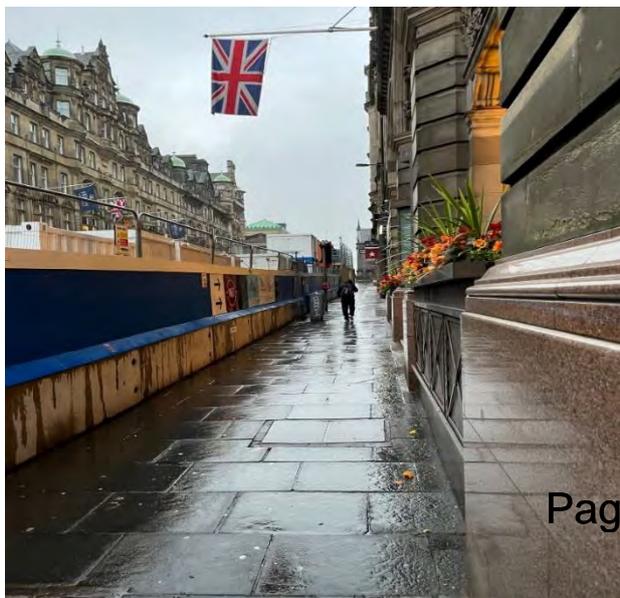


The Grand Café idea came to light during the design development of the hotel, at which stage we were in constant dialogue with various representatives of Edinburgh City Council, including Planning. The former hotel restaurant was used, in its previous tenure, as the breakfast and dining room for the Hotel and as such members of the public were not encouraged to enter the restaurant (or hotel for that matter) through this North Bridge Entrance. We were actively encouraged by the 'City' to bring this historic and important part of the North Bridge retail experience back to public use. This was the former 'Advertising Office' for The Scotsman Newspaper and as such was experienced by the public daily in the past.

With that in mind we purposely repositioned the hotel restaurant to the floor below, leaving us totally exposed given that our principal audience for the Grand Café was now from North Bridge or from the Scotsman steps (which has seen a drastic reduction in use since the start of the bridge works). We also reinstated the flags outside of the North Bridge frontage and put additional signage on North Bridge that was not there previously as there was no effort under the previous guise to encourage any retail position for the hotel on North Bridge.



The current lack of pedestrian footfall going past the premises, the lack of any signage advertising the Scotsman Hotel and Grand Café still being open during the works and the inability of the pedestrian to be able to see the entrance to the hotel and the Grand Café from the east side of the North Bridge and be able to cross over to it, all contribute to a devastating loss of footfall and resultant revenue for the Grand Café and Hotel.



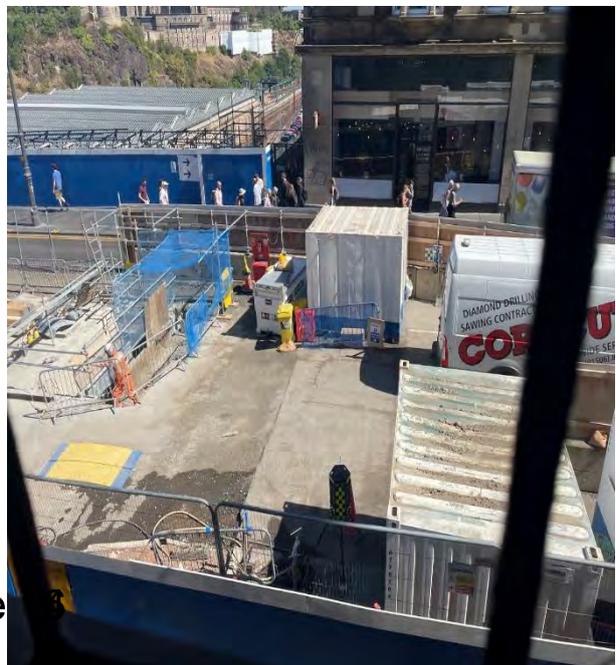
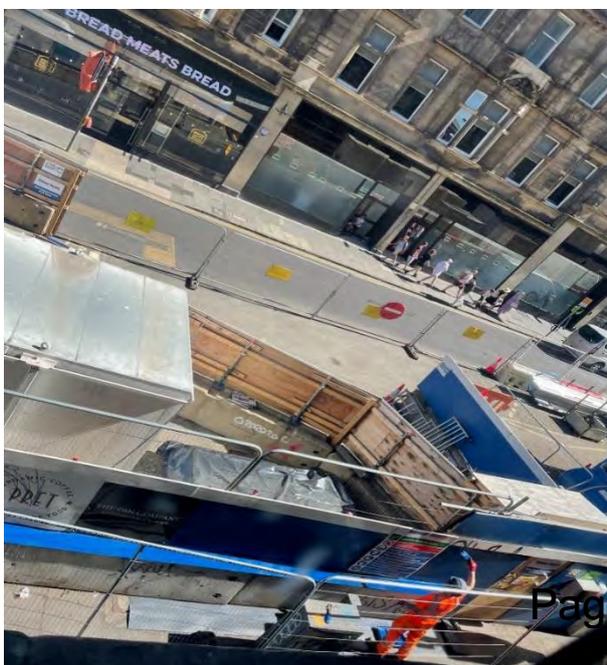
SCOTSMAN HOLDINGS

The whole frontage of the Scotsman Hotel and Grand Café is visually blocked by hoardings, Heras fencing, temporary containers and all the Balfour Beattie clutter. There is now no opportunity for the pedestrian to cross over to the Grand Café or the Hotel at present in the way the hoardings have been laid out. That route has been closed by Balfour Beattie but previously existed. If it was able to be operated with a pedestrian access successfully before, we are at a loss as to why it can't be operated again in the same way.



We are currently in festival time, normally the busiest time of year for the hotel and hospitality sectors in Edinburgh and yet we are suffering from the poorest pedestrian/ place experience in the city on North Bridge outside the Scotsman Hotel for our visitors and customers. The experience is so off putting that people are going elsewhere.

The unpleasant nature of the pedestrian experience along this section of the street often results in people thinking it's a dead end and turning back up to the High Street once they are halfway down the street. At this time of year we rely on this passing and drop in trade especially throughout the festival.



Similar to all accommodation providers the Scotsman Hotel equally relies on customer bookings from third party channels (eg Booking.com). Due to the subsequent lack of customer data coupled with GDPR regulation there is little access to the future guests direct contact details; this accounts for approximately 75%-80% of arrivals. The third party agents are also in control of the accommodation details housed upon their website including when and most importantly where notifications can be placed.

These circumstances combined mean the business has limited opportunity for advance communication to its own guests and forewarning of the works themselves, road closures and therefore access to the hotel frontage, and on occasion due to the works , the alternative secondary side door entrance.

The volume of unhappy customers, before they have even entered the building, is staggering and while the team are apologetic and empathetic for essentially items out with their control; this has little impact on the impact of the guest stay and subsequent the reputation of the hotel.

A review of the hotels online reputation clearly highlights this fact based on the specific mentions of the associated disruption from the bridge works. Due to algorithms working within both reputation and third party booking sites this negative feedback and opinion will have a material and lengthy impact on the hotel positioning in the Edinburgh marketplace; long after the works are finally complete.

The above issues can be demonstrated best by the number of bookings and parties that we have actually lost from the unfortunate perception the Hotel is closed.

We are also finding it hard to both recruit and retain staff, which as we know is ever increasingly difficult in the hospitality sector generally, but the outlook and disruption in even getting to work at the hotel at the moment has resulted in staff members going to other hotels where there is less 'impact' on their daily lives.

As a result of the impact of these failings on the trading figures of the Grand Café we are being forced to consider closing the venue unless significant steps are taken to address the concerns being put to the council in this deputation.

What we would like the committee to achieve:

1. A pedestrian walkway though from the east to the west side of North Bridge to allow access to the Grand Café and the Scotsman Hotel – given a large percentage of the site compound is either empty or used for private parking
2. Replacement of the Heras fencing behind hoardings entirely with a wire or Perspex hoarding so that visual continuity between the east side and west side of the street is maintained.
3. Allow for signage on a Perspex hoarding to advertise our premises
4. Permit temporary lighting and lit signage of the west side pedestrian route
5. Make allowance to move the site set up to another location, in the near future, as North Bridge has had its fair share of disruption
6. More interaction and correspondence between the residents / owners / Contractor and Edinburgh City Council so that we can all manage our businesses accordingly
7. Reinstate previous crossing point (currently contractor site access route) to allow access across north bridge. Ideally this could be actioned asap to allow crossing during the festival period
8. Request that committee cancel the 1 year extension to 2023 intimated for the re-opening of the pedestrian route on the west side of the bridge. Why - because this extension has not been risk assessed appropriately in terms of the impact on business, cultural heritage and employment. Importantly it has not been agreed to by the stakeholders
9. Request re-siting of the Balfour Beattie compound - why cant it be in the middle of the bridge so that existing businesses aren't disadvantaged any longer?
10. What input will Scotsman be given into the new circulation plan for pedestrians and traffic that's referred to in the papers?

11. The measures undertaken by the council to date are having a neutral impact on footfall - not a positive one. The partial mural and the limited signage for some businesses and lack of lighting are not having the desired effects.
12. Stakeholders are so concerned about the impact on their business and the lack of adequate consultation that they are having to make Deputations to this committee

Yours sincerely

David Scanlon
Director of Property
Scotsman Group Plc

Deputation: Transport and Environment Committee

Item: 7.1 Updated Pedestrian Crossing Prioritisation 2022/23

Thank you Convenor and Committee for reading this deputation.

Out of the 95 schemes in Appendix 1, 9 of them are in the Inverleith Ward. I am not going to mention them all but narrow my focus to just 4.

No. 32 Learmonth Terrace

No. 34 Henderson Row

No. 74 Orchard Rd

No. 80 Queensferry Rd at Orchard Rd to Orchard Rd South

Learmonth Terrace

If you have ever walked along the Queensferry Road towards Dean Bridge and had to cross this junction you will fully understand why this area so desperately needs improvement. First consulted upon in 2016, scheduled for delivery in 22/23 and now being pushed even further back to 25/26, basically residents will have to wait a decade for changes to be made. A major route to many schools as well as the main route for residents walking into town. To cross the junction heading into town you have to navigate traffic not only coming from behind you (which you cannot see), from the left coming up the hill but also turning traffic coming from town. I have grabbed so many unsuspecting individuals who have stepped out thinking they had checked the traffic and not taken account of the right turning traffic coming from the Dean Bridge including the 36 bus. It is just as bad crossing the other way.

Henderson Row

This was a collaboration between residents, Stockbridge Primary School and Ward Councillors and again due to be implemented next year but delayed now until 25/26. Very disappointing and not very supportive in encouraging children to walk/wheel/cycle to school.

Orchard Rd and Queensferry Rd At Orchard Rd to Orchard Rd South

Some cynics would say these were “new” schemes but anyone who knows the area knows that these are “old” issues and it has just taken a huge amount of pressure from Ward Councillors and residents to get assessments done and schemes brought forward. Residents have been told by officers that if they struggle to cross the Queensferry Rd taking their children to school they can always walk up to the lights at Craigleith junction. Something I am sure is not in line with pedestrians being top of the transport hierarchy and certainly does not support Council policy on Safer Routes to School

We are all aware of the many hurdles that have to be overcome to even get a scheme considered so getting to be on the list is an achievement. This is why it is incredibly disappointing and frustrating to

have much needed safety improvements asked for by residents, consulted upon and eagerly anticipated be delayed even further. It should be noted that the East Fettes Ave Pedestrian Crossing mentioned in the report took over 8 years to implement and that was also for a school.

