

Correspondent:

Call on ERC, Sustrans and Transport Scotland, to halt the removal of lanes and parking spaces along the length of Fenwick Road, Giffnock, as part of the Safer Spaces for People initiative.

Local business owners have supported the public health measures which have kept them, their staff and their customers safe during this pandemic. They have adopted in their premises all the recommended safety measures and have accepted the restrictions or temporary closure of their premises as restriction levels have fluctuated. If the proposals to remove all on-street parking the entire length of Fenwick Road progress, businesses in the area which have struggled to survive will be lost.

The proposals put forward for Fenwick Road call for the creation of physically separated cycle lanes on both sides. All parking places, both on the inside lanes and in recessed parking bays, is to become inaccessible. The certain result will be the cessation of all parking on Fenwick Road.

The streets immediately off Fenwick Road are entirely residential and, typically for their age, are narrow and not designed to cope with the high levels of modern resident vehicle parking, much less that of people coming to visit commercial premises on the main road. The effective result if the remainder of the proposed changes go ahead will not be parking displacement to these streets; it will be displacement of patrons to other commercial centres. This will have a knock-on effect on the immediate residents around Fenwick Rd, mainly elderly and of restricted mobility, who walk to shops and other premises, but will not be able to patronise a business which has shuttered. The proposals are intended to improve safety in response to the pandemic but will have a minimal public health effect, at best. They call for a designated cycle lane on the road, and the section already completed is clearly marked for cycles only. Thus, pedestrians will continue to have only the current pavement to walk, so no improvement in social distancing for them will be possible. Equally, the small number of cyclists who use Fenwick Rd are already able to use the roadway, without any loss of parking or restriction to the carriageway. Further, large sections of Fenwick Road, notably the areas furthest from retail premises, see modest foot traffic, while the majority of patrons of commercial premises arrive in their vehicles. This is also well known to be the area with the highest vehicle ownership levels in Scotland; people who cannot park to access shops and local services will not come by foot; they will drive on to areas where parking is still permitted.

Further, the proposal is to have these "temporary" measures in place for 18 months. The worst current scenario predicting the course of the pandemic does not suggest a need for extreme measures for more than a fraction of that timescale. The BID Committee is mindful that a proposal within the local authority some years ago for cycle lanes on Fenwick Road was successfully resisted at the time and cannot help but wonder about its resurrection, and that months after such measures have been implemented in other local authority areas. We also note that no measures are proposed for any other main public areas within East Renfrewshire, and particularly that none are proposed for the many areas where concentrations of pedestrians are common, such as Main St and Cross Arthurie St in Barrhead. The proposal for Ayr Rd represents no genuine change to its operation and is another area where pedestrian traffic is minimal.

Taken together, it is fair to say the only social distancing these proposals will create is not from creating extra space but by triggering a decline in the numbers of people who will visit the area entirely.

The result of that will be closed businesses. Those voids will not simply be replaced when the pandemic abates. There will be job losses, damage to the area economy, and local people will have fewer facilities and less amenity in their neighbourhood.

Scottish Government response:

Thank you for your e-mail of 6 January to Transport Scotland regarding Spaces for People changes in Giffnock. My team has policy responsibility for the programme and I have been asked to respond to you.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund which enables them to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the rise in walking and cycling during lockdown and beyond, and the necessity of maintaining physical distancing, is

supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Local authorities themselves are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation.

I note that you have already contacted ERC asking for their views on this.

[REDACTED]

Today was a dark day in Aberdeen for supporters of active travel and the vision national and regional transport strategies. Today Aberdeen City Council started the removal of the only segregated cycle path in Aberdeen, the path along the beach front. This path was put in as part of the ?1.76M bid for Spaces for People funding from Aberdeen city and was supposed to be one of the three cycle paths built in the city with part of that fund. The aim was to help people choose active travel methods of exercise during the Covid pandemic. So far only the beach cycle path was delivered and today was removed without any consultation only two months later. There has been no explanation as to why the cycle path is being removed and what benefit removing is bringing to the city.

As a cyclist I supported this path and was involved working collaboratively with Council officers in the initial consultations prior to the path going in. The cycling community in Aberdeen knew it wasn't a perfect path but was willing to work with all stakeholders to make it a path fit for everyone to use. No one likes the temporary bollards but it seems every city is choosing that except Aberdeen. The path itself solved three long standing issues at the beach;

- 1/ cars could no longer use the beach front as a dual carriageway and so it slowed traffic down to the required 30mph speed limit.
- 2/ It took faster cyclists off the pavement and so made the walkways safer for pedestrians.
- 3/ it gave cyclists somewhere safe to cycle without being pressurised by passing cars.

For SfP this also meant that cycle usage along the beach was increased as more people took the opportunity to cycle to the beach.

It seemed that some vocal complainers did not like the path because it separated parked cars from the pavement and they felt this was a danger to those having to cross the cycle path after they parked their cars. As you will know this type of path is common on the European continent where they are a long way ahead of us in active travel design. This design could have been made to work for everyone and could have been a template for permanent paths across Aberdeen. Disappointingly that opportunity has now been lost.

The Scottish transport strategy and the NE regional transport strategy all have a commitment to active travel. Today the words written on those strategies seem hollow. As the saying goes, actions speak louder than words and today's actions by Aberdeen City Council show no regard to the words and vision written in these strategies

I feel sorry for the creative and ambitious council officers who have worked to put these SfP measures in place only to have them ripped up at a short meeting with no explanation.

I know Aberdeen is not a SNP held council but what I am struggling with is that it was a SNP councillor who proposed the motion to [REDACTED] this path, surely this goes against the strategies of the national government? [REDACTED] the SNP councillor who proposed the removal of the beach front path and was supported [REDACTED]. Even if [REDACTED] did not like the cycle path what reason could they have not to work with other stakeholders and sort any problems out, rather than wasting money by ripping it all out after only a short time over the winter months? How can the Scottish government through Sustrans give the city ?1.76m only to have a portion of the work promised for that money to be lost two short months later?

I know you are very busy but I would like to hear your views on this if you can spare the time. I appreciate you taking the time to read this and I apologise if this has come over as a bit of a rant but I am very passionate about active travel and the benefits it brings. I work with many good people in sport, tourism and transport to promote our area for cycling and feel that this decision is a huge step backwards for our city and area.

Attached is a photo of the council work starting to remove the path today.

Thank you again for your time

Regards

Scottish Government response:

Thank you for your e-mail of 17 December to the Cabinet Secretary for Transport, Infrastructure and Connectivity regarding the new cycle path at Aberdeen. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to protect public health by putting in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, has been supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities and each local authorities is responsible for delivery of all aspects of these changes in their area.

The local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to quick implementation, and local authorities do continue to monitor all projects to understand the impact of changes and amend these where appropriate.

I recommend that you contact Aberdeen CC to discuss your concerns.

People simply standing waiting for the bus at the bus stop often block a clear view beyond them and the bus shelter, and as you edge out of your driveway cyclists appear out of nowhere so quickly it's disconcerting. These cyclists can be very abusive too, always ready to aggressively blame the driver and not to take responsibility for their own actions.

Also just to point out the obvious, even the houses on Ayr Road require a delivery, bin collection, an ambulance, the doctor, nurse, carer and tradesmen at some time of the day, which needs to be taken into consideration when putting barriers to access in place.

[REDACTED]

[REDACTED]

[REDACTED] the cyclists are often aggressive towards us, believing they are entitled to the exclusive use of the cycle lane so the less confrontation with them the better.

The leaflet posted through our letterbox today from ERC, sustrans and Transport Scotland states, "Work on a temporary protected bike and roll corridor on Ayr Road will commence on *Monday 7th December 2020*".

Has any consideration been given to how residents are going to cope with another hazard on their doorstep?

I would be grateful to be given the opportunity to discuss what impact this is going to have on the safety of Ayr Road residents and invite you, or whoever you appoint as most appropriate body to handle our concerns, to e mail me at your earliest convenience, as time is not on our side with a start date of 7th December to be able to have any input to the long-term outcome of this ill-thought-through proposal.

Scottish Government response:

Thank you for your e-mail of 4 December to Transport Scotland regarding the proposed Temporary Cycling Infrastructure at Newton Mearns. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984 and therefore the matters you have raised are for East Renfrewshire Council to respond on; I note that they have also been sent this e mail. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the temporary 'Spaces for People' fund which enables local authorities to put in place the temporary measures you note such as pop-up cycle lanes and widening walkways to allow people to physically distance.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Many local authorities are delivering the changes using the existing powers of Temporary Traffic Regulation Orders. The Scottish Government has issued [Guidance](#) on Temporary Traffic Regulation Orders (TTROs) in direct response to the COVID-19 emergency pointing out that local transport authorities can act quickly to put in place these public health measures.

The Scottish Government, in consideration of the rise in walking and cycling during lockdown and beyond, and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

2. Communication concerns:

a. CEC Faux pas: given the current COVID climate we all live in, and CECs desire to move quickly it was wrong and a complete error of judgement on CECs part to exclude residents from the proactive information dissemination, discussion and decision making.

b. Community Councils: failure and disregard to proactively communicate directly with the impacted residents of Duddingston Road represents a failure of their duties to this section of the community they are supposed to represent. From the information I have researched and uncovered regarding this project, my interpretation and belief is that CEC was mis-using COVID legislation to avoid following the standard and correct TRO procedure. I am therefore extremely disappointed that none of the ward councilors and the two community councils felt it was necessary to proactively contact residents when the TRO process was being replaced by a TTRO. These processes are there for the council to follow and advise interested parties what is planned. TROs are much more onerous for CEC and require full consultation that includes residents while adopting TTROs removes the need for resident consultations. CEC's change of approach is exactly why the ward councillors and community councils should have made sure residents were proactively informed rather than aligning with CEC and ignoring the stakeholders most impacted by these works.

c. Geographic Boundaries: I understand that two Community Councils cover Duddingston Road which in this specific case complicates and potentially dilutes the communication process and responsibilities. Portobello Community Council covers Duddingston Road up to and east of Mountcastle Drive South whereas Northfield and Willowbrae Community Council covers the rest of Duddingston Road and west of

Mountcastle Drive South. It is beyond belief that neither of these Community Councils thought it was their responsibility and duty to proactively reach out and communicate directly with those residents impacted by these punitive new road layouts.

3. Involvement concerns:

a. The residents of Duddingston Road are key stakeholders who are most affected by any decisions related to these road layout changes. Ignoring for one moment CECs avoidance of the correct process to follow for this project, it is my opinion that there was a dereliction of implied duties by the ward councilors and community council groups to ensure residents were proactively informed about this project and therefore involved as it progressed. This is especially the case given CECs switch from a TRO to TTRO to circumvent a true inclusive consultation process in order to progress these works. For example, the statutory purposes of the community councils are set out in Section 51 (2) of the Local Government (Scotland) Act 1973, as follows:

"In addition to any other purpose which a community council may pursue, the general purpose of a community council shall be to ascertain, co-ordinate and express to the local authorities for its area, and to public authorities, the views of the community which it represents, in relation to matters for which those authorities are responsible, and to take such action in the interests of that community as appears to it to be expedient and practicable"

Posting CEC information related to this project onto a community council website and assuming that this is appropriate and sufficient communication to those materially impacted most by these works is at best misguided and unacceptable speaking as a resident who is significantly impacted by these works and to be honest was not aware of the community councils existence.

b. Ward Councillors apathy is a real concern with this project. Given Councillors are supposed to represent their communities and have their best interests at heart, it is concerning that not one of the 4 Ward councillors thought this project was important enough to proactively communicate with residents about these proposals. Having seen the document Duddingston Road Assessment Feedback - CIMT 31 July 2020 ? Spaces for People Project Approval, not one of Ward councillors provided any comment or input to this document which is shameful on their part.

While I understand that a TTRO is supposed to be a temporary solution for a maximum period of 18 months, with reviews every 2 months, I feel that the way this has been handled to date is a serious concern. The supposed temporary solution that has been put in place feels like a permanent solution. The ?Double Yellow Lines? are materially significant changes to the road layout that it has banned all parking.

This totally disproportionate approach will cause parking to spill over into other residential streets by both Duddingston Road residents and parents transporting children to and from school along with deliveries and trades people. This will no doubt create friction and frustration with residents in the surrounding streets.

There is also a real concern that many parents, as has been noted already, will simply ignore the 'Double Yellow Lines' and will continue to park/stop to drop-off/pick-up their children from school.

It is unfortunate that we cannot change how this project has unfolded to date, but hopefully we can ensure that the errors of judgement, poor communication and consultation along with the lack of resident involvement does not exist going forward.

I would like to request that from this point on CEC commits to and ensures that residents of Duddingston Road and those streets feeding into/from Duddingston Road are included in future decisions regarding these temporary road layouts.

I would also like to request that our ward Councillors and Community Councils commit to a more proactive and direct communication with Residents affected by these changes. After all, surely it is part of their remit to do so.

Sincerely

Scottish Government response:

Thank you for your e-mail of 18 November to the Cabinet Secretary for Transport, Infrastructure and Connectivity regarding the proposed Temporary Cycling Infrastructure at Duddingston Road in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984 and therefore the matters you have raised are for City of Edinburgh Council to respond on. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the temporary 'Spaces for People' fund which enables local authorities to put in place the temporary measures you note such as pop-up cycle lanes and widening walkways to allow people to physically distance.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Many local authorities are delivering the changes using the existing powers of Temporary Traffic Regulation Orders. The Scottish Government has issued [Guidance](#) on Temporary Traffic Regulation Orders (TTROs) in direct response to the COVID-19 emergency pointing

out that local transport authorities can act quickly to put in place these public health measures.

The Scottish Government, in consideration of the rise in walking and cycling during lockdown and beyond, and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

As you mention, these changes delivered under a TTRO which can last up to 18 months. Any proposals to make these changes permanent will need to undertake full consultation as part of the full Traffic Regulation Order process.

Although funds for this scheme were probably given to the devolved parliament for distribution perhaps the minister should carefully consider whether to provide any more funds to Scotland for these schemes. The SNP council in Edinburgh are ruining the city and trying to push through LTNs without any consultation and the First minister has failed to intervene despite questions being asked in the Scottish parliament. Below is the link to the self-funded residents group including a legal challenge to the proposals from the area in which I reside but there is fierce opposition throughout the city.

Scottish Government response:

Thank you for your e-mail of 18 October to the Department for Transport regarding Spaces for People Funding. Funding for Roads infrastructure is a devolved power for the Scottish Government. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

This Spaces for People fund was created as a response to the public health crisis and funding of £39 million has been provided to local authorities to deliver temporary walking and cycling infrastructure and enable safe physical distancing to protect public health. This funding was repurposed from an existing cycling infrastructure fund (Places for Everyone) where projects had been paused. No further funding is available for local authorities.

