

Response ID ANON-3F14-D2NX-T

Submitted to Retaining 'Spaces for People' measures – Stakeholder Organisation Survey

Submitted on 2021-04-03 23:41:58

Your awareness of Spaces for People measures

1 Please could you give the name of the organisation this response is on behalf of?

Organisation name:

Spokes -Lothian Cycle Campaign

2 Please select the option which best describes your familiarity with each of the following types of project in Edinburgh.

Question one - a. Measures to provide more space and improve road safety for parents and children near schools:

I often use a road with this type of measure

Question one - b. New protected cycle lanes on main roads (eg Comiston Road, Ferry Road, Crewe Road, Old Dalkeith Road):

I often use a road with this type of measure

Question one - c. Additional space for walking and/or cycling in shopping streets (eg Morningside, Corstorphine, Stockbridge, Gorgie):

I often use a road with this type of measure

Question one - d. Additional space for walking and/or cycling in the city centre, eg Waverley Bridge closure, Mound cycle lane):

I often use a road with this type of measure

Question one - e. Measures to provide more space for people to exercise. (e.g. closures to motor traffic of Silverknowes Road, Links Gardens, Braid Road, Cammo Walk):

I often use a road with this type of measure

Question one - f. New signed 'quiet connections' for cycling, with road closures to reduce traffic (eg Greenbank to Meadows):

I often use a road with this type of measure

3 Can you select the streets/roads, and any schools, with a Spaces for People project that you are most familiar with?

Question 2 - Street /area 1:

Old Dalkeith Road

Question 2 - Street / area 2:

George IV Bridge

Question 2 - Street / area 3:

Princes Street East End

Question 2 - Street / area 4:

Comiston Road

Question 2 - Street / area 5:

Woodburn Terrace

If you can think of any other streets that you cannot see in the list above, please write in the box below.:

Question 2 - School 1:

Sciennes Primary

Question 2 - School 2:

Brunstane Primary

Not Answered

4 How would you describe the impact of 'Spaces for People' projects on the organisation you represent or, if applicable, its members?

Very positive

Benefits and disadvantages of Spaces for People

5 How much do you support or oppose retaining the following types of measure as a means of achieving longer term Council objectives?

Section two matrix - Projects to support walking and cycling to school, such as: more space for walking and cycling, restricting parking, closing streets near schools (full time or just at school arrival and departure times - 'school streets'):

Strongly support

Section two matrix - New protected cycle lanes on main roads:

Strongly support

Section two matrix - Additional space for walking and/or cycling in shopping streets:

Strongly support

Section two matrix - Additional space for walking and/or cycling in the city centre:

Strongly support

Section two matrix - Connecting existing walking/cycling routes used for leisure, by closing some roads to cars and/or providing protected space for walking and cycling on roads.:

Strongly support

Section two matrix - New signed 'quiet connections' for day to day cycling, with road closures to reduce traffic:

Strongly support

6 What would you say are the most important benefits of retaining 'Spaces for People' measures in place, in relation to the organisation you represent or its members?

Advantages - Easier and safer for children and parents to walk or cycle to school:

Most important benefits (You can select up to 5 benefits)

Advantages - Improvements for people walking (eg. more space, less traffic):

Advantages - Easier and/or safer to cross the road:

Advantages - Improvements for people cycling (e.g. protected lanes, quiet links):

Most important benefits (You can select up to 5 benefits)

Advantages - More space and better links for walking/cycling/jogging etc for exercise or leisure:

Most important benefits (You can select up to 5 benefits)

Advantages - More space to enable you to stop and chat:

Advantages - More space for street cafes etc:

Advantages - Increased number of people shopping locally:

Most important benefits (You can select up to 5 benefits)

Advantages - Making things easier for people who use a wheelchair or have other mobility difficulties:

Advantages - Making things easier for people with sight loss:

Advantages - Lower traffic speeds:

Most important benefits (You can select up to 5 benefits)

Advantages - Reduced traffic congestion:

Advantages - Other - please specify in box below:

Other:

Please note that we have also submitted a separate detailed response.

This programme of measures is potentially the most significant move forward ever towards achieving a citywide safe cycling transport network; by rebalancing Edinburgh's travel hierarchy somewhat more towards walking, wheeling and cycling.

These SfP measures in Edinburgh have demonstrated that better infrastructure for walking, wheeling and cycling has been well used. This increase should continue if the schemes are made permanent and further improved on the basis of experience and consultation. They have certainly not caused the city to grind to a halt as some predicted.

Significantly, these schemes bring protected cycling facilities onto the street network rapidly, overtaking the timescales of conventionally promoted schemes; such as CCWEL and Meadows to Canal, neither of which is yet on the ground after 7 years.

Although introduced for covid-related reasons, many of these schemes also support a wide range of other government and local authority objectives, to increase use of active travel for reasons including climate, public health, and congestion. Spokes therefore strongly supports making all successful SfP schemes permanent, and then in future joined up appropriately to form the basis of a city-wide safe cycle travel network.

7 What would you say are the most important disadvantages of retaining 'Spaces for People' measures in place, in relation to the organisation you represent or its members?