If we are serious about the transport hierarchy and pedestrians are at the top and we really want residents to make the shift to walk/wheel/cycle more, what message are we giving them by taking so long to install much needed safety measures?

So, I would ask that real commitment and focus is given to achieving these new “estimated” construction dates. A determined effort to bring forward schemes like those mentioned above which have already been agreed and in two of the cases given an estimated time for implementation but still have yet to be delivered.

There has been a lot of talk that pedestrians are top but it is important that that talk is backed up by action and that we support residents so that they can move around safely.

Thank you for your time and consideration

Cllr Hal Osler

Lib Dem Cllr, Inverleith Ward

From: [Paul Bailey](#)
To: [Martin Scott](#); [Taylor Ward](#)
Cc: [Margaret Bruce](#); [Jain Whyte](#); [Mike Shields](#); [Alex Morrow](#)
Subject: Braidburn Valley Park Deputat on
Date: 16 August 2022 08:11:16

Dear Martin and Taylor,

Deputation for TEC meeting on Thursday

In the Support Pack for the TEC meeting on Thursday, recycling is repeatedly mentioned in the Circular Economy section. With that reference and Cllr Whyte's impassioned plea to clean up the city at the last meeting, the committee of Friends of Braidburn Valley Park wish to make a brief written deputation which would support increasing the recycling percentage in the city.

This recent photo is an example of the problem.



"4.1.6 In principle, the Council is supportive of proposals for local authorities to have more powers to enforce recycling requirements."

Deputation:-

Friends of Braidburn Valley Park would like the council to reassess the policy of having bins for recycling only in Premier Parks like Princes Street, Inverleith Park or Saughton Park.

Our park is extremely well maintained by the Parks Department and the Friends of the Park. The main problem however is overflowing bins - which happens frequently. Mike Shields, who manages the park excellently, has installed new bins at the entrances but says that council policy is just to collect non-recyclable stuff at present.

Surely with the council's strong aspiration to increase recycling rates, it would be in the council's interest to reconsider this policy; obviously there is a cost involved. But consider the facts; at present it appears that there is not enough manpower to clear the bins as often as is needed; logically if we have separate large bins at each site in our park (one for bottles, one for recyclable material and one for landfill), it would save on the cost of emptying the single bin so often.

We are not suggesting that every park should have such measures; but we do believe that there are other parks like ours which could be upgraded to Premier Park status, or simply have a status one below Premier which has recycling facilities.

You know it makes sense! Could it be in place for next summer?

=====End of deputation=====

Please confirm receipt of this email by the cut-off time for deputations, 2pm today.

Paul
(Chair, Friends of Braidburn Valley Park)

Keep Morningside Moving Follow-Up Deputation on TTRO TEMP/21/46
For Agenda Point 7.7 Section 4.17 of Active Travel Measures – Travelling Safely Update

We ask the Council to **PUT SAFETY FIRST**
REPLACE the closure to through vehicles
at Whitehouse Loan
near James Gillespies Primary School (JGPS)
WITH a school timed closure solution
similar to that at Sciennes Primary School

For Transport and Environment Committee
City of Edinburgh Council – 18 August 2022

Resident contributors to this deputation include:

- Paul Bailey
- Christine Carr
- Fiona Gomes
- Ken Harvey

All comments and photographs refer only to this section of Whitehouse Loan within TTRO TEMP/21/46

Junction of Warrender Park Road and Whitehouse Loan

CLOSED SECTION OF WHITEHOUSE LOAN TO VEHICLES – ROAD STILL OPEN AT CHILDRENS' ENTRANCE TO PRIMARY SCHOOL

Junction of Bruntsfield Crescent and Whitehouse Loan



Pedestrian/Childrens' entrance to James Gillespies Primary School (JGPS) on Warrender Park Road

Vehicle entrance to James Gillespies Primary School (JGPS) on Whitehouse Loan

We ask Council to REPLACE vehicular closure TEMP/21/46 at Whitehouse Loan with timed school closure solution – August 2022

TTRO TEMP/21/46 states it is “to facilitate improved safety for pedestrians and cyclists”.

It does not achieve this.

Five significant problems with the Whitehouse Loan vehicular closure at James Gillespies Primary School (JGPS)

Proposed alternative solution on slide 5

We ask Council to REPLACE vehicular closure TEMP/21/46 at Whitehouse Loan with timed school closure solution – August 2022

1. Pedestrians including school children and cyclists are less safe now

- This closure forces more traffic past the front of JGPS making cyclists and pedestrians less safe at corner next to JGPS than before this closure.
- As the road closure is not at the JGPS pedestrian entrance, it does not protect children meaning Crossing Guards/Police are still in attendance.

2. HGVs, vans and cars still regularly use and park in closed section

- Cyclists less safe due to potential vehicle collision in ‘closed’ section.

3. The decision to close this section of Whitehouse Loan was not based on relevant Council data

- Council data used to justify this closure was taken from counter 366.64m (1,202,88 ft) away – more than six times the height of Scott Monument.

4. Results of last City of Edinburgh Council SfP surveys (June 2021) said majority opposed road closure and asked for its removal

- All responses - Public, Business & Marketing Research – wanted removal.

5. Few cyclists use this section of Whitehouse Loan and prefer alternative routes resulting in similar number of cyclists as pre closure

- Due to above factors e.g. this section is less safe than other nearby paths.



2. HGVs, vans and cars still regularly use and park in closed section of Whitehouse Loan. This does not facilitate 'improved safety' for pedestrians or cyclists (TTRO TEMP 21/46)



We ask Council to REPLACE vehicular closure TEMP/21/46 at Whitehouse Loan with timed school closure solution – August 2022

Proposed alternative solution

We are aware of the TEC pilot in 2016 for School Streets covering nine primary schools which involved installation of large signs that flash at all entry points during school-specific term time operating periods . We believe the timed solution in place at Sciennes Primary School school-streets-scheme-at-sciennes-primary-school (edinburgh.gov.uk) would be a safer solution and should replace the closure of Whitehouse Loan at JGPS.



We ask Council to REPLACE vehicular closure TEMP/21/46 at Whitehouse Loan with timed school closure solution – August 2022

Spokes South Edinburgh deputation to Transport and Environment Committee 18/8/22

Agenda item 7.7 Active Travel Measures: Travelling Safely Update

Spokes South Edinburgh notes the responses from the consultation in June 22 and welcomes the proposal to move the named schemes in the South area to ETRO status, especially Comiston Road and the Quiet Route (Greenbank to Meadows) schemes which we have been the most involved in.

We note the negative comments gathered during the June 22 consultation exercise about these two schemes and we would like to give some context. Comiston Road runs through an area where the average number of cars for a household is 2.4 cars (2011 census) so it is to be expected that there will be some resistance to any reduction in road space for cars, when the car has been seen as an almost essential part of living in the suburbs. Nevertheless, in order to meet the CEC target of 30% reduction in car kilometres, a significant change of behavior needs to be strongly encouraged here and other similar parts of the city.

We welcome the commitment to take these schemes forward. The temporary measures already in place provide a safe enough route which has already allowed many people to undertake some journeys by cycling or walking instead of driving. There is a lot of potential to increase this. For example Boroughmuir, Watsons, and Heriots are all now accessible from Fairmilehead. Imagine the term time traffic reduction achievable if more parents could allow their teenage children to use the cycle lanes and parents in turn could avoid car use for short local journeys.

To increase use we need swift progress in improving safety and increasing access to what is already there. Instead the motion you are being asked to approve proposes an assault on the safety of the routes to permit easier loading and deliveries.

We urge councillors to push for an alternative to allowing loading from the cycle lane as is proposed for Comiston Road and Causewayside. Solutions exist elsewhere in Edinburgh where door to door unloading access is not possible, and we should be trialling similar methods here rather than weakening the safety of the cycle lane. It is daunting to cycle into 30mph traffic to overtake a van or vehicle sitting in cycle lane space, especially when cycling uphill. Instead we need enforcement to prevent the cycle lane being abused and a culture change about how deliveries are made.

We continue to oppose the re-opening of Braid Road Northbound (a residential street with a high volume of pedestrian and cycling access to the Hermitage of Braid) for the sole purpose of alleviating congestion on the nearby trunk route (Comiston Road) . We believed this principle was already accepted by the council when officers commented in June '21 about why Canaan Lane would not be reopened to through traffic.

The Northbound road space available will be almost doubled by this action and the assumption (in the proposal) that some drivers will move from using Comiston Road to Braid Road with no other consequences seems to be ignoring the well understood phenomenon of induced demand. Instead overall car Km driven is likely to increase in response to increased supply over the trial period instead of decreasing.

If Braid Road Northbound re-opening is voted through in spite of the risk to climate change transport targets, it is vital that every attempt is made to ensure that those walking or cycling are fully protected beforehand.

We are asking councillors to remember that the aim of the schemes is to provide good incentives for a significant number of people to swap car journeys for the alternatives, walking, cycling, public transport. It is urgent that we make progress on this and build on existing results. We can't waste 18 months to find out that walking/cycling has remained at the same or lower level and driving is not sufficiently reducing.

A bollard-free vision for Lanark & Longstone Roads

**A deputation to the
Transport & Environment Committee
Agenda item 7.7 Traveling Safely Update**

18 August 2022

from South West Edinburgh in Motion (SWEM)



Executive summary.

- Page 28
- Officers are asking councillors to vote for a scheme that is being misrepresented as a complete active travel scheme within a network
 - The reality is that mixed traffic and non-segregated painted lane sections are nearly twice as long (65%) as the bollard segregation (35%)
 - The scheme has not supported an increase in cycling and has brought numerous negative impacts for speeding, safety, accessibility and businesses
 - There is no realistic prospect for full segregation with proper infrastructure
 - We have extensive community support for a safer mixed-traffic scheme
 - We are asking for a report amendment requesting a new design for this bollard-free mixed traffic scheme is drawn up and implemented rapidly

Introducing SWEM.

South West Edinburgh in Motion (SWEM) was formed by residents in response to the lack of consultation with our community on changes that impact the lives of people who visit and live in the area.

We include cyclists, parents, elderly people, those with disabilities and businesses.

We have commissioned independent research, carried out our own surveys, instructed legal opinion from a senior QC, organised a petition and created a Facebook group attracting over 800 members.

Here, we call on councillors to support an amendment leading to authentic engagement with our community on a solution that is inclusive and safe.