Regards

Dear Michael,

I would like to raise a serious concern over the City of Edinburgh Council's abuse of powers under the Spaces for People aspects of the CORONAVIRUS (SCOTLAND) ACT 2020.

Full details appear below. In summary, the Transport and Environment Committee of City of Edinburgh Council, in the face of massive opposition from local communities, is using COVID-19 measures to progress an agenda of disproportionate cycling infrastructure (I speak as a regular cyclist!) that was clearly articulated in January 2020 before the pandemic.

This approach allows the council to circumvent normal community scrutiny afforded under a regular TRO, and amounts to a cynical assault on local democracy. The proposals are unrelated to COVID - they follow exactly an agenda laid out pre-pandemic in January as part of the Council's City Mobility Plan. Even the Council's

closed consultation, which was not publicly disseminated and was circulated only among handpicked 'stakeholders', received a majority of comments that opposed the measures. And to date, a local petition has received 1387 signatures against the proposals.

Yet even in this context, the Council continues to recommend the adoption of the proposals at its meeting this Thursday despite the overwhelming opposition of local residents and other stakeholders such as disability groups such as Edinburgh Access Panel and RNIB.

[REDACTED]
[REDACTED] The SNP approach through this pandemic has been admirable, and the sense of decency, fairness and transparency that is projected at daily press briefings makes it beyond disappointing to see an SNP councillor acting in this way.

I recognise the political sensitivity that one of your party colleagues is conducting business in this way, but I am asking you to intervene so that the introduction of these proposals through a COVID-19 TTRO is halted and they are instead taken forward in the more usual TRO, which allows proper community scrutiny and accountability.

I include below the main points to consider, and I also attach the response to the closed consultation and the signatures and comments from a petition opened exactly one month ago today.

I look forward to your reply.

1. The proposals are an abuse of Spaces for People legislation
Put plainly, the City of Edinburgh Council (CEC) is abusing the powers made available to local authorities in the CORONAVIRUS (SCOTLAND) ACT 2020. The guidance issued by the Scottish Government emphasises measures that contribute to

physical distancing and advises that local authorities may deploy TTROs, "where they are satisfied that traffic on a given road should be restricted or prohibited because of the likelihood of danger to the public the authority."

In the case of Lanark Road, this has not been demonstrated, and indeed the public health argument has been almost entirely absent in all discussions at the Transport and Environment Committee.

Before the COVID-19 pandemic there was published intent by CEC to introduce segregated cycle ways of exactly the kind now being introduced. The draft City Mobility Plan published in January 2020, states a direct commitment in Policy Measure 17 to: "Create direct, segregated cycling routes along main arterial roads." This intention clearly encompasses Lanark Road, an arterial road by any definition. The fact that there is clear premeditation predating the COVID-19 pandemic makes it clear that COVID-19 TTRO provisions are being used to implement a pre-existing plan without due process, undermining the confidence of communities in their local politicians and creating resentment and a sense of disenfranchisement in the democratic process.

2. The proposals are being implemented despite overwhelming community opposition and lack of open consultation

A closed consultation process carried out by the Spaces for People team reported back to the Transport and Environment Committee in late October. The consultation responses are available publicly and are overwhelmingly in opposition to the proposals. Only because of last-minute local dissemination of the unpublicised consultation were there wider public contributions made to this.

The comments made by the public, by disability interest groups and by local community councils are broad, well-considered and thoughtful. They are not knee-jerk or NIMBYism in any sense, but rather raise very legitimate safety and access concerns affecting thousands of residents, cyclists and business customers.

A petition opposing the proposals was launched on 8 October and raised 1000 signatures in only a few days.

The CEC has engaged in no open consultation with communities, and by ploughing ahead in the face of such clear concerns demonstrates that it cares only for its own political agenda and not for the circumstances of citizens whose interests it is meant to serve.

This approach also lays the CEC open to legal action under European Directive 2003/35/EC.

The proposals received severe criticism from community councils, specifically Currie and Juniper Green & Baberton Mains Community Councils, whose residents are among the stakeholders affected e.g. Currie Star FC players and families.

3. The proposals impact disabled and elderly people

A key element of the proposals is the near-total removal of kerbside parking from outside residents' homes.

The impact on these individuals has not been considered in the plans. Disabled residents rely on kerbside parking, and the likelihood that this will be removed as early as January 2021 is a source of great and unnecessary anxiety, made even more stressful by the COVID-19 crisis.

The parking which is envisaged will require a disabled or elderly person to traverse the cycleway. For similar reasons, there are major concerns for people who need to load / unload wheelchairs from their car to the pavement.

Very serious concerns have been raised by Edinburgh Access Panel about this.

Similar considerations apply to boarding / deboarding buses for disabled, elderly and visually impaired people. In this context the RNIB has criticised the "rushed roll-out of untested cycle infrastructure".

During the COVID-19 pandemic there is greater need for carers and family to provide support to the elderly and disabled, yet immediate kerbside parking outside a property will be withdrawn, making visits considerably more inconvenient. This is particularly acute for carers who must visit many clients in one day.

The lack of an impact assessment on the elderly and disabled is a major shortcoming of these proposals.

4. Impact on the community of the removal of kerbside parking

The near-wholesale removal of parking is one of the greatest concerns of residents, businesses and those accessing the area for leisure activities in Dovecot Park.

Eliminating kerbside parking discriminates against parents and carers of young children, who need to park on Lanark Road to access Dovecot Park, Lanark Road Children's Nursery and Crawley Nursery.

Nursery staff parking will be displaced into narrower nearby residential streets, with associated inconvenience and elevated risk of accidents for residents.

Golfers at Kingsknowe Golf Club and footballers from Currie Star FC (who train at Dovecot Park) will be unable to park without considerable inconvenience to themselves and residents of side streets.

Parking and the reduction to a single carriageway will make access to properties by delivery vehicles extremely difficult at a time when COVID-19 is making the demand for such services greater than normal.

5. Access to businesses

Local businesses are also concerned, including not only the nurseries on Lanark Road, who have not been consulted by CEC, but others such as the barbers and architectural ironmongers at the junction with Inglis Green Road.

People wanting to use any of the businesses along Lanark Road / Inglis Green Road will now find parking nearby to be significantly more challenging at a time when these businesses are already under pressure by government restrictions. We all complain about the "disappearance of the high street", but the fact is that these proposals will influence customers to take their business to out-of-town venues where parking is more available?another unintended but serious consequence of rushing through these plans under a process that suppresses consultation and scrutiny.

6. Safety and traffic congestion

The proposals introduce a speed reduction from 40mph to 30mph. This is universally welcomed. The signatories to the petition (nearly 1400 to date) concurred with this feature of the proposals. However, the proposals also have severe implications for traffic congestion, and knock-on effects of greater air pollution and access for businesses.

Residents of Lanark Road are very familiar with the impact that temporary roadworks near the Inglis Green Road junction can have on traffic flow. Pre-pandemic roadworks between Redhall and Longstone caused tailbacks extending hundreds of metres up Lanark Road. The introduction of segregated cycleways on the northbound approach to Sainsbury's Longstone will have two impacts: (a) by reducing capacity (two lanes are reduced to one) it will put greater pressure on the Longstone / Lanark Road junction; (b) it will compress the right-turn lane, creating congestion, with a long-term impact on customer numbers to the store.

The proposals will severely reduce the capacity of Lanark Road by narrowing its cross-section from dual to single carriageway. At peak times this will inevitably cause traffic to back up to the arterial junctions?Longstone (as noted above) and Gillespie, where Lanark Road joins Westerhailes Road.

Similarly, delivery vehicles and bin lorries will block traffic for prolonged periods, leading to frustration and risk-taking by drivers who will need to overtake.

Pedestrians and those living on Lanark Road will now have increased risk, either accessing their own homes or having to cross cycle lanes to access public transport. Reverse parking into driveways between wands, with only a single carriageway and with an independent cycleway will become considerably more dangerous. These proposals will put residents at greater accident risk simply by accessing their own homes as they reverse park into driveways.

The proposals also miss an opportunity to install a pelican crossing on Lanark Road, which is hugely disappointing. This, combined with the removal of staff and

customer parking adjacent to parks and nurseries, places those visiting the nurseries and Dovecot Park at increased danger.

Again, the rushed nature of these proposals mean that they fail to carry out due diligence, such as a traffic flow analysis to consider what the impact will be if traffic returns to pre-pandemic levels.

7. Lack of evidence for the need or the statement of measures of success

The proposals, their severe impact on people's access and quality of life, and the way they are being rushed through are made all the more difficult to accept because of the absence of any objective evidence for their need.

The case for using COVID-19 emergency legislation is fully undermined by the fact that these proposals were already on the CEC's agenda, before the pandemic. No public health case or other evidence has been provided that shows how these proposals will increase the space available for people to socially distance, in line with the Scottish Government's guidance.

The major road safety benefit will be the reduction in the speed limit from 40mph to 30mph, but this is already in process under a TRO. In fact, the other measures, as noted above, are likely to increase risks for pedestrians and residents.

It is extremely wishful thinking that these proposals will increase significantly the volume of cyclists using Lanark Road by displacing cyclists from the Water of Leith and Union Canal routes. Lanark Road gains 200 feet of altitude from one end to the other, making it a cycle route for the few, not the many. No amount of cycling infrastructure will change this geographic fact, and as a regular cyclist to / from Riccarton I will not be changing my route along the canal if these measures are forced through.

The CEC has also entirely failed to articulate any measures of success for the proposals. This makes it impossible to hold the scheme to scrutiny after 18 months of temporary implementation. This again is anti-democratic and lacks the transparency and accountability that tax payers are entitled to.

We need to see in plain English how these measures will be judged after 18 months.

Will the measures be revoked if there is a fatality caused by them? What if the number of accidents goes up? What if there becomes a regular problem with congestion and standing traffic, and associated air pollution? What if traffic is displaced onto neighbouring roads instead? Will cycling numbers be monitored to know if the proposals have created space on the Water of Leith and Union Canal shared paths? And is the baseline number for cyclists on these routes known anyway? Residents are also asking for an assurance that there is a budget in place to reverse measures at the end of the temporary implementation period.

8. The impact on local democracy

The way these proposals are being brought in is extremely disappointing. Using COVID-19 emergency legislation as a pretext for a pre-pandemic agenda to deliberately frustrate the rights of communities to scrutinise and object is a cynical circumvention of the democratic process.

There is demonstrably huge public objection to the measures. The public petition opposing the measures has been signed by 1387 people. If the CEC chooses to introduce them in this way then it will lead only to community resentment and mistrust in our elected politicians.

Frankly, we expect better of our councillors than these underhand manoeuvres designed to frustrate due democratic process and accountability.

The Committee will be aware of legal opinion obtained by another resident's group, which casts doubt on the legality of the actions being proposed under the CORONAVIRUS (SCOTLAND) ACT 2020. Our group is now also engaging lawyers and expect that legal opinion will also support a case against the Council in this matter.

Scottish Government response:

Thank you for your e-mail of 8 November to the Cabinet Secretary for Transport, Infrastructure and Connectivity regarding the proposed Temporary Cycling Infrastructure at Lanark Road in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the temporary 'Spaces for People' fund which enables local authorities to put in place the temporary measures you note such as pop-up cycle lanes and widening walkways to allow people to physically distance.

This Spaces for People fund was created as a response to the public health crisis and bids from local authorities have been assessed against the specific criteria to provide temporary walking and cycling infrastructure and enable safe physical distancing to protect public health, to support essential journeys, and to be delivered quickly.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Many local authorities are delivering the changes using the existing powers of Temporary Traffic Regulation Orders. The Scottish Government has issued [Guidance](#) on Temporary Traffic Regulation Orders (TTROs) in direct response to the COVID-19 emergency pointing out that local transport authorities can act quickly to put in place these public health measures.

The Scottish Government, in consideration of the rise in walking and cycling during lockdown and beyond, and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

We recognise that many local authorities have taken this opportunity to bring forward future plans on a temporary basis and that they are continuing to monitor and review these changes which can last up to 18 months. Any proposals to make these changes permanent will need to undertake full consultation as part of the full Traffic Regulation Order process.

Regards

First Minister, on the 10th of September you were asked in parliament, by Alex Cole-Hamilton, whether you were content that City of Edinburgh Council was acting lawfully and in the spirit in which the Government funding was offered on its sweeping road changes for East Craigs, Craigmount and North Gyle that will affect over 3.5K homes. We have heard nothing more from you on this subject. .

You replied

“I HOPE EDINBURGH COUNCIL WILL LISTEN TO THEM AND TAKE THEM SERIOUSLY.”

Now that Edinburgh City Council has received legal advice that agrees with that submitted by the residents, that the councils actions are illegal, what action in law should we take against the individual councillors that persist in spending public money illegally?

Scottish Government response:

Thank you for your e-mail of 22 October to the First Minister regarding the proposed LTN at East Craigs.

A response has been issued to Alex Cole-Hamilton MSP following his question in Parliament; I am not able to share this with you. As mentioned previously to you, the decisions on this are for the local authority to make and these should be based on any advice they have received; we are not privy to the details of this. The Scottish Government is not able to give you legal advice on this or other matters.

Dear Ms Forbes,

I wrote to you in August about Edinburgh City Council's plans to introduce a Low Traffic Neighbourhood into the area of East Craigs/Craigmount/North Gyle and Drumbrae in west Edinburgh. I have not as yet received a reply and request that you respond as the City of Edinburgh Council is about to take its final decision. The information is in my original letter below.

I can advise that a local residents' group has now obtained legal counsel opinion, which it shared with the Council within a deputation to the 1st October Transport & Environment Committee, and that has indicated that implementing the LTN using Covid emergency powers and a Temporary Traffic Restriction Order (TTRO) is unlawful. As such, please would you comment on the appropriateness and legality of using Scottish Government funding to support the East Craigs LTN scheme, currently estimated to be £66,000?

As experience in London is indicating, the level of disruption caused to everyday life is such that LTNs there have caused widespread protest and reversal of some schemes, which in turn impacts on the public purse. At the time of writing, a UK Government petition to remove guidance and funding for such temporary traffic measures has signatures in excess of 12,700, meaning that there will now be an official UK governmental response.

I know that this is a busy time but request that you review this case and let me know your response. As the East Craigs LTN was a topic of a parliamentary question in September, the First Minister may have already discussed it with you as she promised to look into the matter?

