

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, Edinburgh Access Panel and relevant Community Councils on 29 March 2021. 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.

Project Proposal

Covid-19 Cycling and Walking Emergency Response Measures

Proposed provision of segregated, bi-directional cycle lane – West Shore Road (Formerly known as Granton Square to Marine Drive)

Location	Justification	Recommendation
West Shore Road	<p>As part of overall emergency measures, that re-designate key parts of the road network to help pedestrians and cyclists travel safely while meeting physical distancing requirements, we are proposing to implement a two-point road closure on West Shore Road, one at the entrance to Forth Quarter Park and the other at Gypsy Brae.</p> <p>The interventions will result in;</p> <ul style="list-style-type: none"> • West Shore Road will be closed to all motor vehicles at Gypsy Brae and 200m south at the entrance to Forth Quarter Park. • West Shore Road, from Waterfront Avenue, will act as an industrial cul-de-sac with no provision for through traffic. • Westbound vehicles will be directed onto Waterfront Avenue which is better equipped to take large vehicles than Marine Drive at Salvesen Terrace. <p>This will benefit a significant number of people wishing to walk and cycle to the promenade. Not only will West Shore Road be quieter, but a completely car-free link will be established between Forth Quarter Park and the promenade.</p>	<p>Progress with proposed two-point road closure and minor traffic measures on West Shore Road as part of the overall measures to help people exercise safely while meeting physical distancing requirements.</p>

Feedback

Comment from	Comment	Response
Councillors		
Cllr Graham Hutchison	As I said in my feedback to the initial proposal this is perhaps the most pointless Spaces for People project yet. While the road in question does have some issues with speeding traffic, the carriageway as it exists is comfortably able to accommodate motor vehicles and cycles and could hardly be described as a busy road even discounting the reduction in traffic due to COVID-19.	We agree that there is adequate space on West Shore Road and that the road would not be classed as busy. However, the provision for pedestrians and cyclists on West Shore Road and West Harbour Road is poor. These proposals are aimed at making the road quieter and more suitable for people who are less confident and more vulnerable on a bike, thus encouraging more uptake in walking and cycling and less car use for shorter journeys. Given the commercial/industrial nature of West Shore Road, at the forefront of the reason for the design is to safely separate pedestrians and cyclists from HGV's.
Cllr Graham Hutchison	How many people do you think will use the link between the Forth Quarter Park and the promenade? I regularly drive on this road and have done for many years, I don't recall ever seeing anyone crossing the road at this point making a journey between the two. In this you are creating a solution to a problem which doesn't exist.	This is difficult to predict but the success of the scheme will be monitored through regular review every 6 weeks. If it was evident that the scheme is not being well used, then it could be removed or altered. The project team is of the belief at present that more people will chose to make the journey between Forth Quarter Park and Silverknowes Prom by foot if the right provision is put in place.
Cllr Graham Hutchison	Parking on the bend is and always has been a problem. Add double yellow lines and re-open the car park with a barrier for night-time closure.	This would be a good solution to increase forward visibility for cars however, it could be detrimental to the speed of traffic in the area. Suggestions such as this can be given further thought at the first scheme review six weeks after implementation

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	<p>crossing point you are choosing to negatively impact the lives of thousands of local residents.</p>	
<p>Cllr Graham Hutchison</p>	<p>You mention the ‘small inconvenience’ of 2 mile detour to businesses. With journey’s made by multiple vehicles multiple times a day this will mount up. Businesses are struggling due to COVID, the very last thing we should be doing is making their lives more difficult, as you already have done for the Boardwalk Beach Club.</p> <p>Also, from an environmental and congestion perspective, over the course of a year you will be adding thousands of motor vehicle journey miles. For illustration purposes, if we take the average detour to be one mile, two miles on a round trip, 20 business with 1 vehicle each making 1 journey a day, that equates to 14,600 miles a year or 6,000,600g of CO2. We all know that the journey figure will in reality be much higher. Has this even been considered?</p> <p>Unnecessary, ill thought out and a total waste of public money as well as detrimental to businesses, local residents and public health. COVID restrictions are beginning to ease, there is no longer the justification of an emergency for creating such schemes, we have had a year of COVID restrictions without this scheme being in place, why now?</p>	<p>Any impact on local businesses will be assessed as part of the 6-weekly scheme reviews. It is the aim of the project team to mitigate as far as possible any adverse impact on local business.</p> <p>This is a fair point and worth noting however, it’s arguable that this figure will be offset by the number of people who not only choose to walk and cycle to Silverknowes but who have now chosen to make walking and cycling to destinations under 1 mile habitual.</p> <p>The scheme has gone through various design guises and it has taken longer than we would have liked to get to this stage. We would have preferred to have seen these measures put in place a year ago. Nonetheless, we see the benefits of having them in place for the summer if 2021. There was a huge uptake in cycling in the spring of 2020.</p>

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	<p>In the strongest possible terms, scrap this scheme now and look at the suggestions made above for parking.</p>	<p>We have recommended that the scheme is implemented but will review its performance periodically every 6 weeks.</p>
<p>Cllr Susan Webber</p>	<p>I would like to reinforce my support for the comments made by Cllr Hutchison and to further reassert that this is about ALL of the people that live, work and access this part of the city and doing what is best for ALL of us</p> <p>We have faced time and time again the installation of measures that do nothing for the majority of our citizens, in particular, residents, businesses either operating within or servicing the area and those with mobility/sensory impairment issues.</p> <p>Cllr Hutchison as the local Cllr elected for this area has made VERY valid points and points that resonate with the majority of our capital's residents</p> <p>Can I remind the team creating these spaces that we have now vaccinated more than 2.5million people across Scotland, lock down restrictions are easing, and the GRAND announcement today of a 50% increase in cycling (questionable given the data I have seen regularly) means only 4.5% of the journeys across the city are now done by bike. As such we are putting more and more pressure on the city's economic recovery</p> <p>This should NOT be progressed</p>	<p>Despite these comments being received after the deadline for responses, we are happy to consider these comments. As outlined above, the performance of the scheme will be assessed periodically every 6 weeks and, if needs be, the scheme can be modified or removed.</p> <p>As for people with mobility or sensory issues, our design team will look at measures to better facilitate their access to Forth Quarter Park and Silverknowes Prom with a view to improving the design in this regard.</p> <p>Again, the future need of the scheme will be assessed every 6-weeks and action taken to meet the needs to this ever changing Covid situation. We are of the belief that, at this present moment, the benefits of implementing this scheme outweigh the negatives and that the scheme meets the objectives of Spaces for People.</p>
<p>Stakeholders</p>		

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<p>Edinburgh Access Panel</p>	<p>One of our members who lives in that locality has reviewed the proposed changes and made this comment...</p> <p>"What concerns me is I think the road closure is in the only bit where one can park to access Gypsy Brae, especially as those who currently park on the steep area will come down the way and park on the flatter bit. I feel they should put a dedicated disabled bay just at the end of the closure or continue with a little standard double yellow line to allow a badge holder to park right by the entrance area. That's less relevant at Forthquarter Park end as it's really steep there and there are other accesses to the park. Safe pedestrian access from park to park very much welcomed."</p>	<p>This is a good suggestion and one which our design team will look at with a view to improving disabled parking provision.</p>
<p>Public Comment</p>	<p>No comments received</p>	