Misdescription of an “active travel scheme”

**We don't dispute the benefits
of a “complete active travel
network”**

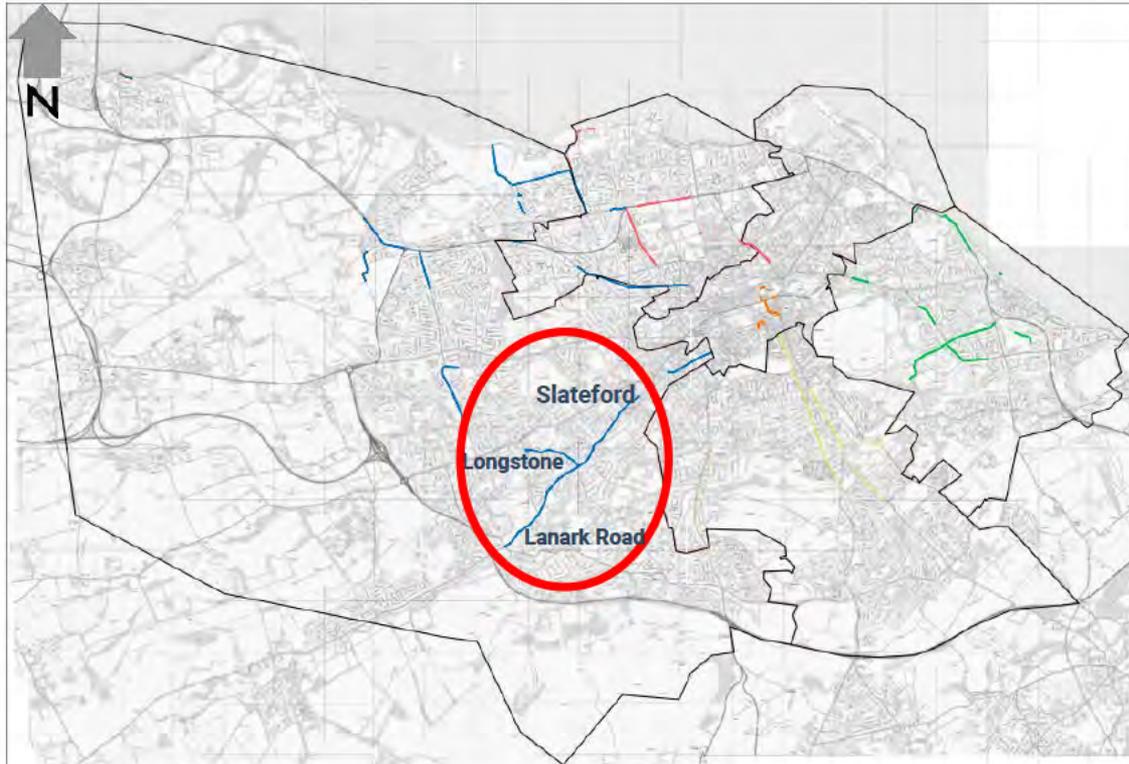
Page 33

**But Lanark and Longstone
Roads can never provide full
segregation, or connect to
roads that do.**

Edinburgh proposed ETROs

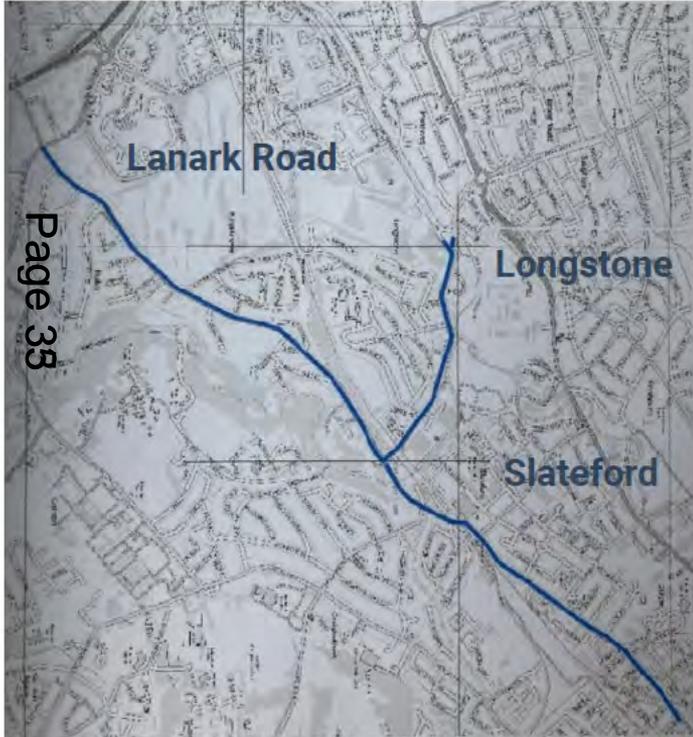
Source - Project Centre map supplied in ETRO stakeholder consultation Nov 2021

Page 32



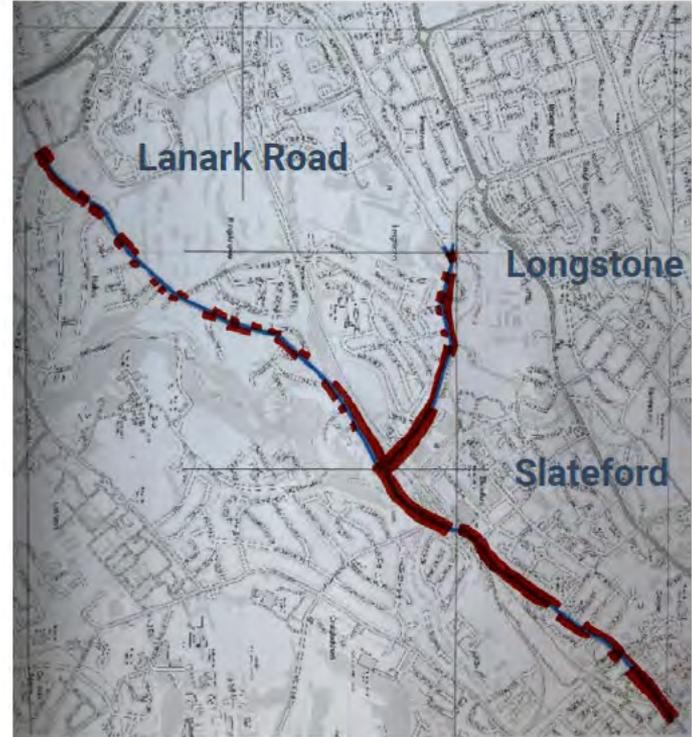
Misrepresentation

The blue line **misrepresents** the level of segregation, implying it is a continuous scheme.



Reality

The red lines **represent** non-segregated mixed traffic/painted lanes on each side of the road.



The reality in numbers

Area	Speed limit proposed	Sporadic segregation (approx)	Mixed traffic/painted lanes (approx) Does not include hundreds of driveways/access points
Slarford (to Ardmillan)	20mph	14%	86%
Longstone	20mph	25%	75%
Lanark Road	30mph	58%	42%
Average (total distance approx 3.5 miles)	N/A	35%	65% nearly twice as long as segregated

- Cyclists must be confident in mixed traffic on this route - not nervous cyclists or children and they use mixed traffic routes to get onto the “scheme”
- Aspiration of full segregation not possible in these locations

Why were these graded *significant* positive for cyclists?

Page 35

SCHEME NAME	LOCALITY	TYPE	IMPACTS ON											FEEDBACK			RECOMMENDATION			
			PEDESTS		CYCLES		Str Env	PubTrans	Traffic - displace	RESIDENTS			BUSINESS		Disabled people	Market Research		Public Consultation	Business consultation	
			Pedestrian movement	Pedestrian crossing	Cycle network	Cycle local	Street Environment	Public Transport service and stops	Traffic + parking -displace	Traffic volume	Speeds	Parking	Servicing	Servicing	Parking					Street space
Lanark Road	SW	Protected cycle lanes			Significant positive	Minor Positive		Minor Positive		Significant positive	Minor Positive	Minor Negative		Minor Negative		Minor Negative	Significant positive	Significant positive	Significant positive	RETAIN
Longstone corridor	SW	Protected cycle lanes			Significant positive	Minor Positive		Minor Positive		Significant positive	Minor Positive	Minor Negative		Minor Negative		Minor Negative	Significant positive	Significant positive	Significant positive	RETAIN
Slateford Road	SW	Protected cycle lanes			Significant positive	Minor Positive		Minor Positive		Significant positive	Minor Positive	Minor Negative		Minor Negative		Minor Negative	Significant positive	Significant positive	Significant positive	RETAIN

Key to impacts

- Significant positive
- Minor Positive
- Neutral
- Minor Negative
- Significant negative

Source p44 Potential Retention of Spaces for People measures – referral from the Transport and Environment Committee 24 June 2021
<https://democracy.edinburgh.gov.uk/documents/s35088/Item%207.13%20-%20Potential%20Retention%20of%20Spaces%20for%20People%20Measures%20-%20referral%20from%20the%20Transport%20and%20Env.pdf>

Council internal RED audit may have the answer.

Page 38
Specific measures were based on suggestions from "*a relatively small group of officers and external local community stakeholders*" and most were initially prioritised by six project team members "*with limited justification available to support prioritisation outcomes*". The report said final prioritisation decisions were based "*mainly on the professional knowledge and judgment of two project team members*" Also it said where public feedback was incorporated into projects, no audit trail was available to confirm that this was completed.

Measures proposed in today's report are virtually unchanged and proposed changes adding restricted parking times do not have community support.

A big 18 month experiment since January 2021

Q1. “What will happen if we reduce the speed limit, add complexity to the road and turn off the speed cameras?”

A. Most drivers will speed, this will be more dangerous in the slalom layout, some will have collisions.

Evidence.

Appendix 1. New safety and speeding issues caused by the schemes

Q2. “What will happen if we remove kerbside parking and move what remains towards the centre of the road”

A. Community members who already find moving around challenging, suffer even more. Disabled drivers can't exit cars. Child-centred organisations and businesses face problems.

Evidence.

Appendix 2. An unethical scheme

Q3. “Will the new scheme lead to an increase in the number of cyclists using Lanark Road and Longstone?”

A. No. Council analysis showed a real-terms decline.

Evidence.

Appendix 3 - Council cycling data - “build it and they will leave”

Q4. “Will implementing the scheme lead to any new safety issues for cyclists?”

A. Yes. Implementation & “tweaks” deteriorate road surface. Collision risk with pedestrians. Also cars exiting driveways/side streets. Segregation forces cars and bikes closer on the opposite non-segregated lane.

Evidence.

Appendix 1. New safety and speeding issues caused by the schemes

Q5. “Will the scheme have positive or negative impacts on pedestrians who are at the top of the transport hierarchy?”

A. Negative. Promised traffic island upgrade delayed by 3 years. Now one signal crossing promised but may only be because the scheme has no room for wider traffic islands. Slalom scheme reduces pedestrian visibility. Bollard trip hazards.

Evidence.

No proper accessible traffic islands in Lanark Road and Longstone or Slateford

Q6. “Will the scheme make it easier to access public transport?”

A. No. No accessible traffic islands to access bus stops. Proposal in today’s report on time-restricted parking blocks nursery parents from “park and ride” on major bus routes.

Evidence.

Travelling Safely update - Appendix 2 - Scheme recommendations p9

<https://democracy.edinburgh.gov.uk/documents/s48016/7.7%20-%20Appendix%20-%20Scheme%20Recommendations%20-%20v12.pdf>

Q7. “Does this ETRO align with other strategic priorities?”

Page 46

A. No.

- Transport hierarchy - harder for pedestrians
- Equal Pavements Pledge - harder for disabled people
- Free bus travel - hard for young people to cross road to access bus stops

Evidence.

Appendix 2. An unethical scheme.

Q8. “Will research demonstrate approval by residents for the scheme?”

A. No. Public opposition to existing design consistent at 68% to 90% in consultations and research including the latest ETRO public engagement. Huge amount of feedback not documented. Proposed ETRO monitoring is questionable value for money.

Evidence.

Appendix 4. Public engagement, consultation & research show consistent opposition

Q9. “Will leaving this scheme in longer make it a success?”

A. No. In our area, for practical reasons, walking & bus travel will be the main way to support Net Zero and must be prioritised. Existing segregation doesn't work and further segregation will increase negative impacts.

Evidence.