I understand that you are due to appear as a panel member on Question Time on 15 October and it's possible that a question may arise on the use of government money, given for the Covid emergency, to fund traffic schemes, including Low Traffic Neighbourhoods.

Thank you for your time and your work on our behalf.

Scottish Government response:

Thank you for your further letter to Scottish Ministers on 11 October. A response to your original enquiry was issued on 16th September.

One of the main points in the original response is that this is a matter for City of Edinburgh Council; it is not appropriate for Scottish Government to comment on a legal opinion on their proposals. I do understand that CEC has also obtained further legal advice and will be making a decision based on that.

Finally, a response has been issued to Alex Cole-Hamilton after he raised this issue at First Ministers Questions. I am not able to share details of this.

Dear Ministers,

We are writing to you today in the hope that you can lend your support our campaign.

Fife Council was awarded £2.4 million from the Spaces For People Fund, launched back in April. This fund was set up to help create safe spaces for people to walk, wheel, and cycle whilst exercising and making essential trips during the height of the pandemic.

Fife Council has spent that last 3 months deciding what to do with the money and despite pleas from the public and the business community to come up with a set of measures that not only ensure public safety, but also ensure that businesses and the local economy continue to thrive. They have failed to deliver. Instead they have issued a set of ad hoc measures, which appear to pay lip service to social distancing, but with no clear consultation regarding the benefits to and the impact on the local community and our economy. (To view the proposals [Click Here](#).)

Our commercial centre is geographically compact, however the economy of St Andrews has a turnover of over £670 million and accounts for nearly a third of all job growth across Fife. We generate over £280 million in wages within the town and over £135 million in wages flowing out to the communities out with St Andrews. Our businesses are on their knees. We have suffered a few casualties so far resulting in business closures and job losses and we are currently at tipping point.

We have watched as local authorities have rolled out their Spaces For People Programmes across Scotland. We have heard from businesses in Perth, with trading down 80%. Businesses in Bruntsfield in Edinburgh have seen their sales drop by 25%. Suppliers have fed in anecdotally that in other areas of Scotland, including Elgin, North Berwick, and Haddington, where these programmes have been implemented businesses are already taking the hit.

What makes many of our Scottish Towns thrive is the high percentage of independent businesses, selling and providing locally sourced products and services. Customers need to be able to access towns to access these products, if these measures are implemented there will be an immediate drop in footfall due to the access issues. Businesses have told us already that there will have to consider some very difficult choices which will ripple into the surrounding local communities and supply chains.

Our businesses are fighting to stay open and keep people in jobs. It is mainly the under 25's who work in retail and hospitality, the largest sectors in town, and this is the age group with the least amount of skills who will struggle to find work. Both the UK Government and the Scottish Government have put employment as their top priority. The way this programme is being delivered seems to at odds with these priorities.

Whilst public safety must always be a priority, the measures being put into place in this instance are not ones which will impact the spread of covid in our town, and all they serve to do is push already struggling businesses further into the red. Not to mention the large proportion of elderly residents who will now be forced to shop out-with our thriving town centre.

Questions must be asked as to why Fife Council is able to put in such huge alterations which will have such a massive impact on our town, without any form of needs assessment or consultation within the town? And given the timely nature of this, we must look to other towns and cities where this funding has already been spent, and learn from their mistakes before damaging our town economy, and to what end?

This Fund was “ a new, temporary infrastructure programme in Scotland which offers funding and support to make it easier for people who chose to walk, cycle or wheel for essential trips and exercise during Covid-19”

We are no longer in full lockdown, non-essential businesses are now open, and a town centre is not a suitable exercise space. We live in a county full of green space, beaches and hills perfect for fresh air and exercise.

Why must Fife Council spend this funding in our town? And if they must, why will they not take on any of our alternative suggestions on board, including town ambassadors/marshalls and 20mph speed restrictions.

We ask for your help now before more of our businesses close their doors for good, and before more of our young people end up on benefits, with no skills, no experience and no future.

For your information, please also find attached an Open Letter, sent to Fife Council, from many of the disgruntled members of our business community.

Thank you in advance for your attention to this urgent matter.

Scottish Government response:

Thank you for your e-mail of 1 October to Scottish Ministers regarding Spaces for People changes in St Andrews. My team has policy responsibility for the programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund which enables them to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the rise in walking and cycling during lockdown and beyond, and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Local authorities themselves are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation.

These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting. It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible.

I am writing to make you aware of concerns that MACS has over some aspects of the Spaces for People schemes funded by Transport Scotland and distributed to Local Authorities through Sustrans Scotland and the action we have taken in response to these concerns.

MACS has received considerable evidence that disabled people are being disadvantaged by aspects of some schemes, please see the chief problems attached to this message as Appendix 1. This picture is informed not only by the experience of MACS members, but also from material supplied by many disability organisations and disabled people organisations, including Disability Equality Scotland, RNIB Scotland, Guide Dogs for the Blind and Access Panels.

Disability Equality Scotland also found in a recent poll, of almost 500 respondents, that 71% of respondents said that Spaces for People schemes had made it harder for them to get about their areas (10% said it had made it easier). We know too that the Equality and Human Rights Commission is becoming concerned at some aspects of some schemes, both UK wide and in Scotland.

We back the aim of supporting physical distancing and encouraging safe walking, wheeling and cycling. We also understand the need to discourage high volumes of traffic from returning to streets as lockdown is lifted (albeit we are aware these measures are subject to further change).

However, levels of anxiety among disabled people and older people have risen significantly during the pandemic, and some aspects of the Spaces for People schemes appear to be contributing to the stress and anxiety of going out for many.

We have been particularly concerned that local information about how Spaces for People schemes are affecting disabled people is not being gathered consistently. Moreover, the impacts of measures on disabled people are not being assessed adequately - as required by the Equality Act 2010 and the Public Sector Equality Duty (PSED).

We have therefore been liaising with Sustrans Scotland, SCOTS (the Society of Chief Officers of Transportation in Scotland) and Transport Scotland to emphasise that councils must carry out meaningful equality impact assessments on local schemes, and must collect and respond to reports of problems experienced by disabled people. Sustrans Scotland and Transport Scotland also have a key responsibility to monitor and influence schemes in the light of local feedback.

We have met with all these bodies and a number of measures are being undertaken to address these issues including further surveys of Local Authorities and the promotion of webinars to share good practice. MACS is also updating and expanding on the guidance we produced in May 2020.

At the present time, there is no specific action that we would ask you to take, but I wanted to make you aware of the concerns, which have been raised and the action we have taken in response to them.

Within MACS we have also begun considering if there would be merit in establishing some kind of temporary scheme to enhance disabled people's mobility options. One of

our early thoughts being, that TS could explore the potential to financially support demand responsive transport initiatives to reduce the customer costs and/or make it free and more affordable for those who currently cannot use public transport and are on low incomes. We would of course be very happy to contribute to the thinking on how this could work.

We are particularly keen that all parties engage with local communities and conduct meaningful equality impact assessments that involve disabled people and/or their representatives. Timely engagement has shown to help with early identification of barriers and challenges within projects as well as providing solutions to ensure projects deliver access and inclusion for all. Evidence to date would suggest that inequalities have widened for disabled people with the introduction of active travel initiatives. Given the major boost to funding for active travel over the next 5 years (as announced in this year's Programme for Government) we are keen that we get the engagement and assessment process right.

We are sure that the goals of encouraging active travel and inclusion are entirely compatible. To ensure that schemes and projects are carried out properly, early consideration of disabled people's needs is essential. This can be achieved through early engagement and consultation with communities to establish and respond to their requirements, aligning with the ethos; "nothing about us, without us". We feel that getting this step right is critical to the aspirations around the "20-minute neighbourhoods", Place Principles, the Democracy Matters agenda and assisting with active travel targets to reduce transport emissions.

Please let me know if we can be of further assistance.

Attached (below): MACS, Concerns over 'Spaces for People' schemes

Appendix One: MACS: Concerns over 'Spaces for People' schemes

There is significant evidence that disabled people are experiencing a disproportionately high level of stress and anxiety, both during lockdown, and as society and the economy starts to reopen. This is no doubt due to a number of factors, but unexpected change to travel options appears to play a significant part.

Spaces for People initiatives appear to be contributing to this anxiety as people find that familiar streets, bus stops, parking arrangements etcetera have changed, often without notice, warning or consultation. Disability Equality Scotland carried out a survey on disabled people's perceptions of Spaces for People schemes in September 2020, which attracted 484 responses and found that 71% of people reported that schemes had made it harder for them to get about.

Based on feedback from a range of sources, we see the main problems as:

- Lack of information on changes to travel and mobility – for example; changes to street management, where to park, changes in public transport timetables, moving bus stops.
- Ineffective consultation and communication methods - for example; because measures are introduced without publicity or documents, websites etcetera are

not accessible to visually impaired (and don't comply with web accessibility legislation).

- Removal of parking options – for example; removal of 'accessible parking bays' and especially reduced options to park at curbside on single/double yellow lines as often permitted for Blue Badge holders.
- Closing off vehicle access to certain roads and town centres.
- Perceived risk of conflict/collision with cyclists - especially at 'floating' bus stops, temporary cycle ways, on shared paths and even pavements.
- Concerns over the usability of traffic lights including silencing of audio sounds.
- Pavement clutter - including positioning of A-boards, new and unexpected pavement café sprawl.
- Closure of public toilets.
- Insufficient places to stop and sit.
- Routine pavement problems – for example; rutted surfaces/broken slabs, missing dropped curbs, pavements parking, signage clutter, hedges and obstructing bins including over dropped curbs etcetera.
- Pavement parking, including in residential areas – for example; displaced cars due to street closures, more people working from home resulting in more vehicles being parked on pavements blocking safe routes for walking and wheeling.

Scottish Government response:

Thank you for your e mail of 25 September regarding the Spaces for People fund and views on disabled people's mobility options.

I note the concerns being raised and I have been keen to stress that ongoing local engagement with communities is critical to ensuring the success of the schemes being delivered by local authorities. I am pleased that MACS is continuing to support the delivery of Spaces for People, and to learn of the collaborative approach that is being taken by yourselves and stakeholders such as the Society for Chief Officers in Transport and Sustrans in providing further guidance for the local authorities who are managing these schemes.

The Spaces for People programme remains a key priority in supporting safe physical distancing measures as we take necessary steps to stop the further spread of the virus across Scotland. Further analysis is required to comprehensively understand the impact of the recent Disability Equality Survey and my analysts in Transport Scotland will consider this and feed into the Spaces for People Advisory Panel on Monitoring & Evaluating.

I understand that MACS and a number of other stakeholders have been engaging with officials on the Transport Transition Plan (TTP) through the National Advisory Group and the Transport Equalities Network and that these concerns have been raised as part of the discussions and assessment of proposed policies and actions taken across Scotland. While the TTP and the corresponding assessments remain on-going, officials are considering how best to strengthen and use the evidence obtained to inform policies. This continued partnership working will seek to ensure that transport actions in response to COVID-19 support the elimination of

discrimination, harassment, victimisation, advance equality of opportunity and foster good relations for people with individual protected characteristics.

You mention that MACS have begun considering if there would be merit in establishing some kind of temporary scheme to enhance disabled people's mobility options. Work on the Accessible Travel Framework was paused but my officials have now re-started this, and whilst the vision of the Framework has not changed, what it looks like in practice and how we deliver on it will change in a post-pandemic context.

With this in mind I have asked my officials in the Accessibility Team to liaise with yourselves and the Accessible Travel Steering Group to convene a round table discussion in relation to this issue as a starting point on how we could further support and consider an establishment of any temporary scheme.

I believe that Edinburgh City Council have exceeded the powers given to them for Spaces for People under the Covid Emergency arrangements.

_____ commenced work locally that will have a detrimental effect on my well being and many others who live in the area. I believe over 3,500 household are effected. The changes will result in all traffic being funnelled through one street Craigs Road which opens directly onto a main artery for commuters going to and from Fife. This road is almost a mile away from my house and will add 2 miles to many of my journeys. As someone who has a life long health concern this causes me great concern and threatens to lock me in my house.

I hope you can stop these plans and ask for a full and thorough investigation.

Scottish Government response:

Thank you for your e-mail of 1 September 2020 to the Cabinet Secretary for Transport, Infrastructure and Connectivity regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government has issued [Guidance](#) on Temporary Traffic Regulation Orders (TTROs) in direct response to the COVID-19 emergency pointing out that local transport authorities can act quickly to put in place what are essentially public health measures.

The Scottish Government, in consideration of the rise in walking and cycling during lockdown and beyond, and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation.

Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. _____

_____ personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic

Neighbourhood on 28 August and I understand that revised plans are being considered.

Message Body:

Dear Nicola, there is a lot of discontent in our residential area and across the city of Edinburgh on Edinburgh Council expediting road blocks, changes etc without consultation and taking into consideration residents lived experience. We have no SNP local councillors in our area and if this undemocratic TTRO implementation goes ahead you have a community lost to the SNP. Please can you listen, talk to us. I am a local resident and the LTN in our area will make it Europe's largest culdesac, increase pollution, block the only exit, effect disabled/infirm/emergency services. We are at a loss, though the transport convenor attended an outdoor objection meeting of over 1000 residents we do not feel listened to. It will be sad for residents to collect money & do legal help if the council does not stop the process. This is not the free and fair Scotland I am proud to live. Feels oppressive, not listened and not for the people. Can you please assign someone unpartisan from the Scottish government to listen to us as the Council is citing executive powers to force changes in our area. I really felt helpless and I wish I had the power to reach someone in the government who can remove this unwanted stress pressure from all of us residents, especially as winter is approaching and cycling walking is not possible for all in inclement weather and blocking our only exit will add at miles, time, pollution, car wear tear, for each journey for each resident and dread to think delay emergency services. I request you to reach out to us and request the Edinburgh Council to stop this forced bullying implementation. This is a peaceful neighbourhood and the council plans have caused unwanted stress when we all have the burden of COVID, winter and brexit looming. The money can b

Scottish Government response:

Thank you for your e-mail of 31 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

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Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting, especially as numbers of cases continue to rise.

Local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation. Many have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. As you say,

the [REDACTED], personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August and I understand that revised plans are being considered.

Message Body:

Dear Nicola,

I hope you are well in these times.

I write today to raise concern around the process for the Spaces for People and COVID emergency measures that are being speedily implemented in my access street and shall likely follow speedily in other Edinburgh constituencies.

