

CIMT 17/07/20 – Spaces for People Project Approval

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 7 July 2020. Recipients were given five days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

Project Proposal

Location	Justification	Recommendation
Wester Hailes Road	Provide protected cycling infrastructure on a key major route to important local destinations such as a shopping centre, the rail station, Education centre and cycling routes along the canal. This will enable communities in this area of the city to travel safely by bike as lockdown eases.	<u>Progress with scheme</u> as part of overall emergency measures to re-designate key parts of the road network to help pedestrians and cyclists travel safely while meeting physical distancing requirements.

Feedback

Comment from	Comment	Response
Cllr Miller	I don't know this road quite well enough to provide comments in detail, but I am supportive of the concept and look forward to this progressing to delivery	Noted.
Cllr Webber	As the local ward Cllr I cannot support the disproportionate proposal and can only seek to plead with officers that this is reconsidered quickly. There are improvements needed and I am happy to discuss these (again) with the relevant officers to achieve the schemes objectives but as they are presented today the unintended consequences on the wider communities are far too extensive, whether the measures be temporary or permanent.	There is a coherent rationale behind these proposals. They have been evolved based on previous local consultation, via the West Edinburgh Link (WEL) which showed strong support for improving cycle provision along Wester Hailes Road. There were also calls for these type of interventions via the Council's Spaces for People (SfP) Commonplace website.
Cllr Webber	Concern that Juniper Green, Baberton Mains	This was an administrative oversight which has

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	<p>Community Council was not included in the stakeholder mailing list</p>	<p>been rectified. Consequently, we received comments from Juniper Green, Baberton Mains Community Council and neighbouring community councils.</p>
<p>Cllr Webber</p>	<p>Wester Hailes Road was and is designed to take heavy vehicles and cars. It also serves an overflow for the city bypass. Restricting this road to one lane would have serious repercussions for all the village communities in SW Edinburgh. These have been mentioned on numerous occasions and when the bypass is impacted by a breakdown or worse still an accident, the SW section of Edinburgh grinds to a halt. The impact through Colinton, Juniper Green, Currie and Balerno and along the A71 is to bring these communities to a standstill. Making this road one lane is irresponsible. Access to Baberton Mains and Westburn will also be badly impacted with the reduction to one lane at the traffic lights at West Side Plaza, coming from the north</p> <p>It also seems to discount the need for any vehicles to turn right at Gillespie to reach Juniper Green and Lanark Road. And given the ongoing debate re Gillespie Crossroads when it comes to being optimised to manage traffic at peak times this would only further add to the challenge. It will also encourage rat running along Viewfield Road which already experiences this on a regular basis, as road users look to avoid the delays turning right.</p> <p>Has any study been undertaken to assess the impact</p>	<p>It is Council policy to prioritise active travel and public transport across our roads network. These proposals are aligned with that approach. We recognise that when an incident occurs on the bypass the traffic on Wester Hailes Road increase, however we believe it more beneficial to provide high quality cycle provision for the local residents every day of year rather than not providing provision due to or the occasions when the bypass is not functioning as normal.</p> <p>At the Murrayburn junction two lanes are being maintained to ensure that sufficient junction functionality is maintained. We have used the detailed traffic modelling undertaken as part of the WEL for this road to inform the designs.</p> <p>The design includes two lanes on the approach to the Lanark road junction.</p>

