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City of Edinburgh Council  
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## Spaces for People consultation – response from Spokes

Spokes congratulates the Council on initiating a programme of, hopefully rapid, cycle and walk schemes to provide better social distancing and the safe and welcoming conditions which enable more people to travel by active means. However, although Edinburgh and Glasgow are the first Scottish Councils to make major efforts on this, London seems capable of acting much more quickly in the actual building of segregated cycling provision on major roads – we hope there are lessons to be learned.

We also congratulate the Council on making an ambitious submission to the Government's Spaces for People fund, and winning £5m of the now £30m available total. Given that the Council is consulting on actual schemes, we presume that the bid was a statement of intent, with some indicative projects, rather than a hard and fast final set of proposals.

Spokes therefore offers the following suggested priorities for schemes to support and encourage more people to travel by bike (including adapted bikes, trikes, cargo bikes etc) and with the greatest possible real and perceived safety and social distancing.

### 1. Arterial routes

All city arterial roads need segregated cycle provision as urgently as possible, in view of the danger of unsustainable levels of car use and a return to pollution and congestion. Arterial roads are generally the most direct and the least hilly routes along major desire lines. Yet under the 'old normal' they are also the most dangerous, most daunting, noisiest and most polluted roads on which to travel by bike.

### 2. Council initial proposals

We strongly support the proposals in Appendix 2 of the Council's Policy and Sustainability report, [Creating Safe Spaces for Walking and Cycling](#), 14 May 2020, and particularly emphasise...

- Dundee Street bus gate and cycle segregation (an alternative to the towpath for many)
- Temporary/simplified elements of the Meadows to George St scheme (a major existing artery)
- Temporary/simplified elements of the West-East CCWEL scheme (a major existing artery)
- East Princes Street bus gate (conditions here are intolerably congested for non-motor travel)
- Canongate bus gate (conditions on this narrow street are very congested for non-motor travel)
- Morrison Street (but 2-way safe cycling must be included at this major but deterring artery)
- Old Dalkeith Road (hospital access route)
- Crewe Road South (hospital access route – must be segregated and with roundabouts tackled)

### 3. Some priorities across the city

We are aware that you have received many suggestions from local groups and individuals across the city, including our local Spokes Party group. Additionally, prior to the consultation, Spokes submitted [a paper](#) of suggested criteria and potential measures. We trust the Council will be paying full attention to all these ideas and proposals.

However, we think it would be beneficial and fair to have **one major early priority** for each quarter of the city, and the city centre. This would illustrate the benefits of Spaces for People widely, giving an important geographical spread. We believe the schemes outlined below would benefit large numbers of people, and, importantly, already have significant local support – they are therefore ideal candidates. We have given a little background and indications of local evidence/support for each.

- **City Centre: *Lothian Road segregated cycle route*** (Meadows/Bruntsfield to West End, including a crossing of Shandwick Place to Charlotte Square). This is a major artery for city centre work and shopping, already used by large numbers of people on bikes despite the hostile conditions. [Spokes traffic counts](#) show that some 20% of citybound vehicles during 8-9am are bikes.
- **West Edinburgh: *A8 segregated cycle route*** (Haymarket→Corstorphine→Maybury). This proposal originates from the local community, with support from Murrayfield Community Council and the Lord Provost, [Cllr Frank Ross](#), who is a local member, as well as many individuals who do, or would like to, use this very direct route to the city centre and other destinations such as Corstorphine town centre and the Zoo. With many West Edinburgh developments, the A8 was an increasingly unpleasant road for travelling by bike prior to lockdown, and traffic is returning.
- **East Edinburgh: *Brighton Place → Duddingston Rd → Duddingston Rd West → Innocent Path*** Proposed by Spokes Portobello. Segregated facilities on Duddingston Road/ Duddingston Road West and traffic calming/speed management on Brighton Place (police have caught speeding drivers) and junction safety improvements at Baileyfield Rd. The route has two primary schools, a nursery and a high school and is a key active travel desire route linking Portobello to Central and South Edinburgh, with pre-COVID19 local demand for safety measures from schools, parents and residents. A delegation went to the Council in 2019. See this [film](#) for children's comments.
- **North Edinburgh: *Canonmills and Broughton Street uphill cycle lane***. [This proposal](#) originates from the local community, notably local resident Mark Lazarowicz, former leader of the city council. An article in local community newspaper, the [Broughton Spurtle](#), states that several of the local councillors are already discussing a similar proposal.
- **South Edinburgh: *the A702 from Frogston Road down to Greenbank crossroads (Braidburn Terrace)***. Proposed by Spokes South Edinburgh local group. The southern section of the proposal, south of the recent Braid Road/Braidburn Terrace Spaces for People scheme, received high support in [a survey](#) by local councillor Scott Arthur. Assuming Braid Hills Drive is also made cycle-friendly, this also helps with a route to RIE for the many residents of Comiston, Buckstone, etc. The northern section, which we understand has been widely discussed by local interests, provides a quiet route to the Meadows and City Centre as well as important intermediate destinations such as Boroughmuir HS. Continuing along the now traffic-reduced Braid Road also provides a much improved route to Morningside.

Yours sincerely

Dave du Feu  
for Spokes