Question 6 - Harder and/or more dangerous for parents and children travelling to school (eg harder to park):

Question 6 - Negative impacts on people walking:

Question 6 - Making it harder and/or more dangerous to cross the road:

Question 6 - Negative impacts on people cycling:

Question 6 - Less ability to stop and chat:

Question 6 - Fewer people shopping locally:

Question 6 - Making things harder for people who use a wheelchair or have other mobility difficulties:

Question 6 - Making things harder for people with sight loss:

Question 6 - Lower traffic speeds:

Question 6 - Traffic increases due to diversion caused by road closures:

Question 6 - Increased traffic congestion:

Question 6 - Harder for residents' to park or receive deliveries:

Question 6 - Harder for businesses to receive deliveries:

Question 6 - Less car parking in shopping streets:

Question 6 - Inconvenience to car users caused by roads closed to motor traffic:

Question 6 - Other - please specify:

Other:

Existing Spaces for People projects

8 Please select any streets, roads or schools with Spaces for People measures already in place that you would particularly like to remain following the pandemic. (You can select 'None', 'Most or all', or up to 5 streets and 2 schools)

Most or all

Question 7 - Street / area 1:

Question 7 - Street / area 2:

Question 7 - Street / area 3:

Question 7 - Street / area 4:

Question 7 - Street / area 5:

If you can think of any other streets that you cannot see in the list above, please write in the box below.:

Question 7 schools - School 1:

Question 7 schools - School 2:

9 If you wish to make a comment about measures you would like to remain in place, including suggested modifications, you may do so here:

Please note: Limit of 200 words to ensure we can effectively analyse responses:

Please note that we have also submitted a separate detailed response.

We would like all measures to remain in place, subject to appropriate modification. It is transformational to be able to cycle, protected from the traffic, on the likes of the Mound and George IV Bridge, Crewe Road South, Old Dalkeith Road, Ferry Road, Comiston Road and many others. These semi-protected cycle routes have made commuting and travel to local shops much safer and more attractive. These examples in no way diminish our support for other main road segregated routes not mentioned here.:

Similarly, our members have been very enthusiastic about the road closures and other measures outside schools.

10 Please select any streets, roads or schools with Spaces for People measures in place that you would particularly like to be removed following the pandemic. (You can select 'None', 'Most or all', or up to 5 streets and 2 schools)

None

Not Answered

Question 9 - Street / area 1:

Question 9 - Street / area 2:

Question 9 - Street / area 3:

Question 9 - Street / area 4:

Question 9 - Street / area 5:

If you can think of any other streets that you cannot see in the list above, please write in the box below.:

Question 9 - School 1:

Question 9 - School 2:

11 If you wish to make a comment about measures you would like to see removed, you may do so here.

Please note: Limit of 200 words to ensure we can effectively analyse responses:

In general, do not wish to see any removed, although we would like to see a rebalancing in Portobello High Street and we would also like to see the southbound reopening of Braid Road and the re-opening of Warriston Road reversed.

Spaces for People projects being installed, or not yet installed

12 Please select here any streets or roads from the list of measures currently being installed, or due for installation, that you would particularly like to stay in place following the pandemic. (You can select 'None', 'Most or all', or up to 5 streets)

Not Answered

Most or All

Question 11 - Street / area 1:

Question 11 - Street / area 3:

Question 11 - Street / area 2:

Question 11 - Street / area 4:

Question 11 - Street / area 5:

If you can think of any other streets that you cannot see in the list above, please write in the box below.:

13 If you wish to make a comment about measures you would like to stay in place, you may do so here:

Please note: there is a limit of 200 words to ensure we can effectively analyse responses:

Please also to our separate report.

We keenly await planned SfP schemes not yet fully on the ground, such as Lanark Road, Mayfield Road, Queensferry Road, Joppa to East Lothian, Duddingston Rd West, and other main routes, which will be very valuable to commuters when fully in place.

Financial and officer time constraints no doubt meant that some arterial routes were unfortunately not included, such as Colinton Road/ Polwarth Terrace (parallel to the Union Canal), Liberton Brae or Dundas Street; while others have interventions over shorter distances that we would have hoped for, but hopefully their time will come.

We urge the Council to seek early Sustrans funding to begin the process of replacing the temporary materials by permanent layouts, including kerb-separated cycle lanes on main roads, as soon as the relevant legal consultation processes are complete.

14 Please select here any streets or roads from the list of measures currently being installed, or due for installation, that you would particularly like to be removed following the pandemic. (You can select 'None', 'Most or all', or up to 5 streets)

None

Not Answered

Question 13 - Street / area 1:

Question 13 - Street / area 2:

Question 13 - Street / area 3:

Question 13 - Street / area 4:

Question 13 - Street / area 5:

If you can think of any other streets that you cannot see in the list above, please write in the box below.:

15 If you wish to make a comment about any of these new measures that you would like to see removed, you may do so here:

Please note - there is a limit of 200 words to ensure we can effectively analyse responses:

In general, do not wish to see any removed, although we would like to see a rebalancing in Portobello High Street and we would also like to see the southbound reopening of Braid Road and the reopening of Warriston Road reversed.

In respect of Portobello High Street, while we support the pavement widening and priority must be given to pedestrians and people using mobility aids, we believe it is now even more dangerous to cycle through Portobello High Street. An urgent review is required to ensure walking, wheeling and cycling are prioritised over general traffic (while ensuring buses can move freely).

What happens next