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	analysis on the effect of queueing traffic at the various junctions?	
Cllr Webber	Why it has been deemed necessary to reduce the speed from 40mph to 20mph. This along with the single lane will make this route even less favourable by larger HGVs. We need orbital routes around this side of the city that are suitable for heavy goods vehicles.	In line with Council policy, this makes the road safer for cyclists and pedestrians and does not have any significant impact on bus services.
Cllr Webber	How do all of the new temporary measures connect with each other and create a network of safe spaces for active travel IN ADDITION to those already in existence. Is the Active Travel Team aware of the shared pathway cycle path that runs parallel to Wester Hailes Road? Why when such accepted infrastructure is already in existence is it not looked to be upgraded and improved in the first instance?	<p>Delivery of this scheme, and the others in the area, will significantly add to the existing network of routes at the Canal, Quiet Route 8 and Quiet Route 9. Specifically, it will provide protected North/South cycle routes and connections to key destinations such as rail stations, education centres, local residences and the major shopping centre in the area. These connections were requested by the local community via earlier consultations under WEL.</p> <p>Due to the size of some of junctions, the limited space available and budget constraints, it is not currently possible to join up all the temporary schemes. However, they do all link to key destinations in their own right. Furthermore, they will be fully interconnected once the permanent WEL scheme is delivered in 2021/22.</p> <p>There are no existing parallel cycle paths to Wester Hailes Road that are permissible for cycles to use. The existing path beside the road is for pedestrians only. Further to this, consultation feedback from the WEL indicated that cyclists using the foot path is an issue for pedestrians and this will only be made</p>

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		worse when trying to social distance.
Cllr Webber	Yet again the concept of floating bus stops is included which is not suitable. We have what appears to be a city wide approach that will see pedestrians reduced in the much referenced Transport Hierarchy and they will now have to give way and cross over a cycle path when boarding and disembarking from buses. Many of whom may have limited mobility / sensory impairments. I think this is inappropriate that this is even considered a solution.	Floating bus stops are approved under the Edinburgh street design guidance. These temporary stops would have many of the design elements that a permanent floating stop would have to ensure pedestrian priority and safety.
Cllr Bruce	<p>I would urge the people responsible for this proposal not to go ahead in its present form and think about safety of cyclists by using redundant space and enhancing existing infrastructure.</p> <p>Concerned proposals are being rushed through when businesses are starting to open again. We need to kick start our economy by making it easier for people to get to their work, for shopping, for visiting a relative who might be suffering from social isolation or otherwise businesses will fail leading to mass unemployment. The money spent on this proposal would be better spent on fixing potholes and resurfacing roads in the Ward rather than creating cycle lanes that very few people will use</p>	<p>The design has been carefully considered, building on design work, modelling and consultation carried out for the WEL.</p> <p>Consultation for WEL, as well as the Council's Commonplace website for SfP, highlighted that reducing vehicle speeds and improving cycle provision along this road was supported. Providing this scheme will permit local residents and commuters to access places of education, work, leisure and retail.</p> <p>External funding used for this scheme will have no impact on the Council's delivery of road renewals schemes.</p>
Cllr Bruce	Reducing the speed limit from 40mph to 20mph will cause a massive increase in pollution because engines run more efficiently at 30/40mph.	Studies have so far not conclusively proven either a positive or negative effect on emissions: driving at 20mph causes some emissions to rise slightly and some to fall.
Cllr Bruce	<p>Alternatives</p> <p>1. Use the paths that exist already that run parallel to Wester Hailes Road, develop and enhance them as</p>	There are no existing parallel cycle paths to Wester Hailes Road that are permissible for cycles to use. The existing path beside the road is for pedestrians

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	<p>they are much safer for everybody to use.</p> <p>2. Where the cycle paths run close to the road, implement barriers for safety</p> <p>3. Create L.E.D. lighting where there are dark spots in these areas</p> <p>4. Keep bus stops as they are for the safety of pedestrians</p>	<p>only. Further to this, consultation feedback from the WEL indicated that cyclists using the foot path is an issue for pedestrians and this will only be made worse when trying to social distance.</p> <p>4. Floating bus stops are approved under the Edinburgh street design guidance. These temporary stops would have many of the design elements that a permanent floating stop would have to ensure pedestrian priority and safety.</p>
Cllr Rust	<p>Reducing traffic to a single lane will cause tremendous pressure on Gillespie Road, Bridge Road and Colinton village as a whole. This is already seen when any lane or part of the city bypass is closed/obstructed.</p>	<p>The design has retained the two approach lanes at the Lanark Road junction. It is usually the approach lanes that determine the functionality of a junction and as such we would not expect the changes proposed to have a significant impact on the locations that you have highlighted.</p>
Cllr Gardiner	<p>The impact of proposals could have an affect on transport in the wider area. Both Currie Community Council and Balerno Community Council are making representations both about process and potential impact as residents of both communities use the Gillespie Crossroads.</p> <p>In addition there is potential for displacement including increased use of Riccarton Mains Road in Currie and Ravelrigg Road in Balerno. Current use of these routes which go through residential areas particularly by HGVs has been of concern in these communities . Potential for displacement traffic and therefore mitigation needs to be considered in the context of these current proposals.</p>	<p>The design has been carefully considered, building on design work, modelling and consultation carried out for WEL. The running lanes on the approaches to these junctions have been maintained, which is the key element of retaining road functionality. It is unlikely that the scheme should cause significant traffic displacement.</p>

