

Spaces for People

Hope Lane/Stanley Street/Portobello HS

Spokes Party response November 2020

The closure of parts of Hope Lane/Stanley Street, important active travel routes for the surrounding communities, has led to a number of advantages for users of these routes and local residents, as well as the movement of pupils and staff of the High School during the day. The reopening of the golf course has seen some increase in motor traffic at the Stanley Street end and a reduction in the space available to pedestrians. Retaining these closures will go some way to mitigate that.

There has been a positive effect for people in the Christians estate to access amenities in Portobello, supporting local businesses, by foot and bike. An improved and safer active travel corridor for Magdalene residents to Portobello similarly exists, as well as providing links to the city cycling network, Brunstane railway station and safer routes towards the Figgate, Trevelen and Holyrood parks and the Promenade. The lack of through motor traffic also improves quality and atmosphere around Portobello Golf Club and the now-establishing Stanley Street container-based Eco-village. Discussions have taken place with Edinburgh Palette over locating Covid-19 safe-spaced seating opposite the golf course, providing opportunities for vulnerable people who are shielding to sit and walk outside. This has received support from the Edinburgh Tool Library to build suitable socially-distanced outdoor furniture, including weather-protection design.

We previously asked, in the context of the Hope Lane/Stanley Street closures that where possible, the temporary mill barriers would be arranged to allow people using trikes, trailers, cargo bikes, wheelchairs and buggies easy passage, and that some restrictions be put in place to prevent this access being blocked by parked cars. The proposed restrictions referred to in the new PHS proposal

- new 24 hour waiting and loading restrictions on Hope Lane

appear from the drawing to refer to double yellow lines which already exist surrounding the raised pedestrian crossing area, with tactile lead-ins, outside the entrance to the Bield housing development, which is a dead end of Hope Lane. In monitoring the earlier closure, parking which impeded the easy passage referred to above, as well as physical distancing, was observed.

It would be useful to reconsider the request to establish parking restrictions as proposed above, but at the entrance off Hope Lane to Christian Grove, which is where the barriers are placed. If in the long-term the road closure became permanent, parking discouragement would already be established.