There is plenty of wide areas everyone for all routes of travel here already yet other areas of the city desperately need the measure. I raise concern over the amount of taxpayers ?? being spent in a Guinea pig LTN in an area that does not merit and more so through a process that has not been transparent and seems a little under hand. This truly concerns me.

Albeit I am pro road safety for all I can't help but raise the concern that this initiative is under the guise of something else.

Commonplace is not a data gather and consultation that has been available to all, we have an elderly population that do not use such things.

The bigger picture at play school catchments and West Craigs. I am aware there are WE measures but they are not likely to be in place by 2022/23 based on my current awareness. An update here would be greatly appreciated.

And as you likely know there are a high % of our with commuters whose children attend independent schools in the city.

[REDACTED] are well aware of the residents concerns, and I thanks [REDACTED]

The ?process? she talks of MUST be transparent, and involve ALL stakeholders, and in this case that has not happened.

Can we please press ?pause? here, consult, listen to views. Consider school kids, residents and the wider commuting* community in the area (*walk cycle wheel).

Please, Drumbrae is already a high risk area for all, school kids and bikes, these measures only increase this risk.

Thanks in advance,

Scottish Government response:

Thank you for your e-mail of 31 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

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Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. As you say, [REDACTED], personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August and I understand that revised plans are being considered.

Temporary changes can last up to 18 months, however any proposals to make these changes permanent will need to undertake full consultation as part of the Traffic Regulation Order process.

Message Body:

Dear First Minister,

There is a lot of discontent in my residential area of Craigmount and across the city of Edinburgh with Edinburgh Council expediting road blocks, changes etc without consultation and taking into consideration residents lived experience. We have no SNP local councillors in our area and if this undemocratic and illegal TTRO implementation goes ahead you have a community lost to the SNP. Please can you listen, talk to us. I am a local resident and the LTN in our area will make it Europe's largest culdesac, increase pollution, block the only exit, effect disabled/infirm/emergency services. We are at a loss, Though the transport convenor attended an outdoor objection meeting of over 1000 residents we do not feel listened to and are preparing, if necessary, to mount a legal challenge if the council does not stop the process. This is not the free and fair Scotland I am proud to live in. Can you please assign someone unpartisan from the Scottish government to listen to us as the Council is citing executive powers to force changes in our area. I really feel helpless and I wish I had the power to reach someone in the government who can remove this unwanted stress pressure from all of us residents, especially as winter is approaching and cycling walking is not possible for all in inclement weather. The plans which forw ALL traffic from Craigmount to exit the area by two roads on to Drumbrae and one onto the Glasgow Road will result in more traffic being forced round Drumbrae roundabout which is already heavily congested. As an NHS worker who worked throughout the pandemic, I am very disappointed at the bullish attitude of Edinburgh Council and also concerned about access to the area for Emergency Services. This is a peaceful neighbourhood and already provides safe cycling and walking for residents. I implore you to use your executive powers to pause this process and allow democratic neighbourhood consultation to take place.

Scottish Government response:

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Scottish Government response:

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Local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation. Many have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. [REDACTED]

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Dear Nicola, there is a lot of discontent in our residential area and across the city of Edinburgh on Edinburgh Council expediting road blocks, changes etc without consultation and taking into consideration residents lived experience. We have no SNP local councillors in our area and if this undemocratic TTRO implementation goes ahead you have a community lost to the SNP. Please can you listen, talk to us. I am a local resident and the LTN in our area will make it Europe's largest culdesac, increase pollution, block the only exit, effect disabled/infirm/emergency services. We are at a loss, though the transport convenor attended an outdoor objection meeting of over 1000 residents we do not feel listened to. It will be sad for residents to collect money & do legal help if the council does not stop the process. This is not the free and fair Scotland I am proud to live. Feels oppressive, not listened and not for the people. Can you please assign someone unpartisan from the Scottish government to listen to us as the Council is citing executive powers to force changes in our area. I really felt helpless and I wish I had the power to reach someone in the government who can remove this unwanted stress pressure from all of us residents, especially as winter is approaching and cycling walking is not possible for all in inclement weather and blocking our only exit will add at miles, time, pollution, car wear tear, for each journey for each resident and dread to think delay emergency services. I request you to reach out to us and request the Edinburgh Council to stop this forced bullying implementation. This is a peaceful neighbourhood and the council plans have caused unwanted stress when we all have the burden of COVID, winter and brexit looming. The money can be used for so much more to improve walk cycle in area then blocking roads for local residents. I seek your help. You need to help us in urgency as council is speeding this ltn without its affects on local residents.

Scottish Government response:

Thank you for your e-mail of 31 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund which enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting, especially as numbers of cases continue to rise.

Local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation. Many have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. [REDACTED],

[REDACTED],
personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August and I understand that revised plans are being considered

message body.

?Dear Nicola,

there is a lot of discontent in our residential area and across the city of Edinburgh on Edinburgh Council expediting road blocks, changes etc without consultation and taking into consideration residents lived experience. We have no SNP local councillors in our area and if this undemocratic TTRO implementation goes ahead you have a community lost to the SNP. Please can you listen, talk to us. I am a local resident and the LTN in our area will make it Europe's largest culdesac, increase pollution, block the only exit, effect disabled/infirm/emergency services. We are at a loss, though the transport convenor attended an outdoor objection meeting of over 1000 residents we do not feel listened to. It will be sad for residents to collect money & do legal help if the council does not stop the process. This is not the free and fair Scotland I am proud to live. Feels oppressive, not listened and not for the people. Can you please assign someone unpartisan from the Scottish government to listen to us as the Council is citing executive powers to force changes in our area. I really felt helpless and I wish I had the power to reach someone in the government who can remove this unwanted stress pressure from all of us residents, especially as winter is approaching and cycling walking is not possible for all in inclement weather and blocking our only exit will add at miles, time, pollution, car wear tear,? for each journey for each resident and dread to think delay emergency services. I request you to reach out to us and request the Edinburgh Council to stop this forced bullying implementation. This is a peaceful neighbourhood and the council plans have caused unwanted stress when we all have the burden of COVID, winter and brexit looming. The money can be used for so much more to improve walk cycle in area then blocking roads for local residents. I seek your help.?

Scottish Government response:

Thank you for your e-mail of 31 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

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Local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation. Many have taken this opportunity to bring forward future plans on a temporary basis and

continue to monitor all projects to understand the impact of changes. [REDACTED],
[REDACTED],
[REDACTED] attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August and I understand that proposed plans have been revised.

There is a lot of discontent in our residential area and across the city of Edinburgh on Edinburgh Council expediting road blocks, changes etc without consultation and taking into consideration residents lived experience. We have no SNP local councillors in our area and if this undemocratic TTRO implementation goes ahead you have a community lost to the SNP. Please can you listen, talk to us. I am a local resident and the LTN in our area will make it Europe's largest culdesac, increase pollution, block the only exit, effect disabled/infirm/emergency services. We are at a loss, though the transport convenor attended an outdoor objection meeting of over 1000 residents we do not feel listened to. It will be sad for residents to collect money & do legal help if the council does not stop the process. This is not the free and fair Scotland I am proud to live. Feels oppressive, not listened and not for the people. Can you please assign someone unpartisan from the Scottish government to listen to us as the Council is citing executive powers to force changes in our area. I really felt helpless and I wish I had the power to reach someone in the government who can remove this unwanted stress pressure from all of us residents, especially as winter is approaching and cycling walking is not possible for all in inclement weather and blocking our only exit will add at miles, time, pollution, car wear tear, for each journey for each resident and dread to think delay emergency services. I request you to reach out to us and request the Edinburgh Council to stop this forced bullying implementation. This is a peaceful neighbourhood and the council plans have caused unwanted stress when we all have the burden of COVID, winter and brexit looming.

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Local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation. Many have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. [REDACTED]

[REDACTED], personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August and I understand that proposed plans have been revised.

Dear First Minister,

East Craigs Low Traffic Neighbourhood

I wrote to [REDACTED]
as per the enclosed copy letter dated 1 September 2020.

The meeting was a very vocal and ill-tempered meeting as the Councillor appeared to be immovable [REDACTED] determination to impose traffic restrictions and road closures much against the public's wishes.

Such behaviour on the Councillor's behalf was unacceptable and the residents of the area were left with the feeling that she really was not inclined to listen to reasonable argument.

All this was done under the umbrella of Spaces for People! It has left a very nasty feeling of dictatorship on behalf of the Council and uneasiness in our minds and is doing the SNP no little good at all.

The traffic measures proposed are quite unnecessary and unwanted as the population of the area expressed their opposition to them at the public meeting.

The Edinburgh Evening News published a report on [REDACTED]
[REDACTED]
[REDACTED]

Please look into this and put a stop to this waste of public money!

Scottish Government response:

Thank you for your e-mail of 10 September 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists using TTROs.

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responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation.

Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. [REDACTED], [REDACTED] personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August.

These temporary changes can last up to 18 months, however any proposals to make these changes permanent will need to undertake full consultation as part of the Traffic Regulation Order process.

I'm sure you will have already received many emails of this nature in objection to how Edinburgh city council have chosen to spend the £5m allocated them under covid measures.

I live in the affected areas and in front of one of the proposed barriers to stop 'rat runners' coming through our estate, making safe places for people. I like many of the other residents dont however see there being a problem and especially at the moment when many people are working. I stand at my window now, looking out, for the last 5 minutes and all I have see is the bin lorry.....which interestingly when the changes are brought in wont be able to easily access my property.

I am a keen cyclist..I've competed in several events and I have done cycles for charities. I love getting out on the bike. I'm also a keen Walker, currently ticking off all the munros with [REDACTED]

[REDACTED] Now, with the new proposals extra time and distance will be added to these journeys. I will now have to pass 104 houses, going over several speed bumps every day, 3 times a day, rather than the one speed bump and 7 houses. I'm not sure how this makes it safer.

I have to admit, I've never had an issue with traffic in this area of the city. Any traffic using the roads do so responsibly. It was felt this was used as a rat run but I see no evidence of this and especially now more people work from home. It seems though that the proposal effects those living in the area rather than those who use it for a rat run. There are some serious concerns raised about the exits that we will now have to use to turn onto busy roads.....sometimes going over 4 lanes of traffic. Please please please ask for a review and work with the community rather than against it

Scottish Government response:

Thank you for your e-mail of 3 September 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

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These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting. It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible.

Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. [REDACTED]

[REDACTED] attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August.

Firstly, I'd like to thank [REDACTED] for having the courtesy to respond to my email.

As I haven't received any response from you or anyone in the Scottish Government, I can only surmise that;

1. You share the contempt displayed for myself and my fellow residents by the City of Edinburgh Council with their blatant disregard for the concerns and objections of 2,500 people in this area, which they plan to review after they have implemented their plan.
2. You are supportive of the opportunistic misappropriation of Covid funds and legislation to solve transport issues caused by the planning decisions of the Edinburgh Council and deemed the responsibility of national and regional infrastructure ([Cammo Meadows](#), [Garden District](#), Crosswinds and [Maybury](#))

It's extremely surprising that you support the way this is being implemented, particularly considering the emphasis you have placed on democracy in your recent responses to the Leader of the Opposition at First Minister's Questions. It seems that with Edinburgh Council and the Scottish Government some people get more democracy than others.

I would appreciate your thoughts on why, as leader of a party founded on the principle of power being devolved, an SNP led council is not listening to the people it purports to represent?

Your sincerely,

Dear All,

I would appreciate a response from any of you to represent the Scottish Government and Edinburgh Council regarding my objection to the proposed road changes in East Craigs / North Gyle. As I'm sure you are aware, these are being forced through despite the objection of a 1,300 person petition and second petition of 1,000 (started as the first was disregarded by [REDACTED]) by a newly formed 1,000 person locals Facebook group.

As a resident of North Gyle, I object to being forced to use two dangerous junctions to leave my local area. Knowing the demographic of the areas is predominantly young families like [REDACTED] or retirees, it's only a matter of time before a serious tragic accident happens on the Glasgow road after these proposals are implemented, particularly concerning given children in the area have to cross Glasgow Road to walk or cycle to their catchment primary school. As you can see from the image below, turning west at either North Gyle exit is extremely treacherous.

Option 1 – North Gyle Road

0 – Crossing 5 lanes of traffic at 40 mph on one of the top 5 busiest roads in Scotland

1 – Crossing chevroned area to stop people crossing (not sure if it's illegal)

2 – Busy bus stop to obstruct view (and queueing buses)

3 – Staggered traffic lights causing additional confusion/hazards to the junction



Options 2 – North Gyle Grove

- 0 – Crossing another 5 lanes of traffic at 40 mph on one of the top 5 busiest roads in Scotland
- 1 – North and south turning to block and confuse the view of traffic going west
- 2 – East and west parking which obstructs and confuses the view of the traffic on the 5 lanes
- 3 – Car wash entrance which often queues out onto the road at the weekend and block the view
- 4 – Small lane constantly down to a single lane due to parking



I use all the different exit available to me to reduce the risk of a collision and distance I have to travel (shopping at Tesco, a walk at Lauriston castle or down by Granton, along the bypass or to south Queensferry) . I rarely use the Glasgow road junctions due to the hazard they present.

When writing this email, I found it extremely difficult to retain my composure, considering the complete distain for residents demonstrated [REDACTED] in her response to the initial petition and [REDACTED]. The strength of feeling in the area is extreme and all trust in our the motives behind these changes has evaporated as a result of the way this is being handled.

I would love to make the streets safer for my girls to cycle, but to be honest this hasn't been an issue when we cycle to and round the Gyle. I am not prepared to put this at the expense of their safety when leaving the local area or the additional pollution I expect will result for the extended journey times and congestion.

I look forward to a response from the Edinburgh Council and Scottish Government on my objection.

Scottish Government response:

Thank you for your e-mails of 20 August and & September 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local

authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation.

These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting, especially in this period of rising cases.

Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. These temporary changes can last up to 18 months, however any proposals to make these changes permanent will need to undertake full consultation as part of the Traffic Regulation Order process.

message body.

When plans were approved for new housing at Cammo in Edinburgh was there any requirement included for electric vehicle charging points, local shuttle buses and safe bicycle storage spaces?

Given the issues now facing Edinburgh Council trying to impose an unworkable LTN because local needs not considered surely some foresight is needed by Government and Edinburgh Council. Does anyone in politics ever think ahead? Or listen to the people they serve. Serve not rule!

Have you also listened to the reports from rest of UK and Europe about unworkable LTN schemes?

In light of these similar issues elsewhere can you now try to look ahead and consult local people about Edinburgh Council trying to implement an unworkable and dangerous (was accident Friday at one of junctions we have said would be dangerous) LTN in East Craigs/Craigmojnt/North Gyle to try to get it right straight out of the box!?!