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<p>Cllr Gardiner</p>	<p>Calder Road roundabout will be a very challenging environment for cyclists. What measures are proposed here and how does this connect to a wider network?</p> <p>At Gillespie Crossroads proposals are shown to terminate. Again how does this connect with wider networks?</p> <p>Currently Gillespie Crossroads can be heavily congested with significant tailbacks. It is important to consider traffic flow here and to optimise traffic movement at the junction.</p>	<p>Temporary measures to improve the roundabout were considered, however the limited space available and the high traffic volumes made it unachievable without severely impacting on bus services. However full cycle provision across through the junction will be provided by the permanent WEL project, due for delivery in 2021/22.</p> <p>Much like Calder Road junction, the limited space and presence of bus services made it not possible to introduce temporary interventions to improve the junction for cycling.</p> <p>As above the junction capacity has been carefully considered.</p>
<p>Cllr Gardiner</p>	<p>Historically the way the bypass has been constructed means that the Barberton Junction feeds from Wester Hailes Road Clovenstone Roundabout rather than Lanark Road West. Careful Consideration needs to be given regarding Gillespie Crossroads junction. (I note that the Sustrans route consulted on a couple of years ago used an alternative route in this area). More details for proposals at the Crossroads would be helpful. There are also concerns about Viewfield Road (one way) being used increasingly as a rat run - are there proposals to further protect this narrow residential street?</p> <p>Roundabouts and current road junctions can be problematic for active travel, (Wester Hailes Road was designed and operated as the City Bypass prior to the Baberton Section opening). Are pedestrian</p>	<p>As above responses regarding junction capacity and capacity for improvements for cycles.</p> <p>There are no current proposals for Viewfield Rd.</p> <p>Temporary pedestrians crossing points are not currently being proposed, however new pedestrian crossings are included in the WEL proposal for permanent implementation in 2021/22.</p>

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	crossing points being considered / reviewed as part of the proposals?	
Cllr Gardiner	Curriemuirend Park provides a welcome well planted green space for Clovenstone, Baberton Mains and Juniper Green. This is valuable for physical and mental health to the communities and particularly so in times of social distancing and limited travel. Will connectivity to communities be reviewed?	No new crossing to this park are being proposed, however the segregated cycleways will make journeys to the park somewhat easier, though we recognise that travelling southbound to the park will still be challenging. We will look at this further to see if improvements can be made.
Cllr Gardiner	If in the future beyond the current temporary arrangements any changes should go through a full TRO consultation process.	Any permanent changes would be subject to a full Traffic Regulation Order process.
Juniper Green and Baberton Mains CC, Currie CC	Concerns that Juniper Green and Baberton Mains Community Council was not included in the stakeholder mailing list for this notification Disappointed with the engagement process and lack of consultation regarding this proposal	This was an administrative oversight which has been rectified. Consequently, we received comments from Juniper Green, Baberton Mains Community Council and neighbouring community councils. We need to put temporary measures in quickly as our priority is to protect the health and wellbeing of our residents and support businesses. This means we are not able to follow a full engagement process. We have encouraged communities to submit their views on the SfP initiative on the Commonplace website which brought in more than 4000 responses. Further information regarding the SfP Programme is available on the Council's website at www.edinburgh.gov.uk/spacesforpeople
Juniper Green and Baberton Mains Community Council	The Juniper Green and Baberton Mains community are not in support of the proposed changes to Wester Hailes Road. There is no clear rationale for the cost of the proposal, the urgency with which its	There is a coherent rationale behind these proposals. They have been evolved based on previous local consultation, via the West Edinburgh Link (WEL) which showed strong support for