Appendix 5. Understanding our local area

And finally

Q10. “Will leaving this scheme in longer risk a bigger negative impact?”

A. Yes. Overreach of emergency response powers reduced public trust and increased complaints. Risk creating perception council will overreach response to climate emergency, including eco-ableism discrimination.

Evidence.

Not a genuine pandemic response. Implementation 10 months into the pandemic delayed opportunity to reduce the speed limit from the beginning to benefit everyone. Pre-promised traffic island improvements abandoned - putting cyclists above pedestrians. Once scheme installed, no diversion signs on the Water of Leith/Canal to encourage distancing, suggesting this was not the true reason. City Fibre dug it up for weeks - so it can't have been genuinely necessary for public health.

A positive community-led vision for better ETROs/TROs with over 1,600 signatures.

More than the number of respondents to the council's recent Edinburgh-wide public engagement

<https://www.change.org/BollardFreeVisionLanarkRoadandLongstone>

A bollard-free approach based on **community feedback**, including cyclists.

Draws on:

- an independent survey receiving 1,000 responses
- our own survey with 440 responses
- comments and posts within SWEM Facebook group with over 800 members
- emails to the SWEM inbox
- many many conversations with residents, businesses, visitors and commuters
- advice from road engineers, safety experts and disability representatives

Petition details

Comments

Updates

A bollard-free vision for Lanark and Longstone Roads – inclusive & safer for all

Page 50



1,621 have signed. Let's get to 2,500!



At 2,500 signatures, this petition is more likely to get picked up by local news!

First name

Last name

Email



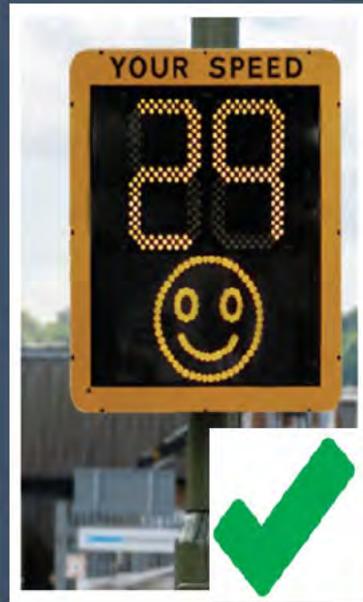
South West Edinburgh in Motion started this petition to City of Edinburgh Council

Safe speeds

Enforced and encouraged.

Removing bollard lanes will mean speed cameras can be **reactivated** for everyone's benefit.

Vehicle-activated reminder signs should help to prompt drivers.



Safe **kerbside parking** for children, disabled and trades.

Current unsafe floating parking



Reinstatement of kerbside parking



Wide painted lanes round kerbside parking.

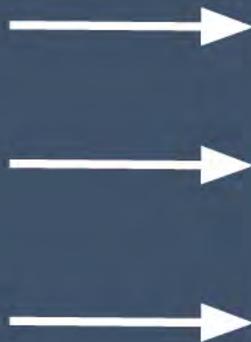
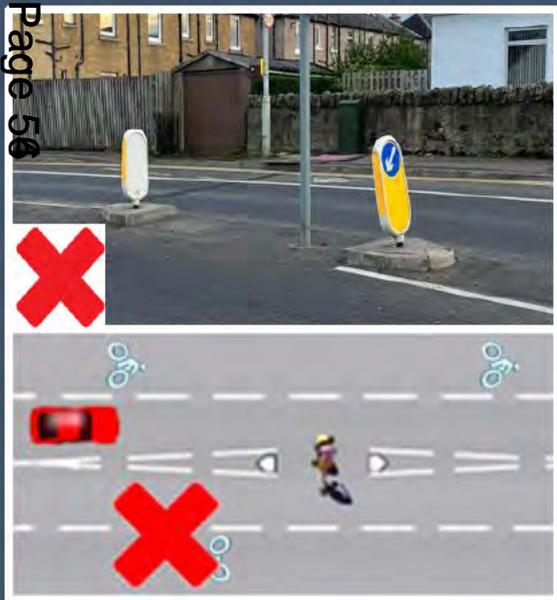
They are used in
these locations.

Reasonable to
expect if they were
dangerous, they
would have been
removed.

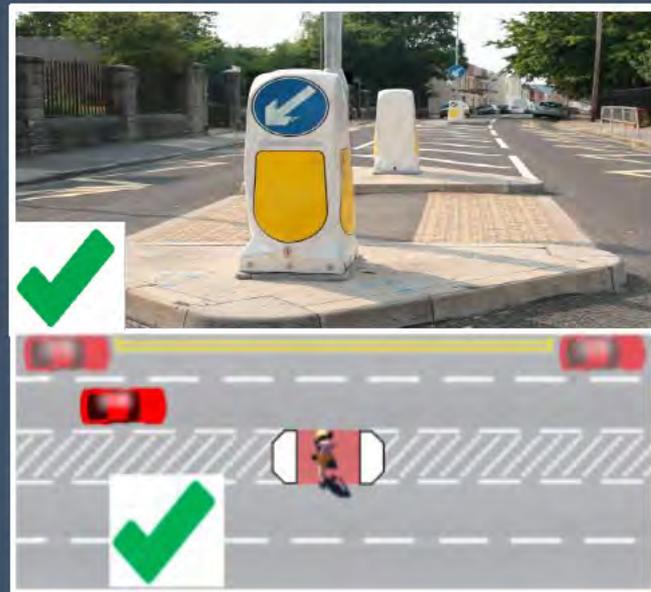


Wide crossings for buggies, wheelchairs and mobility aids.

Current narrow crossings

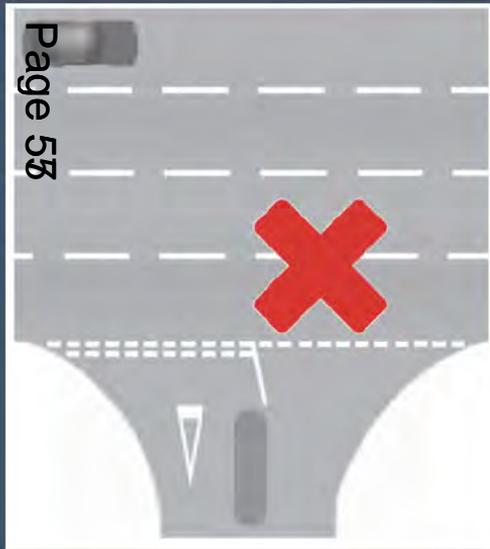


Proposed wider crossings



Two-lane, **central hatching** and right-turn filter layout.

Original layout (Lanark Road)



Current layout



Proposed layout



Tactile dropped kerbs and removal of bollard clutter.

In-line with CEC's Equal Pavements Pledge

Page 58



Routine **maintenance** to enable safe routes.

Get the basics right:

- Road and pavement surface repairs
- Drains unblocked
- Leaves cleared
- Weeding



**This approach would create
more consistency for
pedestrians, cyclists and
drivers across South West
Edinburgh arterial roads and
link with Chesser**

Budget

A few concerns

- Page 60 Sustrans designed our schemes from London
- Sustrans provided taxpayer money to install, “tweak” and “maintain”
- Sustrans and the council didn’t give them the status of proper cycle lanes in their Walking and Cycling Index 2021
- However Sustrans is “funding” their continuation virtually unchanged
- **To be lawfully claimed to be temporary, they must be able to be removed**
- **To be genuine experiments, surely the same applies**
- A section of today’s report implies Sustrans is attempting to force the schemes to permanency through lack of budget

Today's report...

*"6.3 **Sustrans funding was not available** for removal of schemes and reinstatement of previous road layouts. Therefore any such costs will **require re-prioritisation of spend from the Council's transport capital programme**, with potential to bring funding forward from future Financial Years. The estimated cost of removing and reinstating all current schemes is **just over £1m.**"*

Page 63

...confirms Aug 21 **RED** audit

Council internal audit Aug 2021: *"There is currently no clear strategy for determining the potential exit costs associated with reversing individual projects, or transitioning them into permanent solutions, and it is **currently unclear how any significant exit costs will be funded.**"*

<https://www.edinburghnews.scotsman.com/news/transport/spaces-for-people-edinburghs-covid-road-measures-given-red-rating-significant-improvement-required-3339111>

However, we're **proposing** **modification NOT** **reinstatement.**

Page 62
Some elements would be removed and replaced by new layouts applying learnings from the last 18 months of monitoring and evaluation. This could comply with funding criteria as it would:

- support the pedestrian-first hierarchy
- meet the Equal Pavements Pledge
- remove negative grading for disabled people from lack of kerbside parking
- include some parking restrictions around junctions

The original schemes were funded with 65% mixed traffic/painted lanes

Only need £100k*

June 2021 Travelling Safely project costs (after many “tweaks” where large sections of road were redone. ➔

Total cost: £109,243

Including Slateford Road, Lanark Rd, Longstone, Murrayburn

We’re proposing similar approach involving burning off and repainting.

***Assuming figures in this report were true.**

Traffic island costs may need to come from other funding.

Travelling Safely
Project Costs at June 2021

Schemes / Activity	SIP	PIE	Notes
Leith St-Jeffrey St - South Bridge		8,279	
Pedestrian Priority Zone - Waverley Bridge, Princes Street East End, Victoria Street and Cockburn Street		186,770	
Meadows to George Street - Forest Road, George IV Bridge and The Mound		239,220	
Chamber St / George IV	6,312		
General City Centre Expenditure	1,032		
Queensferry High St	20,708		
Great Junction St		8,824	
Shoobridge	7,365		
Portobello High Street	6,837		
Gorgie / Dalry Road	13,698		
Constorphine	9,550		
Burntsfield	11,472		
Toxcross	19,680		
Morningside	26,780		
Fontainbridge Dundee Street		71,342	
Ferry Road	34,708		
Buccleugh Street / Teviot Place / Potterrow	19,709		Ex segregation install TBA
Causewayside	32,588		
Meadowside Road		41,699	Ex segregation install TBA
Duddingston Road		21,172	
Craigmillar Park / Liberton	70,431		
Gilmerton Road		23,040	
Crewe Road South	41,949		
Old Dalkeith Road		64,459	
Comiston Road	68,513		
Farrington Road		46,529	
Mayfield Road	33,673		
GC - Meadows / Greenbank	4,660		Ex segregation install TBA
Queensferry Road 1a	116,775		
Longstone	35,555		
Slateford Road (A70), Lanark Rd, Longstone Rd & Murrayburn	109,243		
Longstone Road	27,580		
East Craigs / Drum Brae North	12,163		
Braid Road	63,237		
Links Gardens			Included in ERS costs
Cammo Walk	16,199		
Warriston Road			Included in ERS costs
Starley Street/Hope Street			Included in ERS costs
Braithburn Terrace			Included in ERS costs
Silverknowes Road	39,605		
Granton Sq / Gypsy Brae	15,009		Estimated cost. Final cost TBA
Seafield Street	1,638		
Kings Place	4,630		
Arboretum Place	15,106		
Maybury Rd Temp. Crossing	45,333		
General Spaces Pro Exercise Expenditure	94,812		
Broughton Street / Roundabout & Bellevue to C'Mills	50,264		Ex segregation install TBA
Restalrig Rd South - Opt. 1	4,700		
West End of Princes Street			Included in ERS costs
Musselburgh to Portobello Opt. 1 Edinburgh section	4,548		
Duddingston Road West	22,858		Ex segregation install TBA
Schools	156,014		
Sub-total	1,263,968	711,344	
Consultancy Support	289,654	10,092	
Internal Staff Costs	806,944	260,147	
Other Management Costs (TTRO prep, advertising and Legal fees)	122,692	1,937	
Monitoring & Evaluation (inc traffic surveys)	96,530		
Installation and Maintenance Costs (inc ERS)	170,086		
Total Segregator supply and delivery Costs	1,332,422	414,288	
Decluttering and Winter Maintenance (ERS)	168,568		
Timber Planters	68,915		
Pedestrian Crossing Project	90,000		Final costs TBC
TOTAL PROJECT COST - JUNE 2021	4,409,770	1,398,908	

We are confident the council can collaborate quickly with Sustrans.