Scottish Government response:

Thank you for your e-mail of 13 September 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund which enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

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These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting. It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible.

I recommend that you contact City of Edinburgh Council to discuss your concerns about the proposed LTN; CEC will also be able to advise on the planning issues at Cammo Estate.

At First Ministers questions in the Scottish Parliament on 10th September 2020, the Member for Western Edinburgh Mr Alex Cole-Hamilton asked a question to the First Minister regarding the implementation of the Spaces for People fund for a proposal to traffic changes in his constituency (the East Craigs Low Traffic Neighbourhood). In his question, Alex suggested that the City of Edinburgh Council may be exceeding their legal powers under the Road Traffic Regulation Act 1984 to adopt the scheme as designed using Section 14 of said Act, a Temporary Traffic Regulation Order (TTRO).

It is of course a matter of judgement as to whether any individual proposal under the Spaces for People meets the legal test for implementation under section 14 of the Act. However, I echo the suggestion by Alex that the City Of Edinburgh Council (and probably many other Councils across Scotland) are taking advantage of this discretion to force through permanent proposals in an unlawful manner, under 'the guise of an emergency' as it were.

Alex also referred to legal action in Berlin where the courts took the view the local government was using the Covid crisis to 'further their traffic agenda'. Whilst the majority of schemes under the Spaces for People programme are legitimate, it is undoubtedly the case that many the most recent proposals stretch the credibility of what is permitted under a TTRO process that is intended to be used in cases where public safety is in question as it intentionally overrides other parts of the legislation and guidance that protect the amenity and human rights of citizens who have a statutory right to object to proposals which affect them under law.

To the First Minister

It is noted that you did not answer the question of ACH regarding you are content that the council are acting lawfully, but I welcome your statement today that you will agree to look into the specifics of the case of the East Craigs LTN.

In doing so, I would like to ask you consider specifically the legality of the proposals given that from a narrow political perspective, you may be well find that much of the anger directed against the council is as much to do with the removal of citizens' legal rights to object as to do with the substantive nature of the proposals themselves.

In simplistic terms, the backlash would have been much less severe if the Council had adopted a standard and legal Traffic Regulation Order (TRO) procedure to introduce the proposals. I can suggest to you in full transparency and in a spirit of constructiveness, that if the standard TRO process were followed, then this would dampen the most vociferous opponents and improve the standing of both the local and national government in the eyes of constituents. Although in fairness there is already

much bitterness to be overcome, much of which is being directed

who are the key promoters of the scheme locally.

To the Lord Advocate & First Minister.

My interpretation of the legal position on this matter is that the East Craigs LTN is an example of a proposal that is not a proportionate use of the powers available to the CEC under Section 14 of the Road Traffic Regulation Act 1984. This is of course open to legal interpretation, nevertheless it cannot be logical to suggest that the powers under Section 14 are without any limits whatsoever, and so it is a matter of case precedent and court opinion that will define where those limits fall in practice. The vast majority of proposals in the Covid emergency under Spaces for People appear to have been accepted as 'bona fide' interpretations of the law and only a few examples (including the East Craigs LTN) appear to be attracting significant controversy and challenge.

I can inform you, that in the case of the East Craigs LTN, the residents have already launched a legal fund and have engaged a firm of advocates to study the case they have. The fund is small today, but will undoubtedly grow quickly and gain national attention if a judicial review action against the CEC is launched with the result that the action could well be viewed as a test case for other communities across Scotland to follow.

In order to prevent communities across Scotland from having to launch any court action at all, I would like to appeal to you in your position to study the legal merits of this case, and others like it, with a view to offering clarifying legal advice to the Scottish government - that can be subsequently circulated to all local authorities - in order to define properly the extents and proportionate use of powers under the TTRO mechanism for implementing the Spaces for People programme.

This would be an example of pro-active government which would have the twin effect of discouraging misuse of powers by local authorities and further to give comfort to communities affected that the councils are following the law. Can you imagine the potentially thousands of pounds in legal fees and the pointless time wasted that could be saved if sensible clarifying advice was issued by the Scottish Government?

In summary:

1) Will the First Minister confirm that, during the investigation of the specific circumstances of the East Craigs LTN which she promised to undertake in FM questions on 10th September 2020, that this will include analysis of the legality surrounding the use of powers by under Section 14 of the Road Traffic Regulation Act 1984 by City of Edinburgh Council.

2) For the benefit of the Public at large across Scotland, and to discourage misuse of powers under the guise of the Covid Emergency, will the Lord Advocate study and publish clarifying guidance to the Scottish Government regarding the limits and extents to which Section 14 of the Road Traffic Regulation Act 1984 can be lawfully applied and used. Specifically (if he is so able), highlighting examples where implementation under Section 1 (TRO) or Section 9 (ETRO) of the said Act should be the preferred approach.

With such guidance in place to prevent and discourage unlawful implementation, I personally would be happy to support an extension of the Spaces for People program in the future and I am sure I speak for many of the residents of the East Craigs area in saying this.

Yours sincerely,

Scottish Government response:

Thank you for your e-mail of 30 August 2020 to Scottish Ministers and the subsequent letter of 10 September to the First Minister and the Lord Advocate regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to quickly put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

Please note that I am unable to give specific advice on legal matters, however the Scottish Government has issued [Guidance](#) on Temporary Traffic Regulation Orders (TTROs) in direct response to the COVID-19 emergency pointing out that local transport authorities can act quickly to put in place what are essentially public health measures.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists using TTROs.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation.

These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting. It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible. The First Minister continues to remind people at her daily press briefings about the FACTS public health message including that two metre distancing remains the rule.

Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. [REDACTED], [REDACTED], personally attended a public meeting to give local residents the opportunity to discuss concerns about the East Craigs Low Traffic Neighbourhood on 28 August.

Temporary changes can last up to 18 months, however any proposals to make these changes permanent will need to undertake full consultation as part of the Traffic Regulation Order process.

First Minister. I've just watched Alex Cole-Hamilton ask you a question regarding Edinburgh Council use of Emergency Covid Response Funds, supplied by the Scottish Government, to impose without consultation or consent on the people living in East Craigs, a Low Traffic Neighbourhood.

This is being carried out through the use of Temporary Traffic Orders. As these plans were in existence before the pandemic as part of Edinburgh's plan to be carbon neutral by 2030. It appears to many of the local residents that covid is just an excuse to introduce these plans without consultation and debate. The council has made it clear that far from being temporary they plan to make them permanent at the earliest opportunity. Can you confirm that this is a legal use of these funds? If you believe it is legal, is it in line with the reasons these funds were released in the first place? As it was your Government that made these funds available, you must have an interest in their use of said funds.

Scottish Government response:

Thank you for your e-mail of 10 September 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. I'll also respond to some additional e-mails that you've issued to me directly on 16 September and 2 October.

As I mentioned in my earlier response to you on 28 August, the responsibility for management of local roads sits with local authorities – this is set out in the Roads (Scotland) Act 1984. Local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation. The Scottish Government has supported local authorities to respond to the Covid-19 emergency by providing guidance and funding to local authorities to administer their Spaces for People projects.

The questions you raise in your e-mails to me around start dates, monitoring, research and traffic studies are therefore matters that City of Edinburgh Council are responsible for and can answer. Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes.

I cannot give you advice on legal matters about this fund as you requested, however the following [Guidance](#) has been issued by Transport Scotland. These temporary changes can last up to 18 months, however any proposals to make these changes permanent will need to undertake full consultation as part of the Traffic Regulation Order process.

Regards

Dear First Minister,

First, I would like to say how much I admire what you do for Scotland.

A bit of background:

[REDACTED]
[REDACTED]

Unfortunately, [REDACTED]
[REDACTED]

I live in [REDACTED] due to the area (unfortunately when you are in a wheelchair you can not be picky of where you live).

I live [REDACTED] to be more precise. We do not have a commuter bus service linking with the Gyle commercial district and unfortunately, I can not use the current bus stop [REDACTED]

My [REDACTED]

[REDACTED] now as I would like to be able to ditch the car to get around and to be able to live a normal life, with no luck. If we have not lost the potential mover from outside Edinburgh because of the double patio door from the living room leading directly into a communal garden where people look at you all the time (we have been living all this time with our curtains shut), or the expensive council, we lose them with you need a car if you live here (I am only allowed to do a house exchange with another wheelchair user).

The main issue now is, it will not only be hard to try to move somewhere else but it will be really hard to live here.

The last thing I thought of when moving to Edinburgh was that I would [REDACTED] [REDACTED] a project which is supposed to make Scotland greener and agreeing with political parties that go totally against my nature.

I have been really active politically for the independence and I was crushed when we lost it, I was also crushed during the last election when my area voted for the liberal democrats. However, now I am not sure.

The SNP led council decided to implement on us road closer with a bus gate (for 1 bus which operates for my street from 9h42 and living the Gyle at 15h50 every hour), without any consultation in the name of Covid.

Like the SNP, I was against the construction in Cammo filed as there is no infrastructure for this number of housing, the roads are already completely congested with traffic coming outside Edinburgh.

Currently, Craigs Road is really quiet, the majority of residents living here can tell you this.

I also understand that the main reason is for people to stop using the car for short journey, however, we live on top of a hill, the Tesco extra in Corstorphine and the Gyle shopping centre are our local shop. We do not leave in an area where there is a

corner shop, cafe etc easily accessible so unfortunately, the traffic will not evaporate but it will increase in mileage and time. It will also be a stressful experience for myself and some other in the area having to do a right turn on really busy Drum Brae South even if we want to go on to the M8, Bypass, Gyle shopping centre etc.. For example, my trip to go to the GP will with those changes go from 2.7 miles to 6.4 miles. It may not seem a lot but I am pretty sure that you are aware of how congested Drum Brae South, Queensferry Road, Maybury Road, Glasgow Road are.

I am all for a greener future, but it needs to be correctly planned and not in a hurry as it causes more harm than good. If as we all expect here, this LTN goes ahead with the current plan, it will create more disruption and this will damage future LTN project which could be a real shame.

I will also add that the new infrastructure regarding not driving in Edinburgh really penalised disabled as once again it seems that we are an afterthought. Not everyone is a Paralympian or have the fund to buy and maintain a motorized wheelchair or scooter.

It is now dividing the community even further the cyclists against the disabled, we already have the wheelchairs against the pram on the Lothian bus.

I believe I can speak for many disabled people here who thought that this government will not let the disabled community down in comparison to Westminster, but what the past few weeks demonstrated it seems that we were mistaken.

We are still not able to access many areas in town because it is an old town with old buildings which apparently can not be adapted but it is expected of us to ditch the car and "wheel" (like all the flyers and advert says) with hills and cobbles.

Edinburgh, unfortunately, is not like the cycling capital Amsterdam: flat and without the Scottish weather.

In some way, I do applaud the cyclist community, they manage what the disabled community did not. If only, we had the same force and energy to fight as they do instead of having to fight with everyone to live a normal life, the world would be a lot more accessible.

I hope but do not expect a reply, as with the current state of the world, my and all the people living in this area issues seem inconsequential.

Scottish Government response:

Thank you for your e-mail of 11 September to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to put in place

temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists using TTROs.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities and each local authority is responsible for delivery of all aspects of these changes in their area. These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting. It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible.

Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. [REDACTED]

[REDACTED] personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August.

Temporary changes can last up to 18 months, however any proposals to make these changes permanent will need to undertake full consultation as part of the Traffic Regulation Order process.

You also raised concerns with standards of new infrastructure. The Scottish Government is currently redrafting design guidance for walking, wheeling and cycling infrastructure in partnership with local authorities. Disabled groups, including the Mobility and Access Committee for Scotland are fully engaged with this process.

I'm writing in connection with the temporary closure of Braid Road in Edinburgh as a result of the Scottish Government's SfP programme. We don't have a car and initially we were delighted, anything to encourage people out of their cars was fine by us. However from the very first day we could see the resulting increase in traffic on [REDACTED] where we live. The continued closure of the road has resulted in huge congestion and increased air pollution in the street and outside South Morningside Primary School, as well as more rat running traffic through Greenbank Road and Lane. The council is dragging its heels over reopening the road, they say traffic flow is acceptable, acceptable to whom? People sitting round a desk in an office looking at spreadsheets or people living in the street 24/7. Although this was enjoyed by many local people, now nearby streets are suffering from rat running traffic through previously quiet residential streets. Given that schools are back and people are returning to work places, the closure has served its purpose. I'm urging you to please strongly urge councils to reconsider these closures and their wider unintended consequences.

Scottish Government response:

Thank you for your e-mail of 3 September to the First Minister regarding the temporary closure of Braids Road in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Local authorities are responsible for delivery of all aspects of these changes, from the design, implementation and ongoing monitoring to understand the impact of changes.

These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting. It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible. The First Minister continues to remind people at her daily press briefings about the FACTS public health message including that two metre distancing remains the rule.

Dear Nicola, there is a lot of discontent in our residential area and across the city of Edinburgh on Edinburgh Council expediting road blocks, changes etc without consultation and taking into consideration residents lived experience. We have no SNP local councillors in our area and if this undemocratic TTRO implementation goes ahead you have a community lost to the SNP. Please can you listen, talk to us. I am a local resident and the LTN in our area will make it Europe's largest culdesac, increase pollution, block the only exit, effect disabled/infirm/emergency services. We are at a loss, though the transport convenor attended an outdoor objection meeting of over 1000 residents we do not feel listened to. It will be sad for residents to collect money & do legal help if the council does not stop the process. This is not the free and fair Scotland I am proud to live. Feels oppressive, not listened and not for the people. Can you please assign someone unpartisan from the Scottish government to listen to us as the Council is citing executive powers to force changes in our area. I really felt helpless and I wish I had the power to reach someone in the government who can remove this unwanted stress pressure from all of us residents, especially as winter is approaching and cycling walking is not possible for all in inclement weather and blocking our only exit will add at miles, time, pollution, car wear tear, for each journey for each resident and dread to think delay emergency services. I request you to reach out to us and request the Edinburgh Council to stop this forced bullying implementation. This is a peaceful neighbourhood and the council plans have caused unwanted stress when we all have the burden of COVID, winter and brexit looming.

Scottish Government response:

Thank you for your e-mail of 2 September to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities as *set out in the Roads (Scotland) Act 1984*. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

Important Information Regarding the Implementation of 'Spaces for People' funds at East Craigs LTN

As a [REDACTED] I recently contacted Mr John Finnie MSP in his role as Transport spokesperson for the Green party to ask for his opinion regarding local authority development proposals (the East Craigs Low Traffic Neighbourhood) from the City of Edinburgh Council that seek to utilise the 'Spaces for People' fund that is offered by the Scottish Government.