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	<p>proceeding and why it has been prioritised above others. It is also likely to have a significantly negative impact on both road safety in the surrounding area and air quality.</p>	<p>improving cycle provision along Wester Hailes Road. There were also calls for these type of interventions via the Council's Spaces for People (SfP) Commonplace website.</p> <p>The Council compiled, assessed and scored a list of schemes from across the city to improve travelling safely by foot and bike. This scheme was ranked within the first package of around 20 schemes to be delivered.</p> <p>It will greatly enhance protection for cyclists, the most vulnerable of all on road users, and will connect them to many important local destinations. Reducing the road to 20mph will also increase road safety, particularly for pedestrians. We do not expect the proposals to significantly impact on air quality in this area.</p>
	<p>This proposal is going to waste tens of thousands of pounds that could have been used to achieve that and genuinely make a difference to travel in South West Edinburgh for generations. To make matters worse, the proposed change is a temporary one. So the cost will not just be suffered when it is implemented but also in an estimated 18months when it is removed. The cost benefit of such a change cannot possibly be justified against the alternatives.</p> <p>Such alternatives have been put forward on the Spaces of People page and would cost a fraction of the WHR changes. They include improving existing</p>	<p>All funding comes directly from the Scottish Government and may only be used for such temporary interventions. All the planned transport expenditure in this area will be unaffected. As such this area will actually be receiving additional transport expenditure will also be helping to achieve the Councils targets of increasing active travel and decreasing private car use.</p> <p>There are no existing parallel cycle paths to Wester Hailes Road that are permissible for cycles to use. The existing path beside the road is for pedestrians only. Further to this, consultation feedback from the WEL indicated that cyclists using the foot path is an</p>

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	paths linking the villages and offering safe alternatives to cyclists using main roads	issue for pedestrians and this will only be made worse when trying to social distance. Feedback on Commonplace also highlighted that the existing path are too narrow in p[laces even for pedestrians to use comfortably and as such would be entirely unsuitable for pedestrians and cycles to share.
	Alongside WHR is the City Bypass. Traffic data shows that there is on average one incident every day in the vicinity of the Baberton junction. When this happens, traffic uses WHR as an alternative to the Bypass. The result is gridlock the length of WHR both north and south bound. That gridlock occurs when there are two lanes for the traffic to use. Reducing to one lane will increase queuing which in turn increases stress and pollution.	It is Council policy to prioritise active travel and public transport across our roads network. These proposals are coherent with that approach. We recognise that when an incident occurs on the bypass the traffic on Wester Hailes Road increase, however we believe it more beneficial to provide high quality cycle provision for the local residents all day every, every day rather than not providing provision due to or the occasions when the bypass is not functioning as normal.
Currie Community Council	Cycling infrastructure already in existence in the area. Not clear what problem a second cycle lane would solve. The steep climbs up from Wester Hailes and up from the Water of Leith will be barriers for cyclists. The Commonplace study reveals a higher number of concerns for cycling safety and a protected cycleway on Riccarton Mains Road than on Wester Hailes Road.	There are no existing parallel cycle paths to Wester Hailes Road that are permissible for cycles to use. The existing path beside the road is for pedestrians only. Further to this, consultation feedback from the WEL indicated that cyclists using the foot path is an issue for pedestrians and this will only be made worse when trying to social distance. Feedback on Commonplace also highlighted that the existing path are too narrow in places even for pedestrians to use comfortably and as such would be entirely unsuitable for pedestrians and cycles to share. Delivery of this scheme, and the others in the area, will significantly add to the existing network of routes at the Canal, Quiet Route 8 and Quiet Route