Page 66

- With the strong connections between the organisations, including several former Sustrans staff working at the council, we are confident a way can be found to fund the suggested scheme.
- As the original scheme was designed in 10 days, and now having a clear brief, so much community feedback and data, we are confident a new version can be done quickly before the existing TTRO ends.

An opportunity to shift a negative legacy to a positive legacy, regain the trust and support of our community and meet council objectives

Let's create an inclusive approach that could never have been achieved before the pandemic.

Please unite cross party, work with us and table an amendment to this report.

We recognise the considerable insight for this local area that would not have been available prior to Spaces for People which has led to a new opportunity for a much better road design than could have been possible pre-pandemic.

We ask you to amend the report to suspend the proposed ETRO design and ask officers to authentically collaborate with the community to rapidly create and implement a new safe, bollard free, mixed traffic, non-discriminatory and inclusive road design, including proportionate accessible crossings and kerbside parking for Lanark Road and Longstone.

Thank you.

SWEM, on behalf of residents, businesses and visitors to Lanark Road and Longstone.

Appendix 1. New safety and speeding problems caused by the schemes

Speed cameras were covered up and speeds did not reduce.

But the new slalom layout was more dangerous at these speeds.

Council speed data.

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
	Hailes 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	34.8	38.8
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	29.4	34.5



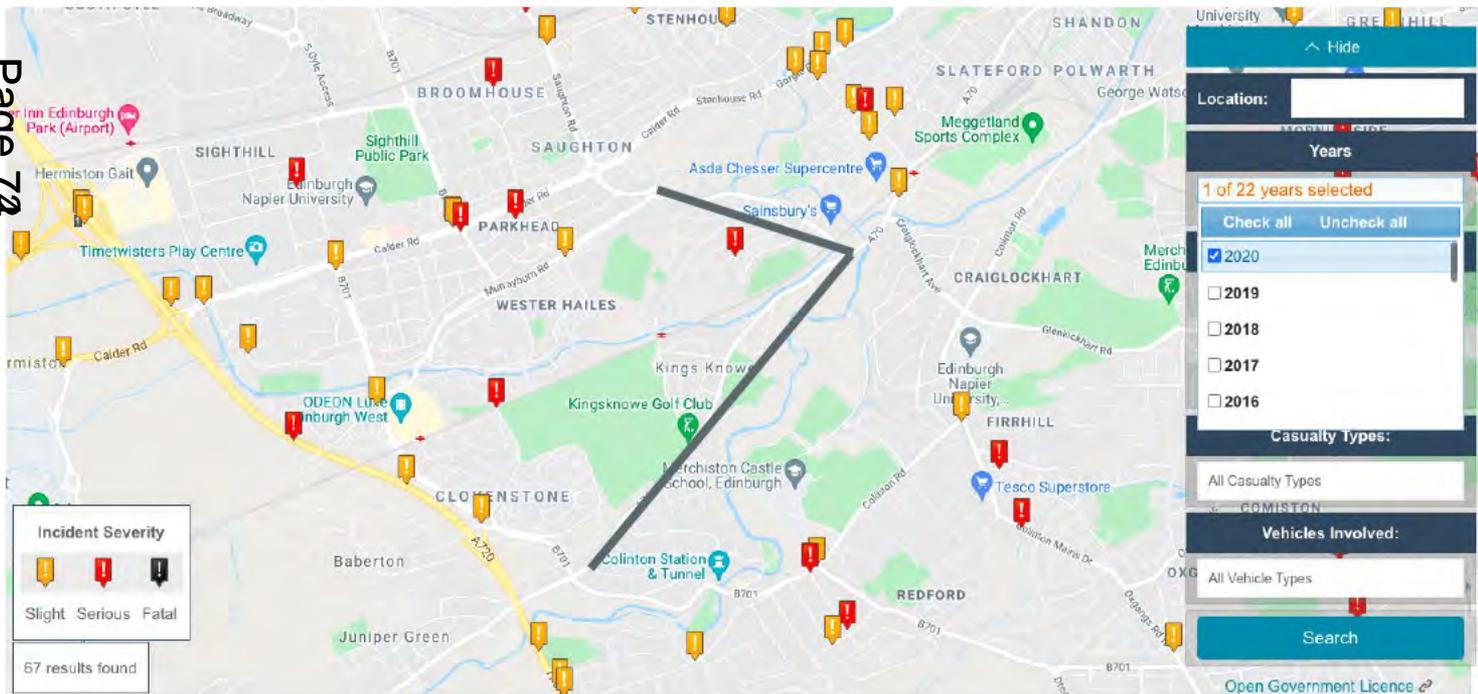
40mph
limit
Page 73

30mph
limit

25% reduction in speed limit leads to only 11% reduction in actual speed. Hailes/Spylaw NO reduction. But layout is more dangerous at these speeds

No collisions pre-scheme in 2020 (Low for 5 years).

Page 72



Collision 1.



Page 7 of 9

7 Feb 21 as scheme being installed. Apparently a pregnant female cyclist falls due to road surface.

While the small defect was patched, the **subsequent SFP works have led to significant deterioration in the road surface the length of the scheme, increasing risk of similar falls.**

Sustrans/Council Bike Life 2019 research shows poor road surface is a bigger barrier to cycling than lack of segregated lanes.



Collision 2.

12 June 21 due to floating parking (which had been flagged to officers on several occasions) a cyclist ran over a pre-school child attending sport club. **Never had a collision like this before on this road.**

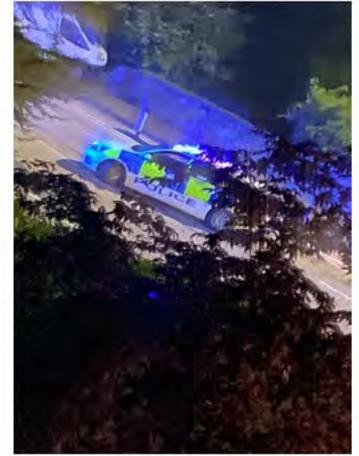
Page 76
Dog got loose and ran on the main carriageway for some time causing more danger. This incident was not reported to the police but should have been as a hospital attendance was required.

It was reported to council officers on 14 June.

They decided to solve the issue by removing the parking 10 months later, after asking a Hobson's choice survey question - meaning respondents couldn't answer other questions if they did not say they were happy for parking to be removed/moved from that area. Still no accessible crossing to mitigate this change.



Collision 3.



Page 75



29 May 21. 11pm approx. Driver (under the influence) apparently confused by layout and smashes vehicle in floating parking across "protected" cycle lane and pavement - through wall to Union Canal. **Not the first time there's been a driver under the influence on this road. But the first time this type of accident has occurred.**



Collision 4.



27 November 21. According to witnesses who spoke to the driver, a vehicle travelling up the hill, carrying two children, apparently swerves right to avoid floating parking when facing into bright sunlight and demolishes traffic island. Council took weeks to repair it. **First time this a major collision with this island has happened.**

Collision 5.



Page 79

Around 6 Feb 2022 in Longstone, a collision happened which appears to be related to floating parking and the lane slalom close to two traffic islands. **This is a new type of collision on this road.**

Collision 6.

Only a month ago on 17/18 July 2022 another traffic island was demolished close to floating parking. **While the island has been clipped before, this is a heavier impact than seen before, where pedestrians could be standing.**

Page 88



Constant “tweaks” were needed to the Sustrans design to try to remove new dangers it had caused.

Page 89

Many remain. The common themes are traffic islands, floating parking and poor road surface.

Appendix 2.

An unethical scheme

Evidence of negative impact bollards & floating parking.

Edinburgh Access Panel Stakeholder Response to ETROs

Page 83

The points they make also apply to Lanark Road & Longstone. See today's council report appendix

<https://democracy.edinburgh.gov.uk/documents/s48017/7.7%20-%20Appendix%203%20-%20Stakeholder%20comments%20v2.pdf>

Council graded the scheme as having a negative impact for disabled people, businesses and residents - see p47 of council report

<https://democracy.edinburgh.gov.uk/documents/s35088/Item%207.13%20-%20Potential%20Retention%20of%20Spaces%20for%20People%20Measures%20-%20referral%20from%20the%20Transport%20and%20Env.pdf>

Where is the Equalities Impact Assessment for the proposed ETRO?

Specific issues

Lanark Road & Longstone.

Previously no need for blue badge spaces

Page 82

Unlimited parking and ample availability

Space for disabled drivers to exit vehicles and safe kerbside access

Now council officers decline requests for blue badge spaces saying the scheme design means they cannot be accommodated

- 1930s driveways too tight for many and people can't have disabled visitors
- If people become disabled in future they may have to move house
- No room for disabled drivers to exit cars
- Floating parking hard for disabled passengers and blocks visibility for disabled pedestrians crossing.

Appendix 3. Council cycling data - “Build it and they will leave”

Council cycle counts.

The council did cycle counts on:

Page 88
October 2020 term-time weekdays BEFORE bollards were introduced
July 2021 (holidays) and August 2021 (term-time) AFTER bollards were introduced

If no bollards had gone in, counts for term time weekdays would be expected to show a 15% increase for seasonality (comparing August to October) as the weather was excellent. (Cycling UK seasonality data)

Instead the picture shows there is no induced demand...

Real-terms declines in all road locations.

Page 85

	Pre-implementation Oct 20 (7th - 13th)	Post-implementation Aug 21 (16th to 20th)	Change
Location	Autumn term time weekdays	Summer term time weekdays	Should see +15% increase (seasonality, Aug vs. Oct), but in fact...
Lanark Road Top (Spylaw Bank Road)	117 (59 return journeys)	114 (57 return journeys)	-3% on actual cycling, but when seasonally adjusted, 16% lower than when there were no bollards.
Lanark Road Bottom (Redhall)	126 (63 return journeys)	137 (69 return journeys)	+9% on actual cycling but when seasonally adjusted, 5% lower than when there were no bollards.
Longstone Road	75.6 (38 return journeys)	86 (43 return journeys)	+14% on actual cycling which is almost what would be expected if there had still been no bollards.
			=> The schemes failed to increase cycle numbers. => No "induced demand"

Increase in parallel off-road route.

Page 88

	Pre-implementation Oct 20 (7th - 13th)	Post-implementation Aug 21 (16th to 20th)	Change
Location	Autumn term time weekdays	Summer term time weekdays	Expecting +15% with no bollards (seasonality, Aug vs. Oct), but in fact...
Water of Leith (Spylaw Park)	135 (68 return journeys)	222 (111 return journeys)	+64% on actual cycling, we'd have expected +15% when seasonally adjusted but this is significantly above this and suggests that the seasonal increase in cycling expected on the road has instead diverted to WOL as well as a bit more.
			=> Greater % of cyclists choosing to use the Water of Leith following the scheme's introduction

Strangely, since Sept 2021, the Water of Leith cycle counter and many others have not been uploading data to <https://edintraveldata.drakewell.com/publicmultinodemap.asp>

Appendix 4.
**Public engagement, research
and consultation show
consistent opposition**

Why was the June 22 public engagement **delayed?**

Page 99
“3. When Committee met in November 2021, it was anticipated that the design of the ETRO drawings, and documents and the first stage consultation and (non-statutory) public engagement, would take two to three months.