His response to me was (direct quoted from his parliamentary correspondence):

"The whole purpose of the Spaces for People initiative is for local decision-making about the scheme, which is intended to enhance public safety."

In reference to the initiative therefore, I am duty-bound to make the Scottish Ministers aware of the following important information, which came to light during a Public Meeting regarding the proposals on the 28th August 2020, which was arranged by the local MSP Alex-Cole Hamilton, namely:

Firstly, The specific proposals for the East Craigs LTN, appear to be in contravention of the Road Traffic Regulation Act 1984, section 14, which would normally be used to implement of spaces for people schemes using a Temporary Traffic Regulation Order.

Secondly, At least three high-priority safety issues regarding the proposals (i.e. issues that carry a significant probability of risk of death or serious injury occurring) actually emerged during the meeting, and had not been considered in the Council's prior analysis or discussions.

If the intention of the 'Spaces for People' initiative is to enhance public safety as John says above, then the residents will naturally wish to wonder why important safety considerations are being solicited, and received, from the City of Edinburgh Council 'on the fly' at an informal public meeting? Nevertheless, at least the information was passed for further investigation, albeit verbally.

However, in respect of all of the foregoing information I would like to seek a clarification directly from the Scottish Ministers on the following questions:

- 1) Are the Scottish Ministers aware that it is not possible to implement the East Craigs LTN under section 14 of the Act, but instead the proposals will require to be implemented under Section 16?
- 2) Would this fact affect the funding that has been agreed under the Spaces for People initiative for the East Craigs LTN? In other words, would the Scottish Ministers be willing to still disburse the funds under a section 16 process instead of section 14?
- 3) Would the Scottish Ministers agree that an open-air public meeting is not an appropriate forum to solicit or receive important safety-critical information regarding LTN proposals, as happened on the 28th August?
- 4) Do the Scottish ministers agree it may be more responsible, and on balance safer, to undertake consultations for the over a longer period of time so that issues can be more thoroughly explored?
- 5) If a serious accident does happen to occur as a result of a 'Spaces for People' initiative being inadequately assessed, can the Scottish Ministers clarify that the Local Authority has to bear the full liability, and it shall under no circumstances be the responsibility of the Scottish Government to bear such liability?

I would be grateful for your response on each of the specific questions outlined above.

Yours sincerely,

Message Body:

We do not wish to be a fast feather in the SNP cap by means of enforcement of an LTN. We are already an LTN and have no history of dangerous roads or traffic accidents in our area. We are being used to provide false statistics which indicate success from measures which are completely unnecessary. These measures are also falsely being presented as emergency covid measures but will have NO IMPACT AT ALL on the prevalence of covid in our area but will INCREASE CONGESTION AND CARBON EMISSIONS due to grid lock and extra time spent in our cars on the road, stuck in traffic. The convener has used public funds to improve the condition of roads in HER OWN WARD but is misusing funds and causing chaos in ours??? This is a shocking decision on her part and we intend to find a loop hole, just like she has, in order to stop her from her dictatorship and our return to democracy. What happened to local decisions by local people??

Scottish Government response:

Thank you for your e-mail of 31 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities as *set out in the Roads (Scotland) Act 1984*. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

Each local authority has been asked to consider opportunities for temporary changes in their own local areas and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting. It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible. The First Minister continues to remind people at her daily press briefings about the FACTS public health message including that two metre distancing remains the rule.

I recommend that you contact City of Edinburgh Council who will be able to address your concerns.

Please reconsider the spaces for people initiative that will see all through routes to east Craigs closed from Craigs Road. This will result in back logs of traffic on Glasgow Road and Drum Brae North. It will also be dangerous to get out at these junctions. Many vulnerable people will be stranded within their homes.

Scottish Government response:

Thank you for your e-mail of 2 September 2020 to the First Minister regarding road closures at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities as set out in the Roads (Scotland) Act 1984. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting.

I recommend that you contact City of Edinburgh Council who will be able to address your concerns.

Dear First Minister,

I am contacting you as nothing else seems to work. I live in south Edinburgh and have to travel to the city centre for work. I am a key worker. I can't take the bus (Covid risk) and cycling is now really dangerous because of cones on morningside road to allow Covid distancing. I don't feel safe on a bus or a bike so have to drive but the council closed Braid Road for Covid measures and have not opened it so I now have to get up at 6am to get through traffic to get to work. My son needs to get to school and it's awful. I am so stressed about it all that I feel like I will have a mental breakdown. It's too much. Get rid of the cones and reopen Braid Road. Please please please can you tell them. I am at my wits end and cannot see how I can go on. Thank you for your help.

Scottish Government response:

Thank you for your e-mail of 1 September to the First Minister regarding road closures in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting.

I recommend that you contact City of Edinburgh Council who will be able to address your concerns.

I live in Corstorphine, Edinburgh. The local council are going to close all of my local roads under a TTRO using the emergency covid money. The transport councillor said to a rally on Friday which I attended that the council were using the plans from 2 years ago (which were consulted on) updating to a much more radical plan as they needed to due to the new houses being built on the nearby green belt and ensured they would go through as a TTRO so they don't need to do any consultation.

She also admitted it was not to give more space to people in my area which is generally very quiet. If the local kids play on my street. it's to make way for the traffic from the new houses. once they are built.

Are you sure the emergency Covid money for making spaces for people should be spent this way?

Scottish Government response:

Thank you for your e-mail of 31 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Local authorities are responsible for delivery of all aspects of these changes, from the early design and public engagement through to implementation.

Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. These temporary changes can last up to 18 months, however any proposals to make them changes permanent will need to undertake full consultation as part of the Traffic Redetermination Order process.

Dear Nicola, there is a lot of discontent in our residential area and across the city of Edinburgh on Edinburgh Council expediting road blocks, changes etc without consultation and taking into consideration residents lived experience. We have no SNP local councillors in our area and if this undemocratic TTRO implementation goes ahead you have a community lost to the SNP. Please can you listen, talk to us. I am a local resident and the LTN in our area will make it Europe's largest culdesac, increase pollution, block the only exit, effect disabled/infirm/emergency services. We are at a loss, though the transport convenor attended an outdoor objection meeting of over 1000 residents we do not feel listened to. It will be sad for residents to collect money & do legal help if the council does not stop the process. This is not the free and fair Scotland I am proud to live. Feels oppressive, not listened and not for the people. Can you please assign someone unpartisan from the Scottish government to listen to us as the Council is citing executive powers to force changes in our area. I really felt helpless and I wish I had the power to reach someone in the government who can remove this unwanted stress pressure from all of us residents, especially as winter is approaching and cycling walking is not possible for all in inclement weather and blocking our only exit will add at miles, time, pollution, car wear tear, for each journey for each resident and dread to think delay emergency services. I request you to reach out to us and request the Edinburgh Council to stop this forced bullying implementation. This is a peaceful neighbourhood and the council plans have caused unwanted stress when we all have the burden of COVID, winter and brexit looming. The money can be used for so much more to improve walk cycle in area then blocking roads for local residents. I seek your help.'

Scottish Government response:

Thank you for your e-mail of 31 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund which enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Temporary Traffic Regulation Orders have been used in direct response to the COVID-19 emergency to quickly put in place what are essentially public health measures.

Local authorities are responsible for delivery of all aspects of these temporary changes which can last up to 18 months. Any proposals by local authorities to make these changes permanent will need to undertake full consultation as part of the Traffic Redetermination Order process.

There is a lot of discontent in our residential area and across the city of Edinburgh on Edinburgh Council expediting road blocks, changes etc without consultation. We have no SNP local councillors in our area and if this undemocratic TTRO implementation goes ahead you have a community lost to the SNP. I am a local resident and the LTN in our area will increase pollution, block exits, increase traffic in 3 already very busy junctions which will inadvertently cause delays/accidents and effect disabled/infirm/emergency services. We are at a loss, although the transport convenor attended an outdoor objection meeting of over 1000 residents we do not feel listened to. She insists it is to aid more walking/cycling in the area, when in fact we already have a foot/cycle path from Barton to Craigmount High school. Can you please assign someone unpartisan from the Scottish government to listen to us as the Council is citing executive powers to force changes in our area. I really feel helpless and I wish I had the power to reach someone in the government who can remove this unwanted stress, pressure from all of us residents, especially as winter is approaching and cycling walking is not possible for all in inclement weather and blocking exits will add miles, time, pollution, car wear and tear, for each journey for each resident and the delay of emergency services. I request you to reach out to us and request the Edinburgh Council to stop this forced bullying implementation. This is a peaceful neighbourhood and the council plans have caused unwanted stress. Thank you

Scottish Government response:

Thank you for your e-mail of 31 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding; we have had a lot of enquiries about Spaces for People.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund which enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. Temporary Traffic Regulation Orders have been used in direct response to the COVID-19 emergency to quickly put in place what are essentially public health measures.

Local authorities are responsible for delivery of all aspects of these temporary changes which can last up to 18 months. Any proposals by local authorities to make these changes permanent will need to undertake full consultation as part of the Traffic Redetermination Order process.

message body.

Why I the world has Edinburgh secured 50% of the spaces for people funding then using it on roads that are only going to cause much more pollution and congestion in main roads such as maybury road, Glasgow road and drumbrae road. These plans are a disgrace to your name and it needs to be investigated as to why Edinburgh has 5million out of a pot of 10million. The borders only secured 1.2 million. Doesn't the Highlands needs help with the nc500 becoming more popular, not to mention the much more populated west of Glasgow and surrounding areas.

Scottish Government response:

Thank you for your e-mail of 31 August 2020 to the First Minister regarding funding of the Spaces for People Programme. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. The total funding for this programme is almost £39 million; both Glasgow City Council and the Highlands Council have received funding. This fund specifically enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting.

I don't expect a reply to this email as understand you are a busy person. I'm concerned about the forced implementation of the 'Low Traffic Neighbourhood' about to be inflicted on on my area for no apparent reason other than box ticking and punishment for not being an SNP seat. I [REDACTED] and regularly cycle, walk and use a car. Unfortunately [REDACTED]

Craigmount and East Craigs is a quiet neighbourhood. I've lived at this side of town for all my life. [REDACTED] We have never had any bother with excessive traffic locally. I am extremely concerned how these proposals are being forced through under the cover of Covid. There has been no consultation with residents and quite frankly looks like it's been quickly sneaked in for no apparent good reason other than to tick a box and quickly spend the money allocated by government initiative. Your councillor Lesley McInnes admitted she had never visited Craigs Road, yet still she's pushing this nonsense through with blatant disregard to residents feelings. This is supposed to be a democratic society but certainly doesn't look like it at the moment from where I'm standing. I look round the city where I was born and brought up in and it is with great sadness that I see money wasted or thrown away when it could be spent on better things that could benefit the city and residents as a whole during times of austerity.

I have voted SNP in the past mainly due to the help available for caring for elderly parents but now I'm seriously considering changing party. I pay council tax and income tax. I'm starting to wonder why as don't seem to get any representation anymore. We are supposed to live in a democratic society not a dictatorship. Please take these thoughts on board.

Scottish Government response:

Thank you for your e-mail of 29 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding, however we have received a number of letters on this matter.

The responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the temporary 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting. It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible. The First Minister continues to remind people at her daily press

briefings about the FACTS public health message and that two metre distancing remains the rule.

I understand that City of Edinburgh Council has taken this opportunity to propose bringing forward future plans on a temporary basis and continues to monitor and review the proposals. [REDACTED],

[REDACTED] personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August.

These temporary changes can last up to 18 months, however any proposals to make these changes permanent will need to undertake full consultation as part of the Traffic Redetermination Order process.

I have contacted Edinburgh Council, as have over 2,000 residents out of a total 3,000 properties in this area, Edinburgh Council have ignored all local objections. Hence my reason for contacting the first minister and ultimately yourself. As you are in charge of the team responsible for this policy, can you answer. If not yourself, whom in Government is holding Edinburgh council to account for their implementation of the policy? As it currently stands Edinburgh council are ignoring all local residents and abusing this policy to force through unwanted change. Are you just allowing councils to go unaccounted on this matter? I would have expected as someone in charge of the team implementing this you would have been very concerned to have heard of misuse of your policy. I would also question whether it was still an emergency 6 months since the pandemic was announced and why closing residential roads is classed as fair use of your budget.

Scottish Government response:

Thank you for your response of 28 August to my e mail of the same day. I'll address your points as you raised them in your e mail. I'm sorry for the delay in responding, however we have received a number of letters on this matter.

Whom in Government is holding Edinburgh council to account for their implementation of the policy?

Responsibility for management of local roads sits with local authorities; they have a duty under the Roads (Scotland) Act 1984 to manage and maintain local roads in their area and duties under the Road Traffic Regulation Act 1984 to secure expeditious, convenient and safe movement of traffic. They already have powers to make and enforce Traffic Regulation Orders, Temporary Traffic Regulation Orders and Notices (TROs, TTROs and TTRNs) over their roads to restrict parking where they consider it necessary to this duty.

The Scottish Government has supported local authorities with funding and guidance to respond to the Covid-19 emergency through the temporary 'Spaces for People' fund. This guidance included a simplified set of criteria:

- Provide temporary walking and cycling infrastructure that helps to protect public health by enabling safe physical distancing;
- Be for essential journeys including to and from hospitals, health services, shops, pharmacies, schools, local parks, etc.; and
- Be delivered quickly and provide a visible improvement that has an immediate benefit.

We also included [Guidance](#) on Temporary Traffic Regulation Orders (TTROs) as a direct response to the COVID-19 emergency pointing out that local transport authorities can act quickly to put in place measures to respond to the current public health emergency.

Local authorities are monitoring and review changes where appropriate. City of Edinburgh Council has already amended a number of plans and their

Transport Convener, Councillor Macinnes, personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August.

Are you just allowing councils to go unaccounted on this matter?

Local authorities are monitoring all projects to understand the impact of changes, and will evaluate each of these in line with the Monitoring & Evaluation Framework for Spaces for People. We will fully evaluate the programme.

I would have expected as someone in charge of the team implementing this you would have been very concerned to have heard of misuse of your policy.

Local authorities are following the guidance as set out above.

I would also question whether it was still an emergency 6 months since the pandemic was announced and why closing residential roads is classed as fair use of your budget.