		<p>9. Specifically, it will provide protected North/South cycle routes and connections to key destinations such as rail stations, education centres, local residences and the major shopping centre in the area. These connections were requested by the local community via earlier consultations under WEL.</p> <p>We appreciate the call for further calls for cycle interventions. Unfortunately, with a limited budget we unable to action every project.</p>
Balerno CC	<p>Such a development could potentially have serious effects on traffic on the Lanark Road West and in the Upper Water of Leith Valley, and those might extend to affecting the local economy and access to facilities. Any alteration in arrangements for Wester Hailes Road especially at Gillespie Crossroads is a matter of considerable concern to the communities of the Upper Water of Leith Valley. It is regrettable that the City Council did not seem to consider it right to seek the views of Community Councils whose areas could be directly impacted by the proposal, including Balerno.</p> <p>Our concerns relating to the impact of the current proposals are now also augmented therefore by our concerns that the City seems in our opinion to have failed to carry out a proper consultation process. We can of course accept that we live in strange times where it may not be possible to engage the usual ordinary rules and processes in cases such as this. However The City Council took no steps to advise</p>	<p>Wester Hailes Road falls into the area covered by Wester Hailes CC (not established) and Juniper Green & Baberton Mains CC. We welcome the comments from neighbouring CCs and will arrange for future notifications and feedback to be sent to them.</p> <p>This was an administrative oversight which has been rectified. Consequently, we received comments from Juniper Green, Baberton Mains Community Council and neighbouring community councils.</p> <p>Notification was sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 7 July 2020. Recipients were given five days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot</p>

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	<p>this community when it thought to have known that the community could be materially impacted.</p> <p>We are equally unaware of any systematic evaluation of the proposal for Wester Hailes Road. We recognize that there are multiple arguments for an increased provision of cycle ways in our area. We believe better cycleways could have a significant impact in reducing car use and avoiding some of the traffic congestion that so badly affects communities on the west side of Edinburgh. We are generally supportive of the policy aim to reduce car use. We are not however aware of any overwhelming evidence which militates in favour of the current proposal and certainly no evidence for a crisis-type response in which the proposal is to be accelerated through the City's decision making processes without consultation with affected communities.</p>	<p>be fulfilled.</p> <p>The proposals will provide protected cycling infrastructure on a key major route to important local destinations such as a shopping centre, the rail station, Education centre and cycling routes along the canal. This will enable communities in this area of the city to travel safely by bike as lockdown eases.</p> <p>There is a coherent rationale behind these proposals. They have been evolved based on previous local consultation, via the West Edinburgh Link (WEL) which showed strong support for improving cycle provision along Wester Hailes Road. There were also calls for these type of interventions via the Council's Spaces for People (SfP) Commonplace website.</p>
Spokes	<p>We strongly support the proposal to install temporary protected cycle lanes on Wester Hailes Road, and to bring in a 20mph speed limit. Wester Hailes Road forms part of the "Cycling Ring Road", but the existing layout and design makes it feel very hostile for cyclists. Protected cycleways on Wester Hailes Road will be particularly useful for people commuting from south and south west Edinburgh to Sighthill and South Gyle.</p> <p>We also hope that the proposals for Wester Hailes Road will serve, wherever possible, as a template for the rest of the cycling Ring Road.</p>	Noted.
Spokes	Bus stops and cycle lanes: We are supportive of	The floating bus stops designs will be informed by