3.6 However, due to the complexity and quantity of drawings, schedules and adverts it has taken considerably longer to prepare and check the draft ETRO documents”

The plans still had a number of errors and NONE of them are dated AFTER Dec 2021. showing stakeholder submissions (including SWEM and Edinburgh Access Panel from Dec 2021 engagement) were COMPLETELY ignored.

Was it “public” engagement?

We challenge the truth of this claim in today’s report in relation to this recent public engagement in June 2022:

“3.11 “The advertising process followed the same process adopted for formal Traffic Regulation Orders ...

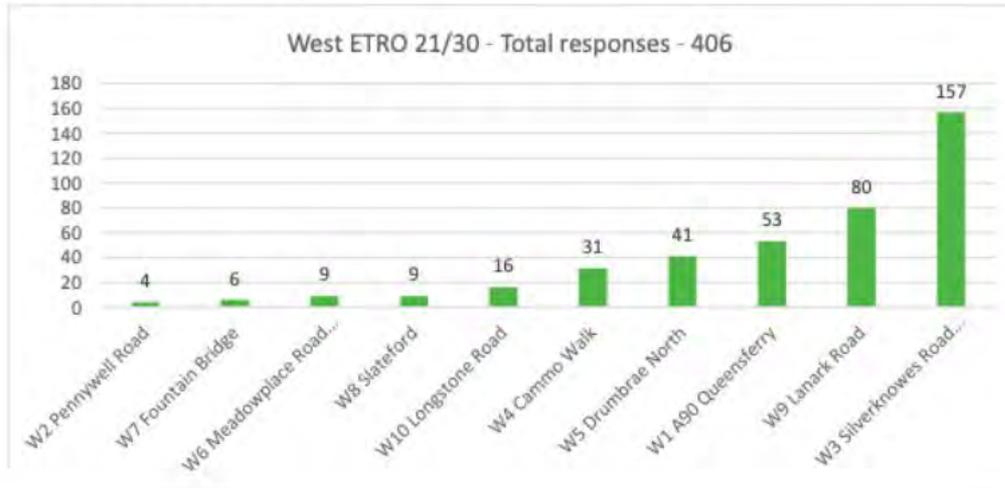
Page 88

- There were no lamppost advertisements which are used in formal Traffic Regulation Orders
- No equivalent channel used so directly impacted residents were notified eg
 - No council social media until two days before deadline
 - No link from council consultation hub
 - No mail drop
- Plans were hard to access and contained errors
- No written explanation of plans and proposed changes were provided

Given the lack of public advertising, we're surprised to see this type of analysis

Page 90

West area (ETRO 21-30)



Summary.

In spite of this “secret” engagement:

80 people commented on Lanark Road

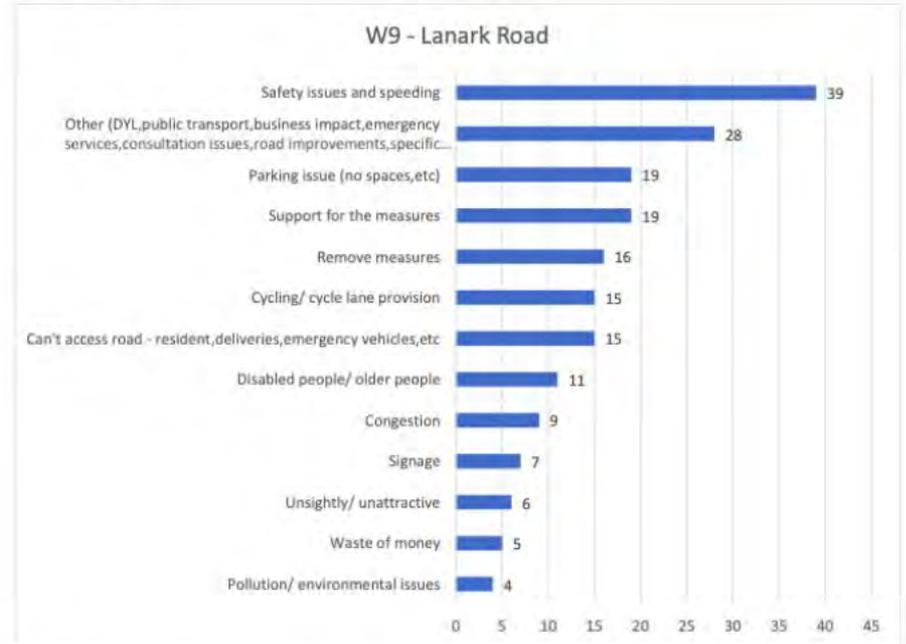
Page 93

193 comments

Minority 19 supportive (10% of comments, up to 24% commenters)

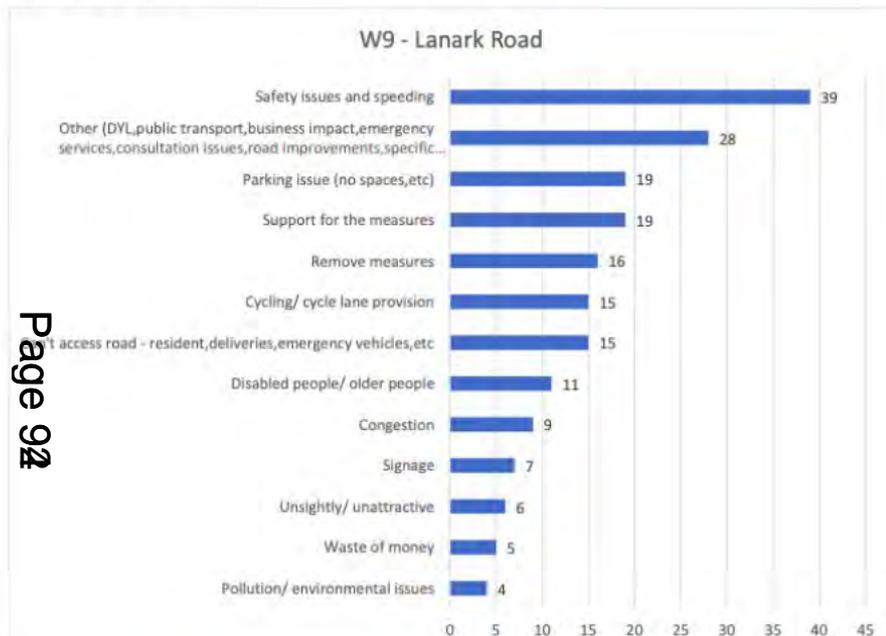
16 people commented on Longstone

W9- Lanark Road:



- Safety issues received the highest number of comments for this scheme with 39 comments. This was followed by 35 comments related to cycling and cycle lane facilities.
- 28 comments were received for other comments which includes road improvements, impact on businesses and suggestions outside the scope of the project.
- 19 comments were received in support of this scheme's measures.

W9- Lanark Road:



Page 92

OVERALL FOR ALL AREAS

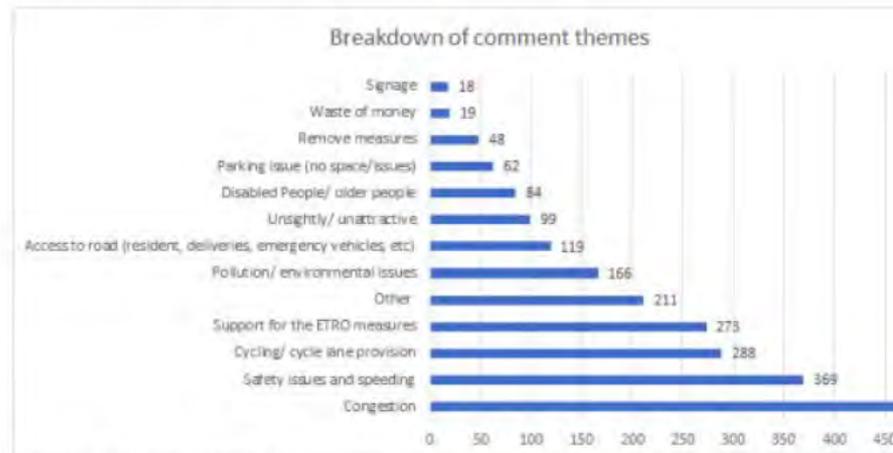


Figure 3 Breakdown of all comments from responses

- The largest theme people commented on were perceived concerns to congestion in some of the areas covered by the ETROs (466 comments).
- The second largest theme were perceptions of speeding and safety issues (369 responses and the third largest theme to receive comments were related to cycling and cycling facilities (288 comments).
- Overall, 273 comments were received in support of the ETRO measures being proposed.

- Safety issues and speeding received the highest number of comments for this area with 39 comments. This was followed by 35 comments related to cycling and cycling lane facilities.
- 28 comments were received for other comments which include improvements, impact on businesses and suggestions outside the scope of the project.
- 19 comments were received in support of this scheme’s measures.

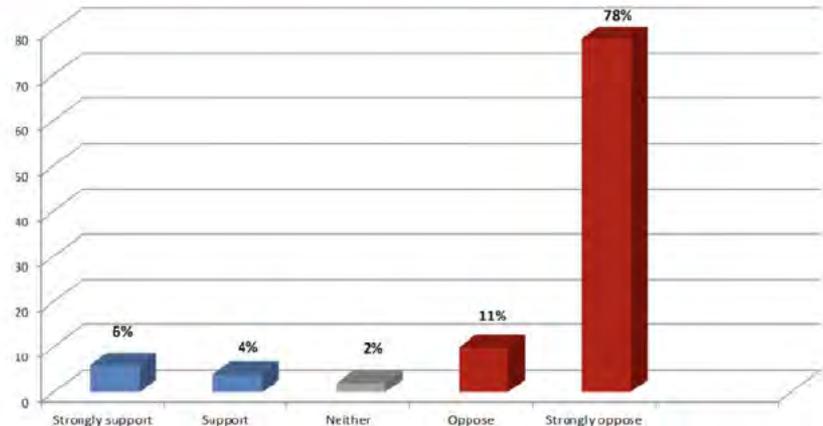
How do results compare?

SWEM research, Dec 2020 pre-implementation

Professionally conducted independent market research commissioned by SWEM
Over 1,000 respondents.

Page 05
90% support
89% oppose

Support for City of Edinburgh Council Proposals



How do results compare?

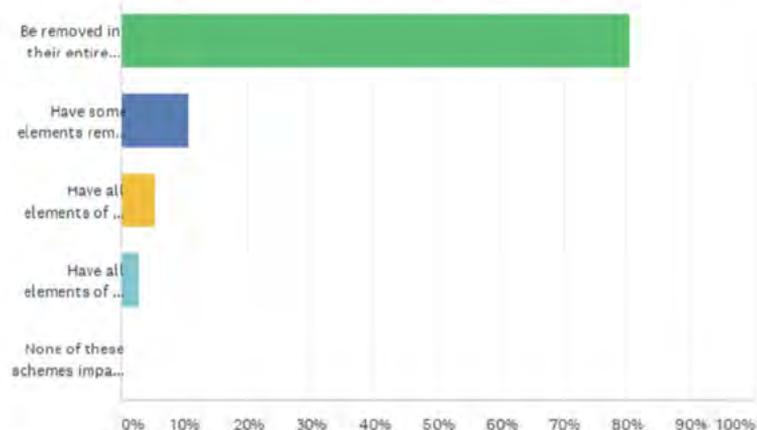
SWEM research, May 2021 post implementation

Local survey data, 447 respondents

Page 98
**90% support
oppose?**

Q14: Looking to the future, do you think that the schemes on Lanark, Longstone, Inglis Green and Slateford Roads should:

Answered: 447 Skipped: 0



How do results compare?

