



## The Lothian Cycle Campaign

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# Inch Park Masterplan Consultation 2022

Response from Spokes - the Lothian Cycle Campaign,  
September 2022

*This response considers the revised proposals shared via Consultation Hub on 3<sup>rd</sup> August 2022*

## General comments

We welcome the recognition by City of Edinburgh Council that measures are needed to enhance Inch Park, due to the current design not meeting the current ambitions including the sustainable travel hierarchy. However this scheme is a once in a generation opportunity to address our and others concerns in regards to the connection to/from the park and facilities within it for active travelers in this area.

Although many of the new features are welcome. We are unconvinced it will enable more cycling to & from the park if the safe connections are made to surrounding routes and destinations. Enabling more people to walk / wheel / cycle to the park may require filtering of adjacent streets to prevent rat-running by through traffic. The surrounding streets will hopefully benefit from the long term plans to make the 'Spaces for People' temporary cycle segregation measures permanent on Gilmerton Rd. Alongside the permanent Cameron Toll to Bioquarter cycle scheme along Old Dalkeith Rd.

**We therefore support the general proposals to improve Inch Park put forward, and we urge the council to review our detailed comments carefully and look forward to participating in future engagement as proposals are developed.**

## Detailed comments:

*The following notes are in response to the information provided on the consultation boards;*

### **Existing Shared Path Capacity Upgrades:**

Spokes would like to suggest a review of the existing shared path provision within the park. These should be reviewed in terms of the guidance contained within 'Cycling by Design 2021'. If the park is made more attractive the capacity of the existing paths may need to be increased. This is similar to the works along North Meadow Walk within the last decade by Sustrans.

Spokes would like to ensure that from all entry / exit points (No.12 on the masterplan) it is possible to connect via all types of cycle (as per Cycling by Design 2021) is freely possible. This should be segregated from roads with motor vehicles and if road use is required (shared with motor vehicle traffic), all roads within the park should be areas where 'cars are guests' embodying the sense of place a park should have.

### **Cameron Toll to BioQuarter Permanent Cycle Proposals:**

Spokes is aware and has commented on the proposals for this route. Average speed cameras have helped along with the SfP temporary segregation. However better links need to be provided into Inch Park from this.

Due to the frequency of blue light vehicles attending the Royal Infirmary, careful consideration of designs is required.

### **Link to Craigmillar Castle Park:**

For cycling, Inch Park makes a useful leisure route between the Innocent Railway (NCR1) entrance via King's Haugh industrial estate (Peffermill) in the East and the Hermitage of Braid / Blackford Glen in the West. There are some small useful measures in place to link all these sections, such as short shared paths to toucan links, but there is a missing link to cross Old Dalkeith Road at the exit from Craigmillar Castle Park.

We see the new layout has a paved section on the South side of the park which makes for a better route through the park for cyclists than the weaving path through the middle with the uncomfortable speed bumps and also would create a more direct crossing place from Craigmillar Castle Park path (No. 11) than the current staggered on road crossing. This will hopefully benefit the proposed Cameron Toll to Bioquarter (Little France) permanent segregated cycle scheme.

We also believe the exit onto Gilmerton Road could also be improved to help let cyclists onto the unidirectional segregated cycle lane and then turn right onto Double Hedges Road linking to the Hermitage of Braid / Blackford Hill.

Whilst these comments are largely about people cycling through but could also help increase cycling TO the park. The new cafe for the Inch Park nursery could benefit financially from visiting leisure cyclists and the school route to the Primary School on Gilmerton Road may also be made safer.

### **Link to Cameron Toll Shopping Centre:**

The existing shopping centre offers a variety of services and is a hub of retailing in this area. As such it induces many short car journeys which could easily be substituted by cycles if facilities enabled them.

The centre has been subject to several planning applications to diversify its commercial offerings. This includes a cinema, hotel and some housing which will require some surface car parking provision built on. Spokes believes brownfield land development is a positive change, however attractive safe active travel routes will be needed to facilitate more journeys to the shopping centre and beyond incl. many through Inch Park.

From the existing housing to the south of Inch Park e.g. Glenallan Drive, desire lines for utility trips to Cameron Toll shopping centre need to be carefully considered to provide direct links for those who wish to cycle. It is not clear what is envisioned at point no. 12 on the northern boundary and how this joins the Cameron Toll Masterplan.

Unfortunately these newer developments have also included drive-thrus which induce car journeys which is contradictory to the council's targets to reduce car KM's driven by 30%. Also longer term there may be a tram stop or train station at Cameron Toll as per the City Plan 2030 generating ever more journeys through Inch Park to & from the housing to the south.

### **Inch Nurseries Vehicle Movements**

Spokes supports the council's gardening / nurseries team being positioned at the historic gardens of Inch house. However vehicles servicing the nursery may be larger HGV types due to the materials being transported which causes concern. Therefore where any vehicles are to use the existing shared paths. At times HGVs should use only the new vehicular entrance (26 on the map) and give priority to users of the new boundary path (13).

### **Council Car Pound Vehicle Movements**

Spokes would like to put on record that Inch Park is not felt to be an appropriate place for the relocated council car pound. This induces movements of larger vehicles (carrying impounded vehicles) and then collection of vehicles, into what should be a safe leisure cycling area. Spokes would support long term reassessment of the Car Pound location to the periphery of the city perhaps beside a park and ride to allow good public transport access.

## Additional general comments

### Priority Crossings:

Spokes would like to see cycle and pedestrian priority implemented at all points where the existing (& new) paths cross roads within the park where motor vehicle access is allowed. As per Edinburgh Street Design Guidance with contrasting materials to infer the Sustainable Transport Hierarchy and revised Highway Code.

### Cycle Parking:

Spokes welcomes increased cycle parking across the park at both old and new features, however only one location is shown with the 'No. 9' reference from the key. However additional parking should be provided at key locations such as;

- *Inch House*
- *'The Courtyard' cafe*
- *Natural Play Area*
- *Teen hub/shelter*
- *Inch Park Community Sports Pavilion*
- *Repositioned Multi-Use Games Area with teen hub*
- *Inch Depot with office/mess building*

Spokes would like to state these should generally be of 'Sheffield' type allowing for multiple types of cycle incl. non-standard cycles like cargo bikes. Edinburgh Street Design Guidance should be followed for this. These should be as close as practical for disabled cycle users who may not be able to walk far once dismounted.

With eBikes becoming increasingly popular, charging facilities should be provided to assist those who need electricity. This could be within a cafe or beside other refreshment point like a water fountain. As noted earlier there needs to be parking provision for a future public Cycle Hire Scheme by Transport for Edinburgh. Ideally this would be on road and in car parking bays not on green space.

### Surface Quality:

Spokes would like to note that recent surface installations in Edinburgh have been inconsistent, meaning the surface quality gives discomfort to some cyclists. Hand laid materials should be avoided and Edinburgh Street Design Guidance should be implemented with machine laid surfaces used as much as possible to provide consistent and comfortable surfaces. The existing speed bumps on the park road are very uncomfortable to cycle over and should be adjusted for cycles or a better more appropriate alternative provided.

### Vendor / Trader Points:

Spokes would like to suggest at points where vendors are allowed, these should have electric points to minimise airborne pollution and CO<sub>2</sub> emissions in the green space. Also provisions for cycle based vendors and their needs should also be prioritised as is happening in The Meadows.

### CycleHoop Cycle Lockers:

Spokes would welcome integration of on street cycle lockers to encourage those who live nearby to be able to store bikes securely. It may also be used by those who work in or around Inch Park to store their bikes securely.