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	<p>“floating” bus stops in principle, and welcome their inclusion in this temporary scheme. However, pedestrians crossing the cycleway at floating bus stops must have clear and explicit priority. Ideally, this would be achieved with controlled crossings, to aid vulnerable pedestrians. Zebra crossings, similar to those at the floating bus stops on Leith Walk, should be included at minimum, and we understand that this is possible using the proposed Rediweld and Vectorial materials. The ramps at the floating bus stops should not be too steep or narrow, as this will cause problems for people using non-standard cycles such as recumbent bikes or handcycles.</p>	<p>the Edinburgh street design guidance and will comprise many of the design elements that a permanent floating stop would have to ensure pedestrian priority and safety.</p>
<p>Spokes</p>	<p>Speed limit reduction: We are very pleased to see the proposed reduction in speed limit from 40mph to 20mph. We hope that enforcement of this happens</p>	<p>Noted.</p>
<p>Spokes</p>	<p>Cycle lane widths : There are several places in the proposals where carriageway lanes are over 5m wide, next to a 2m cycleway. Widening the cycleways at these points to even 4m would not require the loss of a traffic lane yet have several advantages:</p> <ul style="list-style-type: none"> ● It would become possible for cyclists to overtake other cyclists safely; ● Narrow carriageways are known to reduce speeding; ● Cyclists would be farther away from vehicles. <p>We note that <i>Cycling by Design</i> gives 2m as the “Desirable Minimum Width” for unidirectional kerb-segregated cycle lanes. Since there is plenty of</p>	<p>We appreciate the suggestion, however, retaining the 5m+ running lane allows more flexibility in the design such that if there is a vehicle breakdown it may be possible to move it to one side and allow traffic to pass at slow speeds. This is important for maintaining the bus service.</p>

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	<p>space here, the proposals should definitely be going beyond the “desirable minimum</p>	
<p>Edinburgh Access Panel</p>	<ul style="list-style-type: none"> • Please protect pedestrians from cyclists with as much segregation as possible. • We would question whether, given the risks that floating bus stops present to pedestrians (particularly to those with a vision impairment), a floating bus stop is justified even when there are two traffic lanes on that side of the road – e.g. near Harvesters Way. Please consider a conventional bus stop instead in situations like this. • If you go ahead with floating bus stops, it's essential you take effective measures to slow cyclists right down as they approach - eg with chicanes, rumble strips and signage. <p>Please make sure that access for blue badge holders is at least equivalent to their current access.</p>	<p>Floating bus stops are approved under the Edinburgh street design guidance. These temporary stops would have many of the design elements that a permanent floating stop would have to ensure pedestrian priority and safety.</p> <p>We are not aware of any dedicated blue badge parking spaces that this scheme is impacting upon. Blue Badge holders will continue to be able to park free of charge in pay and display and shared use parking places as well as on yellow lines where there is no loading prohibition.</p>
<p>Living Streets</p>	<p>We support improvements to cycling infrastructure which encourages cycling and reduces motor traffic, so long as it is not detrimental to the actual and potential walking environment. Organisations like Spokes have rightly been very clear that new space for cycling must come from space for motor vehicles, rather than for walking. We therefore wish to record our support for the overall programme. However, we have two significant qualifications.</p> <p>Pedestrian improvements</p> <p>It is hard to see *any* improvements for people</p>	<p>Reducing the road to 20mph will be beneficial to pedestrians, creating a safer road environment.</p> <p>Consultation feedback from the WEL indicated that some people are cycling along the foot path parallel to Wester Hailes Road. This is an issue for pedestrians and this will only be made worse when trying to social distance. The scheme will address this by providing cyclist with an alternative on road route.</p> <p>Floating bus stops are approved under the</p>