Council data, June 2021

14-32% support
68-86% oppose

Page 95

Public Consultation (residents)

- 68–79% want the scheme removed



Public Consultation (businesses)

- 70–86% want the scheme removed



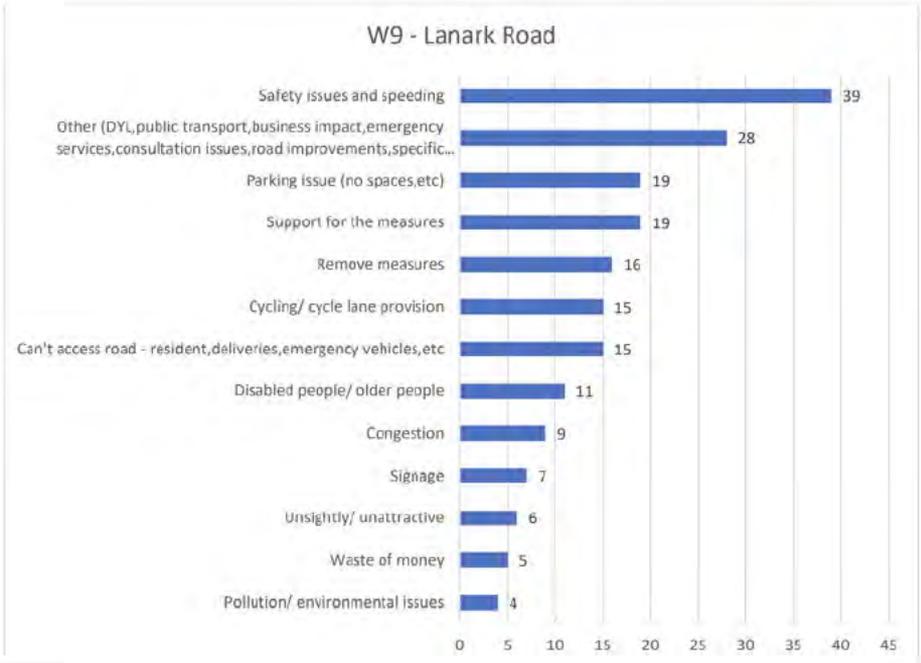
How do results compare?

Council public engagement, June 2022

10% support (comments)
max 24% support (respondents)

Up to 90% opposition to
existing design

Still overwhelming opposition even
though public weren't properly
notified of engagement.



How do results compare?

SWEM petition comments 2022

Page 99

"SWEM have taken great trouble to prepare a good case against the present situation on Lanark Road etc. As a regular business visitor in the area I wholly concur with SWEM's proposals." (F)

"As a mobility restricted person I am scared of tripping over the bases. They prevent disabled people being dropped off and picked up." (F)

"Dangerous for my son exiting the car (blue badge)" (M)

"The bollard lanes make it more dangerous cycling through Longstone / Inglis Green. I had 2 near-misses because of them and try to avoid the route now" (M)

"I am partially disabled. Cycling is impossible for me, but kerbside access from a car is essential." (F)

"I am a disabled driver ... I need to park safely and as close to my destination as possible, this present scheme does not allow this. I am being discriminated against" (M)

"I feel the bollards are a danger. Trying to now get onto Longstone Road from Kingsknowe Road North is near impossible as there are cars parked in the middle of the road." (F)

"As a cyclist I find the current measures unhelpful and more dangerous than before" (M)

"I agree that a 'bollard-free' approach on Lanark Road and Longstone Road will create a calmer, safer and more accessible streets for residents, visitors and all road users. I am a resident of Lanark Road." (F)

"I live on Lanark Road with floating car parking and bollards it's difficult to cross the road." (F)

"I think that the bollards are dangerous as I have tripped on them walking crossing roads" (F)

"I am a disabled road user. I also drop my child off at a nursery on Lanark Road. Spaces for people has had a huge negative impact on my ability to access the neighbourhood and city independently." (F)

"I am a cyclist and feel unsafe in these bollarded cycle lanes with their dark concrete bases. I would like to see them all removed." (M)

"As a cyclist and a motorist the new system is unsuitable." (M)

Appendix 5.

Understanding our local area

Actual numbers of cyclists is very low & potential limited.

Page 100

- In our area, the highest count on summer term-time weekdays is **only 69 return journeys.**
- Water of Leith data shows a lower proportion of cyclists are using the road since bollards went in
- The negative effects of SFP for equalities, safety & business can't be justified
- The potential for the scheme is extremely limited - there are only 190 term time weekdays a year (52% of 365 days), of which a third are in winter.

Little chance of critical mass justifying £millions on proper infrastructure.

In our hilly location, some barriers to road cycling will never be overcome even with electric bikes (distance from town, weather, more older people and families with young children rather than younger adults etc)

QUESTION NO 11 By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021 relating to permanent infrastructure.

Answer (1) The measures are currently proposed to be extended on an experimental basis using the same infrastructure as is currently in place. **Decisions on more permanent infrastructure** will depend on the outcome of the experimental period and **will be based on funding and prioritisation as well as taking account of the expected longevity of the current infrastructure** as well as aesthetic and other considerations.

Answer (4) ...this **does not include funding** for the Travelling Safely programme and therefore the **cycle lane infrastructure investment highlighted above has not been included.**

Other insights suggest we are correct with this prediction.

Page 102

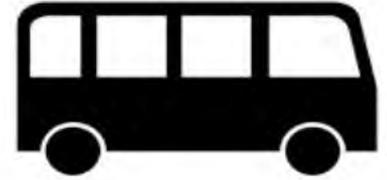
- Comiston, which is a busier commuter route but also on a steep hill a similar distance from the city centre, has more fully segregated lanes than we have but has not obviously increased cycling.
- While some consultation responses claim the schemes have supported people to cycle, this does not align with the data.
- Any new people cycling on the road has not balanced out the reduction in people using the road to cycle.
- Lanark Road and Longstone are locations where there is baseline data for comparison.

Bike v bus.



Due to extremely low levels of cycling, **even doubling cycling journeys, has minimal impact on the environment.** Limited potential for many people. Considerable barriers (hills, weather, domestic) unrelated to existence of cycle lanes.

Page 103



Much more **than existing services - easier to switch people to buses, in all weathers and gradients this far out of city centre.** Suitable for most ages/mobility. Free travel for under 22s. Year round, there are approx **6,000 bus seats (3,000 return journeys) on Lanark Road (44, 20) every weekday and over 4,500 available bus seats (2,250 return journeys through Longstone (34, 36).**

Safe crossings to access stops is critical.

Two types of arterial road.

<p>Page 100</p> <p>“Bypass” arterial roads</p>	<p>Residential arterial roads eg Lanark Road and Longstone</p>
<p>Only for travelling “through” an area</p> <p>Minimal access points and junctions</p> <p>40mph +</p> <p>Full segregation is possible and sensible</p>	<p>People travel “within” and “through”</p> <p>Hundreds of access points and junctions. 75% of all cycling injuries occur within 30m of a junction / roundabout. Intermittent lanes on long straight roads do nothing to address this.</p> <p>20mph/30mph</p> <p>Full segregation is not possible and an unnecessary expense if there is appropriate mixed traffic road design where speed limit is respected or enforced</p>

ENDS

Deputation from Better Edinburgh for Sustainable Transport

Transport and Environment Committee 18/08/2022

Item 7.7 Active Travel Measures - Travelling Safely Update

Better Edinburgh for Sustainable Transport (BEST) is an alliance of community groups in Edinburgh working for a cleaner, safer, more sustainable, human-centred city. We live here, we work here and we want the best for our city. We are writing to comment on item 7.7 on the agenda of the upcoming Transport and Environment Committee meeting on 18th August 2022: Active Travel Measures - Travelling Safely Update.

Edinburgh has committed to becoming net zero by 2030, which will necessarily involve tackling the biggest contributor to its emissions - transport. The City Mobility Plan called for “bolder, more transformative action” to create a more sustainable approach to transport in the city, and for a 30% reduction in car kilometres by 2030. The city has also declared a climate emergency, creating the expectation that the city will act to mitigate the effects of this emergency.

It's clear that achieving these aims will require radical action to transform the city. We acknowledge the continued effort many officers and councillors are putting into this transformation.

We ask you, as recently elected councillors, to reaffirm the council's existing commitments to environmental, mobility, active travel and safety policy. We ask you to work constructively with officers, campaigners, external partners and community groups to implement them as fully as possible, as quickly as possible. To ensure the council meets its responsibilities, there needs to be bold, decisive action, as demonstrated in other cities across the world. Every European city that has prioritised active travel and public transport has reaped the benefits.

Ensuring our children are able to move safely and choose healthy, sustainable ways to travel should be our priority here too. Locals are showing up for safer streets: Kidical Mass, Critical Mass, Infra Sisters and others are all actions instigated by local people fed up with the status quo and keen to dedicate time and effort to make their communities better.

The momentum these events are gaining demonstrates the level of public support for transforming our city. The majority of residents support better active travel and public transport - that's not up for debate. It's the job of the council to deliver that fairly.

The motion agreed by council in November 2021 recognised that a genuinely extensive and coherent transport network is necessary for safe journeys for those who cycle around our city,

and to enable a far greater number of residents to shift journeys from motor vehicles to active travel, in order to meet the climate mitigation targets to which this council has committed.

The injuries and fatalities across our city are well documented and felt by us all. Bold steps are required to reduce the potential for harm. This includes prioritising the safety of our most vulnerable residents. 20mph should extend across the whole city, enabling our children to travel freely, not just to school. Parking and unloading in cycle lanes should be prevented.

The Spaces for People network was compromised at the outset because of a lack of continuity at bus stops and junctions, as well as retaining parking and loading. Weakening the Travelling Safely network even further by removing some schemes will only exacerbate this.

With regard to the ETRO process, we would encourage you to remember that continual improvement is the cornerstone for all successful change. With the limited time available to us to reduce emissions and limited funding for new permanent infrastructure, trialling new active travel infrastructure using inexpensive and/or temporary infrastructure is critical if we are to meet our 2030 climate targets.

The success of low traffic neighbourhoods elsewhere in the UK shows that - despite initial opposition - councils can make neighbourhoods safer, healthier and more prosperous. Whether you're delivering school streets, 20 minute neighbourhoods, quiet routes or pedestrian improvements, we ask that you take an evidence-based but bold approach. In taking forward the recommendations of the Travelling Safely programme, we ask that you bear this in mind.

Edinburgh can be a better, more sustainable place.



Deputation: Item 7.7 Active Travel Measure – Travelling Safely Update

About SW20:

[SW20, South West Edinburgh 20 Minute Neighbourhoods](#), is a group of local people who came together to discuss how we can make our community better. As residents, parents, professionals from a wide range of backgrounds, we share an interest in wanting to ensure we can live well locally.

We came together because we knew **we'd** be able to make more of a difference together than individually. We want to support local businesses, public services, schools and green spaces to be accessed in a more sustainable way.

Deputation:

Dear Members of the Transport & Environment Committee,

Welcome to the first committee of this term! A full agenda is great to see! Good luck for the rest of this term – those who support a modern, inclusive and sustainable Edinburgh are cheering you on!

We are also delighted that there are papers today on extending 20mph across Edinburgh – a policy that's already saved lives. More please – particularly on SW Edinburgh's fast roads!

Our feedback regarding the Travelling Safely measures in SW Edinburgh is displayed in a more interactive way on [our blog](#). But for the purposes of this deputation our thoughts can be summarised as follows:

1. Overall, the drawings show intent to retain the scheme, but adapt it. This is positive. The optic of removing pedestrian and cycling improvements on one of Edinburgh's widest roads would jars with the policies of all governments.
2. The new crossings at Dovecot Park (part of this scheme and shown on the drawings) and Hailes Gardens (part of the [West Edinburgh Link](#), not shown) are hugely positive.
3. Of course, there are compromises, which is unsurprising in a temporary scheme that **doesn't** address many key issues including:
 - a) Further speed reduction measures (e.g. carriageway width reduction)
 - b) The temporary nature of the materials used
 - c) Significantly improving bus priority measures
 - d) Connecting cycle segregation between Inglis Green Road, Slateford (and onwards) and Lanark Road West (for the Juniper Green Primary School catchment) via Dutch roundabouts or Cyclops Junctions.



We've tried to be practical and pragmatic in our suggestions. What follows aims to address the question: if the scheme is to remain, what tweaks could be made?

- Celebrate that our suggested crossing at Dovecot Park is part of the scheme!
- Building out junctions to improve pedestrian safety immediately
- Bigger parking bays where possible – with the twin effects of making parking easier to use and reducing the carriageway width for speed reduction
- Activate speed cameras where possible
- 24/7 bus lanes – **simply, when it's not peak** time, the extra capacity for **cars isn't needed!**
- Minimise the cycle lane segregation gaps at bus stops, with no impact on bus services (there are up to 220m gaps points)
- Bring forward the West Edinburgh Link pedestrian/bike crossing at Hailes Gardens
- Add this whole scheme to the 20mph plans – saving lives!

Overall our approach is to focus on making [#streetsNOTroads](#) and to [#improveNOTremove](#) the schemes.



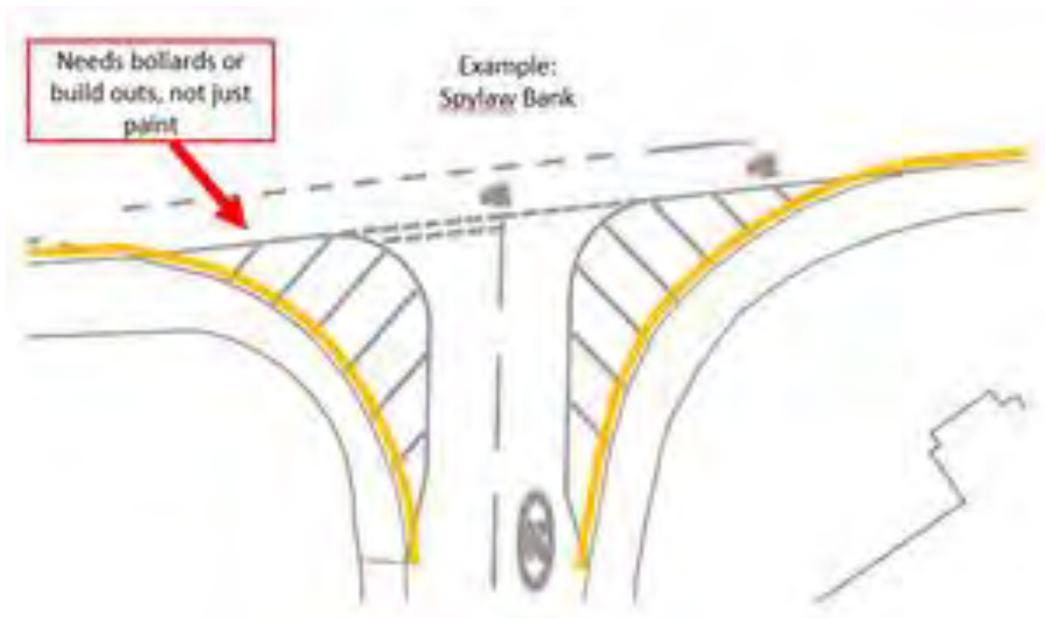
Detailed Suggestions:

Pedestrians:

- Several junctions now have painted hatchings to reduce the turning width. These are often ignored by cars risking harm to pedestrians and cyclists. However, there is an easy solution - already in place with wands in Longstone!



- **These don't affect accessibility as they do not block crossing desire lines** and parking is illegal here anyway. However it significantly slows traffic by reducing the turn radius into 20 mph streets.
- Other possible locations include: Hailes Gardens, Spylaw Park, Spylaw Bank, Redhall Bank Road, Dovecot Grove and Longstone Crescent (both ends). The access road Matthews Foods Supermarket may benefit from this too (check with businesses on minimum access requirements).



Other pedestrian improvements:

- Bring forward the West Edinburgh Link pedestrian/bike crossing at Hailes Gardens and show on these plans.
- **Reduce crossing time waits e.g. Sainsbury's in Longstone, Inglis Green/Lanark Rd junction.**
- Remove railings at Kingsknowe Road South for visibility, consider bollards **to reduce junction, subject to access to the Golf Club Captain's Car Park.**

Buses:

- Consider extending the westbound bus lane in left filter lane on the approach to Gillespie Crossroads for bus priority only and monitor bus lane use to consider whether uphill cycle lane can be extended.
- Make the bus lanes 24/7 or 7/7 as part of this scheme – this benefits bus users mostly, but cyclists to a lesser extent. Ironically, cars can only drive in bus lanes when it is not needed (i.e. off peak). We have a video on our blog about this.

Other improvements should include:

- More dropped kerbs at/near bus stops to access traffic splitters/Island
- Minimise the distance between the end of the bus lanes and the filter turns at Inglis Green (all directions) and Gillespie Crossroads
- Consider bus lane enforcement camera on Inglis Green Road
- Bus stops – reduce significant gaps in cycle segregation to maximise protection for cyclists. Work with Lothian Buses to establish the minimum possible gap for layby/recessed bus stops. This would have no impact on bus times (buses are significantly more likely to get delayed in traffic at the junctions by cars than having to slow for bus stops):



- E.g the following bus stops: 220m at Hailes Grove Bus stop, 110m at Dovecote Grove and 90m at Dovecot Park vs 35m at Kingsknowe Road South

Carriageway:

- Work with Safety Cameras Scotland to reactivate the existing speed cameras to discourage speeding. However this does not address the fundamental speeding issue – the road was designed as a fast dual carriageway - reverting to a wider or hatched design would simply increase speeds further
- Reduce the carriageway to the minimum width for a 30mph street and buses/emergency vehicles to reduce overall speed and give more space to parking and bike lanes (particularly in the tightest sections)
- Centre lines – in several locations these turn quite severely (e.g. near Kingsknowe Golf Club) – this could be less severe and more gradual
- Add wands at Redhall Bank to protect cyclists on approach to traffic island (westbound) where there are no driveways (see below)



- **Add cycle lane opposite Sainsbury's on Inglis Green Road and where possible throughout the whole section.**
- Consider additional bollards on approach to pedestrian crossing on Longstone Road
- In several places on Longstone Road the cycle lane ends abruptly, forcing car/cyclist conflicts (e.g. opposite Longstone Motors and at Murrayburn Roundabout)

Parking:



- Bigger parking bays: the wide street makes it possible, giving easier passenger and driver access without impact on vehicle traffic. Suggest hatching on passenger side is larger for easier access and wider bays overall
- Clearer demarcation of the start of floating parking sections: suggest further reflectors, bigger build-outs and possibly planters or trees – we would maintain the plants/planters!
- Many sections are so sporadically used they appear to be vacant traffic lanes (e.g. the largest floating bay adjacent to the canal is very often empty). Include further perpendicular bollards part way along largely vacant sections to prevent speeding traffic thinking they are active lanes.
- The larger bays are sufficiently underused that they could house shared use City Club Cars.
- Replace the missing wands at Lanark Road nursery and consider placing opposite Spylaw Park in parking
- Consider one or more Blue Badge bays on Dovecot Grove for kerbside access to the Park
- Expand parking outside the Village Inn, Longstone, if possible (cars are regularly parked on floating bay hatching)
- Additional bollards at end of parking on Longstone Road to prevent cycle lane being blocked e.g. Imperial Palace
- Proceed with timed bays at/near Nursery businesses to facilitate drop-offs rather than long term resident parking
- Parking on Murrayburn Road to be moved further away from bus lane and out of cycle lane

Access to Canal / Water of Leith

- The access from Lanark Road to the Water of Leith / Union Canal is very restricted and steep - it's very inaccessible. We would encourage Council officers to consider adding dropped kerbs and whether other longer term options may be considered (we would be happy to meet to consider options)

Kingsknowe Road South:

- As per council policy, remove the railings for better visibility at the junction.
- Add bollards to reduce the (huge) turning radius and slow down vehicles, but still maintain access to the golf **club captain's car park**. Confirm with the minimum acceptable radius for the #20 Bus (First Group)/emergency access to a 20mph street.



Low Traffic Corstorphine

lowtrafficcorstorphine.org.uk
@TrafficLow

The City of Edinburgh Council
City Chambers,
High Street
Edinburgh
EH1 1YJ

Dear Sirs

We write in support of Cllr MacInnes's motion at agenda point 9.1 in the coming Transport and Environment Committee meeting of Thursday, 18th August 2022.

Low Traffic Corstorphine is a group of local Corstorphine residents and business people passionate about bringing safer streets, better air quality and much improved accessibility to residents of all ages, genders and abilities whether they are walkers, wheelers, cyclers, drivers or passengers.

Despite the dominance of private vehicles in our public spaces, we must remember 40% of Edinburgh residents do not have access to a private car.

Recognising the diversity within our community, we strongly support 'active' travel and public transport modes as a crucial way to get around our local communities. Empowering individuals to *choose* to travel in a safe, active way has great benefits to personal health and is good for local business.

In this respect we are dismayed to be advised of the FirstBus plans to withdraw crucial bus routes 20, 63 and 68 from service in the near future and support Cllr MacInnes's request for extension of investment in these services to maintain essential access for a wide range of residents across the West and South West Edinburgh areas.

At a time when so much new development is ongoing in the West of the city, we are deeply concerned at the likely increase of already unsustainable levels of car traffic, to which the removal of these service routes will inevitably add as residents are forced to seek alternative ways to travel these routes.

Further, we ask any future transport reviews in the West of Edinburgh to more fully consider wider support in services and routes to better provide public transport links to the rapidly growing housing and business needs both existing and coming to the area.

As one example, simply extending the Lothian Buses 31 route around the new Cammo/Turnhouse development is deeply insufficient and extends the route time unacceptably for residents in the Bughtlin/East Craigs area, who already have a 30-40 minute bus journey time to the city centre.

Including adequately networked bus service routes is an important part of CEC's meeting of its 30% reduction targets in Car travel kilometres by 2030. Climate goals and development goals must be aligned and coordinated. We would also welcome creative innovations - e.g. smaller electric buses which could service and better connect more of the smaller residential streets and neighbourhoods on a more frequent timetable.

Yours sincerely

Christopher Young

Janis Ross-Williamson