	<p>walking in these schemes? While general pavement widening may be difficult to achieve simultaneously with installation of cycle lanes, this should be a priority where pavements are especially narrow (eg south side of Ferry Road). We would expect to see at least significant efforts to remove pavement clutter such as signage poles and guard rails and simple measures such as cutting back hedges, sweeps of roadworks debris (traffic cones, sandbags, etc.) We also want to priority for pedestrians increased at all signalled junctions. Given that almost everyone is a pedestrian in their own neighbourhood, such measures are also likely to increase local support for these schemes, including among people who don't cycle.</p> <p>Floating Bus stops</p> <p>We note that there are dozens of 'bus stop bypasses' or 'floating bus stops' proposed in these cycle schemes, which route cyclists between the bus stop and the pavement, rather than on the road. There appear to be at least: 13 on Comiston Road, 10 on Ferry Road, 9 in Wester Hailes, 7 on Meadow Place Road and 5 on Fountainbridge.</p> <p>As the Council's Active Travel team is well aware, the Living Streets Edinburgh Group has never been happy with this design concept which means that bus passengers boarding - and especially alighting from - buses have to cross a cycle way and may therefore unexpectedly encounter a cyclist, possibly travelling at considerable speed. While we recognise the benefits for cyclists, this design can only</p>	<p>Edinburgh street design guidance. These temporary stops would have many of the design elements that a permanent floating stop would have to ensure pedestrian priority and safety.</p>
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	<p>disadvantage bus users and pedestrians, especially older people and blind people, many of whose representative organisations have objected to the design concept.</p> <p>Living Streets Edinburgh did not object to the first Leith Walk examples, on the understanding that a full monitoring and evaluation was carried out. The Council eventually agreed to this in 2017 but although we understand that this exercise has long been completed, it has never been published. It is wholly inappropriate to use the Covid19 pandemic and 'spaces for everyone' programme as the means for the sudden mass installation of these controversial bus stop designs at virtually no notice and with minimal consultation.</p> <p>We therefore strongly oppose their inclusion in the Council's current proposals. We suggest that instead, a much wider review exercise is taken at a later date, to consider the use of floating bus stops in the city strategically, once evaluation evidence is in the public domain. This should involve all relevant interests - walking, cycling, bus passengers, disability groups, etc.</p>	
Public	<p>All eight respondents raised concerns about the proposals. Key issues include:</p> <ul style="list-style-type: none"> The proposal does not take account of the the ongoing study of local traffic supported by the three Community Councils (Balerno, Currie and Juniper Green and Baberton Mains), and Heriot-Watt University. 	<ul style="list-style-type: none"> The proposal is a temporary scheme that has taken cognisance of other permanent council led proposals for the road, such as WEL. Any other studies may be considered by the council as part any permanent schemes in the future. We do not think that displacement of traffic or congestion will cause significant issues for

	<ul style="list-style-type: none">• displacement of traffic• costs• congestion• Alternative route for cyclists already exists• Wester Hailes proposal does not feature in City Plan 2030• How will design at Gillespie Crossroads fit with the Scheme	<p>achieving key Council policies of increasing active travel and public transport whilst decreasing private car use.</p> <ul style="list-style-type: none">• All of the scheme's the funding comes directly from the Scottish Government and may only be used for such temporary interventions. As such there is no impact on other council budgets.• There are no existing parallel cycle paths to Wester Hailes Road that are permissible for cycles to use. The existing path beside the road is for pedestrians only. Further to this, consultation feedback from the WEL indicated that cyclists using the foot path is an issue for pedestrians and this will only be made worse when trying to social distance. Feedback on Commonplace also highlighted that the existing path are too narrow in places even for pedestrians to use comfortably and as such would be entirely unsuitable for pedestrians and cycles to share.• There is a permanent proposal for Wester Hailes Road, the WEL. This is noted in key Council transport plans, such as the Active Travel Action Plan, and fits within the policies of the existing Local transport Strategy and the proposed City Mobility Plan. These plans/strategies are synergistic with the City Plan 2030. <p>Any permanent design being developed for the Gillespie Crossroads would take cognisance of the</p>
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		<p>temporary scheme and make changes according to a review of (a) the effectiveness of the temporary scheme and (b) other key objectives of the permanent scheme.</p>
<p>Public (Commonplace)</p>	<p>Pavements too narrow and cluttered, need to be extended and railings removed/crash barriers. Overgrown vegetation needs cutting back.</p> <p>Add protected cycle lane.</p> <p>Reduce speed and volume of traffic.</p> <p>Improve crossing points.</p> <p><i>Specific comments:</i> Safe crossing point needed at roundabout adjacent to 'Thistle Vets'.</p>	<p>We will consider de-cluttering where possible.</p> <p>Under the temporary scheme parameters/budgets it is difficult to delivery temporary crossings, however we will note this for consideration under future permanent schemes.</p>