These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting. It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible. The First Minister continues to remind people at her daily press briefings about the FACTS public health message including that two metre distancing remains the rule.

Regards

I appreciate this is a very busy time for you, but as a long standing SNP supporter, I feel I have to draw this matter to your attention.

I have watched with pride the way you have dealt with the Covid-19 crisis. Your handling of it has been inspirational and most of all very human, open and reasonable. All qualities, which I can see on a daily basis are converting more and more people, even those previously very anti, to rethink their views on the SNP.

However, the Craigs Road initiative below, spearheaded by the SNP led Edinburgh council, is totally at odds with all the work you have done on Covid. Constituents here, including myself, are seething about the total lack on consultation and apparent sleekit way this whole ill thought out matter has been dealt with (Please read below for details). And frankly, as am SNP supporter, I am embarrassed that this is being seen as an SNP led initiative.

I hope that by raising the matter to your attention something can be done to stop this undermining of the SNP reputation for reasonable and fair government, and have this matter dealt with in a proper manner.

I wish to make clear my unambiguous objection to the planned undemocratic changes to the road network in East Craigs and Craigmount outlined in the Spaces for People / Low Traffic Neighbourhood initiative. This represents a clear and shocking abuse of power by the elected officials of this city and must be stopped, at the very least to allow a full consultation with directly affected residents:

The changes are unfair and undemocratic

The Council only wrote to residents to notify them after the decision was made ? the majority were completely unaware of the plans until after the ? 6 day! - notification period passed. This is clearly underhand and unfair. Yet in this incredibly short window, 1,300 local residents signed the petition, with 407 objections received via the Spaces for People email address. This represents an overwhelming demonstration of democratic will by the local community. Your own documents state that you received only 3 comments in favour, plus one group (a cycling lobbyist). Against that, 407 individual objections (99.3% of responses), plus all local councillors, the local MSP and several community groups. It is disgraceful that the Council has ignored this overwhelming display of residents? opinion.

Particularly, East Craigs and surrounding area residents are not being treated fairly compared to other areas of the city. For example, the Leith Low Traffic Neighbourhood proposal is not being implemented by the Council at this time because it requires further consultation ? which is central to what East Craigs residents have asked for.

For clarity: this is an objection

The Council?s summary of feedback on the responses to the notification period, and [REDACTED] comments, suggested that the majority of the 407 responses ?are not objections?. The argument made was that the hundreds of direct objections and 1,300 petition signatories called for a halt to the scheme while a full consultation is undertaken, that these are in some way invalid because a consultation is not required. This is a ridiculous misrepresentation of the facts. There is a strong case that the Council is misusing Covid emergency powers to avoid a consultation where these proposals are clearly (by the Council?s written admission) not driven by Covid, but by WEL. In addition, calling for a consultation demonstrates a willingness of residents to engage, however for complete clarity please understand that I strongly object to the proposals. To suggest otherwise is both disrespectful and undemocratic.

These are not temporary measures

The Council?s letter states that ?it is planned that the scheme will eventually be proposed for permanent implementation?. The Council?s intention is clear from the outset that this should be a permanent change, and so to use temporary ?emergency? powers as a trojan horse to implement permanent measures represents a misuse of those powers.

You state that making the changes permanent would be subject to a formal consultation. I do not see in the plans any budgetary provision for reversal of the measures in the event of an unsuccessful consultation. If the measures don?t include funding to be reversed, then they cannot be temporary. If they are not temporary, then temporary ?emergency? powers cannot be used to implement them.

These are not Covid emergency measures and so should be subject to consultation

The Council?s letter confirms clearly and unambiguously that the ?need? for these measures comes from consultation feedback received during the West Edinburgh Link (WEL) project. This project, its consultation and feedback, all predated the Covid crisis. As such, the Council is misusing Covid emergency powers to introduce a scheme that is planned to be permanent, and is neither an emergency nor related to Covid. It is a smokescreen to avoid a consultation on these clearly pre-planned initiatives.

This misuse is quite possibly inconsistent with the law.

Furthermore, Craigs Road closures were not included in the WEL plans that were consulted on ? and so it is irrelevant as a reference point or justification. The vague expressions of support last year were for a very different remit than those only now brought forward by the Council, and have been massively outnumbered by the objections to the current plans.

The Temporary Traffic Regulation Order (TTRO) is not justified by Covid

The procedure for a TTRO is contained in the Road Traffic Regulation Act 1984 S.14. Before using a TTRO the local authority must be satisfied that one of the relevant justifications for a TTRO exists. The relevant justification which I understand which is being relied on in this case is ?because of the likelihood of danger to the public?.

Extensive documentation has been published explaining the reasoning behind these proposals - these can be placed into two categories: 1) justifications seeking to switch residents from driving motorized vehicles to active travel; and 2) justifications to allow social distancing due to the Covid-19 epidemic.

The justifications for 1) do not prima facie appear relevant considerations for stopping the transmission of Covid-19 and therefore do not appear to be rational reasons to address a likelihood of danger to the public, as required to justify a TTRO.

In addition to this NHS Inform, Scotland's national health information service, advises us to 'travel by foot, bike or car if you can' (<https://www.nhsinform.scot/illnesses-and-conditions/infections-and-poisoning/coronavirus-covid-19/coronavirus-covid-19-physical-distancing>). This is reflective of other guidance and common sense which suggests drivers in private vehicles are not at any risk of catching or spreading the virus - indeed could be at less risk than those walking or cycling.

As for the second point, according to the WHO (World Health Organization) 'Streets and sidewalks are not considered as routes of infection for COVID-19'. This would seem to be consistent with current social distancing guidelines which suggest the disease will most likely be spread indoors and or where people congregate and interact for a period of time. Your suggestion that two people passing each other momentarily on the sidewalk presents any significant risk of virus transmission is not consistent with WHO research or national guidelines. Obviously this impacts on whether there is a likelihood of danger to the public required to justify a TTRO. On what basis has the Council determined that the WHO is wrong?

Scotland moved to Phase 3 of the route map for coming out of lockdown on the 10 July 2020. This is defined as 'Virus has been suppressed. Continued focus on containing sporadic outbreaks'. There are no sporadic outbreaks in Edinburgh at present. The Road Traffic Regulation Act 1984 (14) requires the measures in the TTRO to be 'necessary'. Now that we are well into Phase 3 (let alone moving towards phase 4) of reducing lockdown restrictions why is it necessary to alter the infrastructure temporarily to allow social distancing for a virus which is considered to be suppressed? Does the Council intend to continue with the TTRO and retain its measures implemented in response to the danger from Covid-19 once Phase 4 has been reached and the virus is no longer considered a significant threat to the public?

Proposal is ill-considered, unsafe, & will lead to more congestion, pollution and accidents

- The residents do not recognise excessive traffic along Craigs Road (CR), or problems for cyclists and pedestrians - the road is generally quiet, and any speed issues could be addressed by effective traffic calming measures

- The proposals reduce CR connections with local arterial routes from five to one - the junction with Drum Brae South (DBS). This will 'kettle' all traffic from the area to the CR/DBS junction and Drum Brae roundabout, creating congestion and increasing emissions.

- Specifically, forcing several hundred residents to now undertake a right hand turn across DBS to access Tesco, the Gyle and Corstorphine - across two lanes of traffic - is inherently a less safe manoeuvre than a left turn (eg onto Maybury or Glasgow Road as at present).

- What modelling has the Council done on the effect at Craigmount View/DBS and CR /DBS with particular reference to right turning exiting traffic? Craigmount Approach will see a huge increase in traffic.

- Has a safety audit been undertaken plus an assessment of collisions? Encouraging right turning traffic across Drum Brae South is not conducive to cycle or pedestrian safety, or safety in general.

- This also flies in the face of the Scottish Government placemaking and street guidance 'Designing Street', which generally advises against the formation of cul de sacs and majors on providing traffic calmed permeability - these plans would turn CR into a de facto cul de sac.

? Journey times will increase ? for example by 70% for the journey from Craigmount to Morrisons at the Gyle for the weekly shop. Traffic modelling for a similar LTN scheme planned for West Ealing South reveals that traffic mileage in the area will increase by an average of 52%.

? Safety for pedestrians, cyclists and schoolchildren will be reduced as CR becomes a ?turning circle? at the start and end of the school day ? likewise bin lorries, delivery vans etc will have to reverse and turn in side roads along North Gyle Road, Craigs Gardens and so on. This is particularly important as part of the justification for the emergency powers is safety at schools.

? The entire East Craigs / Bughtlin estate will be forced to/from Maybury or Barnton at rush hour as its sole exit / entry route to the rest of the city

? hugely increasing congestion, emissions and journey times at major junctions that are already at breaking point. For example, a parent of children attending the local Fox Covert Catholic primary school would have to drive via Maybury, then Drum Brae, at rush hour.

? The changes disproportionately disadvantage the elderly, disabled and infirm

? When Taylor Wimpey was consented for the West Craigs Development the traffic proposal was a 4 way signalised junction at the Craigs Road /Maybury junction. This would have improved residents? access, not curtailed it, as a right turn toward Barnton was proposed. Many residents did not object to West Craigs or Cammo developments for this reason. If the Council are saying the development causes impact on Craigs Road why was this not considered a part of the assessment? The planning portal shows detailed discussion with the applicant regarding the signal timings of that junction.

Engagement and alternatives

The objectors and petition signatories have reasonably called for a halt to the plans so they can be properly subject to full consultation ? they object to the plans, but are willing to engage with the Council to explore alternatives. There are many options, such as improved (or any) bus connectivity with eg the Gyle at commuting times; replacement of the completely ineffective and half-baked traffic calming measures with the ?full width? measures that work effectively on North Gyle Road. Many alternative measures that could be discussed in consultation, but you won?t know unless you consult.

I strongly urge you not to dismiss the overwhelming and rapidly growing number of objections to these proposals, or to underestimate the strength of feeling among a large number of residents. I also urge you to put the plans on hold, consult and engage with us openly and fairly ? Please do not ignore local democracy and underestimate the huge strength of feeling in the area.

Scottish Government response:

Thank you for your e-mail of 19 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding, however we have received a number of letters on this matter.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the temporary 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government has issued [Guidance](#) on Temporary Traffic Regulation Orders (TTROs) in direct response to the COVID-19 emergency pointing out that local transport authorities can act quickly to put in place measures to respond to the current public health emergency.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists using TTROs.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting.

It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible. The First Minister continues to remind people at her daily press briefings about the FACTS public health message from the Scottish Government including that two metre distancing remains the rule.

Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. City of Edinburgh Council as you mention has amended some plans and their [REDACTED], personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August.

Temporary changes can last up to 18 months, however any proposals to make these changes permanent will need to undertake full consultation as part of the Traffic Redetermination Order process.

On the 11th August 2020, I, along with fellow residents, received a City of Edinburgh Council letter entitled 'Cycling and Walking Emergencies Response Measures Low Traffic Neighbourhood - East Craigs' and write to express my opposition to the plans concerning road traffic and pedestrian access.

My key concerns regarding these proposals are as follows:

- * This 'low traffic neighbourhood' experiment land locks residents within their

respective estates, particularly within East Craigs and Bughtlin. It will drastically limit reasonable vehicular access routes for all residents living in these estates and does not offer any alternatives such as improved public transport.

- * It leaves East Craigs and Bughtlin residents with only one means of vehicular access to Corstorphine and one to Queensferry Road. Currently, both these road junctions are extremely busy 24/7. An increase in traffic congestion and resultant vehicle emissions at both road junctions will occur. This is at odds with efforts to reduce carbon emissions.

- * These plans are in addition to two new large-scale housing projects, currently under construction on the green belt, granted permission by the council. These will also impact access to existing local amenities and increase traffic congestion at these road junctions noted above.

- * As not everyone is able to walk, or cycle it is unclear how the proposal is fully DDA compliant.

- * It is unclear what, if any, additional public transport provision will be provided.

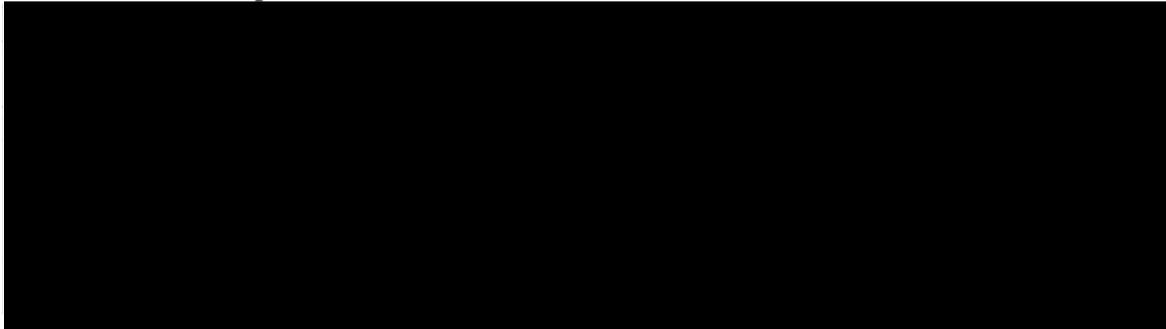
- * This proposal claims to be linked to Covid-19, as an emergency measure, however it is not clear to me what the reasoning behind this is.

- * I'm puzzled by the mention of a bus gate at the foot of Craig's Road - no buses currently go down Craigs Road?

Many residents only became fully aware of these proposals a few weeks ago and others when the council advisory letter dropped through letter boxes. It has been suggested that the required consultations have been carried out and proposals 'rubber stamped.' However, when imposing access limitations to an entire housing estate, it would be sensible to conduct consultations in a transparent way. This is not the case here and I would appreciate further information about the extent of consultation carried out.

I am dismayed by what is being presented as an ongoing proposal and urge the SNP-led City Council to reconsider it, and take into account the general lack of support within the community and whether or not this is really a good use of resources and council tax payers money. As it stands this traffic and access proposal is unacceptable and should be re-assessed.

For your information I have included the following into this correspondence and look forward to their responses.



Scottish Government response:

Thank you for your e-mail of 17 August 2020 to both the Cabinet Secretary for Communities and Local Government and the Minister for Local Government, Housing and Planning regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding, however we have received a number of letters on this matter.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund. This enables local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance.

The Scottish Government has issued [Guidance](#) on Temporary Traffic Regulation Orders (TTROs) in direct response to the COVID-19 emergency pointing out that local transport authorities can act quickly to put in place what are essentially public health measures.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists using TTROs.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly in line with this guidance, as we recognise that each will have different issues and priorities. These temporary measures are still needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting. It is important in a period of rising cases that we do not lose sight of the objective of keeping infection levels as low as possible.

Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. [REDACTED]

[REDACTED], personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August.

Temporary changes can last up to 18 months, however any proposals to make these changes permanent will need to undertake full consultation as part of the Traffic Redetermination Order process.

Regards

I am writing to make you aware of an evolving situation that is connected to Covid-19 governmental responses. It concerns plans for the use of money allocated by the Scottish Government to local councils for that purpose, specifically to adjust the transport infrastructure, and which the affected local community feels will be to their detriment.

On 7th July I was sent a community council notification of a proposal to create an East Craigs Low Traffic Neighbourhood (LTN) with 'stakeholders' being asked to respond by 14th. The wording of the email notice is below:

Covid-19 Cycling and Walking Emergency Response Measures
Proposed low traffic neighbourhood in East Craigs

Please be advised that as part of overall emergency measures we are proposing to implement road closures and segregated cycleways in the East Craigs area to help pedestrians and cyclists travel safely while meeting physical distancing requirements. Many members of the local community and their elected representatives responded constructively and in some considerable detail to object to these proposals to state that these were extreme and not merited for the stated purpose. However, due to the invocation of emergency powers, which permit councils to take what they perceive to be public safety actions without consultation, these objections have been largely dismissed.

CEC sent their response on 14 August which, to my astonishment, linked the proposal to ongoing traffic projects, specifically the West Edinburgh Link (WEL) and anticipated traffic issues arising from new housing developments at West Craigs and Cammo. Furthermore, the residents' letter of 13th August (attached), which confirmed LTN approval, made it clear that CEC intends to bring this forward as a permanent measure.

The justification for the use of a Temporary Traffic Restriction Order (TTRO) for an immediate implementation of this radical traffic management scheme is based on the need to make a Covid-related public health decision, which is then handled by the Council's Incident Management Team (CIMT) with minimal political involvement, i.e. from the Council leader and his deputy, rather than the full council approval being needed.

However, it's now very clear, from the Council's own response, that this LTN proposal is not just about Covid-19; it could be argued, and some specifically have done so, that it isn't even primarily about Covid, but it is simply being used to push through an extreme, unnecessary and unwanted traffic restriction measure for other purposes. Residents are in disbelief that this is happening in a democratic society.

I wondered if you realised just how badly this is playing out and its effect on people's perceptions of local government and, due to the connections to Scottish Government oversight and financial support, the national response to Covid?

This TTRO proposal will be discussed at the City of Edinburgh Council's (CEC) Policy and Sustainability Committee this morning at which there is a motion tabled to halt this scheme. I understand that similar schemes proposed for Leith and Wester

Hales have already been halted [redacted] has signalled his intent to proceed with this, having tweeted last night to dismiss as party political the legitimate concerns brought by the community through their elected representatives. This attempt to portray legitimate community concerns as being party political are very disappointing and look designed to simply deflect [redacted]. It was interesting to see the responses to [redacted] some of which indicated that SNP members or supporters are finding it difficult to maintain their personal support of the party in the face of such an approach.

CEC is now saying that they will advance the permanent measures, including associated consultation, but still intends to implement the TTRO prior to that. A consultation after the fact is not acceptable, especially as other schemes have also been put on hold.

However, my fundamental objection is that this is a misuse of Covid powers for other purposes, and one which seems likely to bring misery, not benefits, to the majority of the community. I also question whether this is an appropriate use of the Scottish Government funding allocation; I think the East Craigs development has £66,000 allocated to date.

The situation is a mess and I think that it's fair to say that it brings government into disrepute, with community trust in the Council now being at a low ebb. If CEC can halt this radical travel plan and genuinely engage with the community about its real needs, that would be progress.

At a time of such stress on every level, please will you exercise your oversight and do what you can to ensure that rights are respected, justice is done and that people's suffering is minimised?

Finally, thank you for all that you do for us. I recognise the general pressures of government and especially at this most difficult time.

Scottish Government response:

Thank you for your e-mail of 20 August 2020 to the Cabinet Secretary regarding the proposed Low Traffic Neighbourhood at East Craigs in Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding, however we have received a number of letters on this matter.

Responsibility for management of local roads sits with local authorities. We have supported local authorities to respond to the Covid-19 emergency through the temporary 'Spaces for People' fund to help local authorities put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance in line with the Transport Transition Plan <https://www.transport.gov.scot/coronavirus-covid-19/transport-transition-plan/>.

The Scottish Government has issued [Guidance](#) on Temporary Traffic Regulation Orders (TTROs) in direct response to the COVID-19 emergency pointing out that local transport authorities can act quickly to put in place what are essentially public health measures.

The Scottish Government, in consideration of the observed rise in walking and cycling during lockdown and the necessity of maintaining physical distancing, is

supportive of local authorities considering whether it may be appropriate to make adaptations to their road network, such as closing some roads to certain vehicles or reallocating road space to pedestrians and cyclists using TTROs.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly, as we recognise that each will have different issues and priorities. These temporary changes can last up to 18 months and any proposals to make these changes permanent will require local consultation as part of the full Traffic Redetermination Order (TRO) process.

Many local authorities have taken this opportunity to bring forward future plans on a temporary basis and continue to monitor all projects to understand the impact of changes. City of Edinburgh Council as you mention has amended some plans and their [REDACTED] personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August.

Regards

Message Body:

Dear First Minister, firstly may I thank you for your leadership and resolve throughout this awful situation we find ourselves in. I write with a plea to intervene in what the local residents of West Edinburgh are about to endure with the unwelcome imposition of an LTN from eastcraigs to Drumbrae. This will cause additional misery to the surrounding junctions of Maybury, Barnton and Drumbrae roundabout on the A8. A route you may have travelled on route to Bute House. A Facebook page was set up at the weekend and has already got 850+ members such is the local insense to this I?ll conceived plan. Rather than trouble you I think it?s better to get a feel by visiting the page. Craigmount-eastcraigs-northgyle-Drumbrae residents consultation. I understand you?re a very busy person but would appreciate any pressure you could put on Edinburgh council to at least consult Specifically before proceeding. Thank you in anticipation.

Scottish Government response:

Thank you for your e-mail of 24 August 2020 to the First Minister regarding the proposed Low Traffic Neighbourhood at West Edinburgh. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I'm sorry for the delay in responding, however we have received a number of letters on this matter.

Responsibility for management of local roads sits with local authorities. We have supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund to help local authorities put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance in line with the Transport Transition Plan
<https://www.transport.gov.scot/coronavirus-covid-19/transport-transition-plan/>.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly, as we recognise that each will have different issues and priorities.

While these temporary changes can last up to 18 months, and some local authorities have taken this opportunity to bring forward future plans on a temporary basis, they are monitoring all projects to understand the impact of changes. The [REDACTED] personally attended a public meeting to give local residents the opportunity to discuss their concerns about the East Craigs Low Traffic Neighbourhood on 28 August.

Not sure if you are aware of the above project being implemented by the City of Edinburgh Council.

On Craigs Road they are planning to implement a bus gate.

It appears this will be for limited access with no access for Disabled Motorists and blue badge holders.

From the information supplied by [REDACTED] and others can come down Craigs Road but cannot go up it.

On advice given to me recently by Disability Scotland in their view this is a clear discrimination breach. There has been no consultation on this project at all, no community involvement whatsoever and is being pushed through via emergency

legislation under the banner of Covid.

Please can I have your comments as to why the Disabled Motorist is being discriminated against here through no fault of their own.

Scottish Government response:

Thank you for your e-mail of 19 August to [REDACTED]. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the temporary 'Spaces for People' fund. This helps local authorities to put in place temporary measures that are needed and will continue to be needed to allow people to physically distance and keep them safe from traffic whilst exercising, shopping or commuting.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly as we recognise that each will have different issues and priorities.

We have provided guidance and support to local authorities including design guidance and webinars with local authorities and disabled people, that highlights the need for Equality Impact Assessments and specific considerations for disabled people. We expect local authorities implementing the temporary measures to continue to comply with all relevant statutory duties including, where applicable, the public sector equality duty and requirements to carry out equality impact assessments.

I wish to raise my concern that Edinburgh council are misusing their legal powers . The decision to convert North Gyle and Craigmount into a series of cul-de-sacs is being presented as a response to covid.

Creating Safe Spaces for Walking and Cycling.

Where temporary measures might necessitate prioritising mixed-use road space for walking or cycling, **Councils may use temporary traffic regulation orders (TTRO) in the event there is a danger to the public.** In this case, the immediate danger is the risk of the transmission of infection and the need to mitigate that risk as a matter of urgency. These changes have nothing to do with covid. Travelling in a car carries less risk than walking or cycling.

On 30 April 2020, the Council began implementing a number of changes to the road network to provide safe spaces for people to walk and cycle. The decision to implement these changes was made by the Chief Executive in consultation with the Council Leader and Depute Leader at the following initial locations: 4.1.1 Silverknowes Road (on 30 April 2020); 4.1.2 Links Gardens (on 3 May 2020); 4.1.3 Braid Road (on 3 May 2020), supplemented by additional measures on Braidburn Terrace (on 8 May 2020); and 4.1.4 Cammo Walk (on 8 May 2020).

However, all proposals are subject to a detailed design and risk assessment process being followed. This may result in an alternative approach or modified measures. The design process will consider **all road users**, including pedestrians, cyclists, public transport and particularly people with mobility or visual impairments, whilst maintaining appropriate access for residents and businesses. There is no evidence of risk assessment being carried out on the affected Junctions onto Drumbrae South. What will be the effect of narrowing the roads and increasing the traffic flow? Access to North Gyle will mean that all westbound traffic entering the North Gyle area will have to turn right across eastbound traffic. Most of these events will happen at rush hours AM&PM. There is no evidence that the required risk assessment has been carried out.

Public Consultation. The council maintains the public were consulted. When, who and where?

The only mention in the plan Craigmount/ North Gyle in the document **Creating Safe Spaces for Walking and Cycling:** "Neighbourhoods across the city. Examples of live projects include **East Craigs** and Leith.". No mention of Craigs Road, North Gyle or Craigmount. How could there have been active public consultation when the plans were hidden from sight?

The statement:

"Due to the agreed notification process we were committed to informing Councillors and other stakeholders prior to the public, which has given the impression that the council never intended to inform or consult with residents."

What an insult. The news leaked out before they started work. If they had intended to consult, there was and is nothing to stop them from doing so. The use of the temporary covid response measure is their choice. It allows them to carry out the work before any consultations and objections can be raised.

Covid Response

By closing off streets to exclude motor vehicle access and egress they intend to meet their stated objective of Creating a low traffic neighbourhood in the East Craigs/Craigmount Area to help the local residents to travel safely and easily by active travel whilst maintaining social distancing.

The overwhelming justification given in the councils response to questions and complaints by members of the public that live in the areas affected by these draconian measure make it clear that the process is being driven by an anti car and pro cycling dogma with nothing at all to do with covid. Strange that so much emphasis was given to cycling. Surely travelling in a car is less of a risk of spreading covid-19 than the very low chance of walking or cycling past another person?

It's all about reducing the number of cars on the road.

The council stated in it's feedback response

"It is also clear that more people would like to walk and cycle if they were given the right road conditions to do so and when the right conditions are provided, they do walk and cycle more. A very clear indication of this was the significant rise in cycling during the lockdown when very few motor vehicles were on the streets."

What nonsense is this? During "lockdown" the only time you were allowed out of your house was to take part in one hour of exercise. To claim that this is evidence a desire amongst the general population to walk and cycle more under normal times is farcical. Now that "lockdown" has been eased car use is up.

I've taken some time to read the East Craigs Assessment feedback, given that the council is using emergency response to covid as the method of forcing this through against growing local opposition, I was very surprised to see the following reasons given as justification for activating the proposals under the emergency covid response legislation. Please excuse the duplication of many of the points. The council's response was very limited in it's scope.

- 1. all the roads in the local area feel safer and more pleasant for walking and cycling.**
- 2. cycling will become even more convenient** (Driving a car less convenient, but still as necessary)
- 3. quieter streets which allow them to walk and cycle at ease even when it means some trips by car take longer.**

4. **feedback on LTNs in London and the BikeLife research studies in Edinburgh there is a clear message that the greatest barrier to more people walking and cycling is feeling unsafe on the roads due the volume and speed of vehicles.**
5. **It is also clear that more people would like to walk and cycle if they were given the right road conditions to do so and when the right conditions are provided, they do walk and cycle more. (Evidence?)**
6. **as there may be fewer car drop offs, because more people can walk and cycle,**
7. **it will not be long till access by foot and bike will be quick, safe and attractive. (And car journeys longer and more stressful)**
8. **use of e-bikes has been increasing and this makes even the hilliest roads accessible for the vast majority of users (Not everyone can afford electric bikes)**
9. **It is worth noting that many of cities around the world, and now in the UK, that have achieved high levels of walking and cycling have done so with LTNs**
10. **1 and 3 km, which is a fairly walkable and very cyclable distance for most people. (In the rain? Carrying shopping bags?)**
11. **BikeLife Edinburgh research which clearly indicates that more people would like to cycle (Publish it)**
12. **thereby unlock a potential latent demand for cycling (Evidence? Just because someone says the roads are too busy, doesn't mean they really want to cycle)**
13. **parents and pupils feel less safe to travel to school either walking, cycling or wheeling.**
14. **will encourage more people to walk, cycle and wheel to school safely. (Do the schools have bike sheds?)**
15. **there is a strong rationale for these proposals and little to no basis for concluding that they would make the area worse for walking and cycling. (Evidence)**
16. **creating safer more attractive neighbourhoods for walking and cycling.**
17. **the bus gate has significant benefits for walking and cycling.**
18. **perfect for walking and cycling.**
19. **travel more easily to these destinations by foot or bike.**
20. **making junctions safer for walking and cycling. (By making them more difficult for cars)**
21. **much less likely to pass a cyclist.**
22. **reduces the likelihood of a car passing and then turning left in front of a cyclist (All cars from Edinburgh into North Gyle will be forced to turn right across oncoming traffic)**
23. **tightening the junction we will significantly increase safety for cyclists and pedestrians.**
24. **best practice design from across the UK and abroad, for making junctions safer for walking and cycling.**
25. **we will significantly increase safety for cyclists and pedestrians.**
26. **best practice design from across the UK and abroad, for making junctions safer for walking and cycling.**
27. **Cyclists would be able to by-pass through the build out (Cars forced onto junction close to or over capacity)**
28. **based on best practice design from across the UK, and abroad, for making junctions safer for walking and cycling.**
29. **This reduces the likelihood of a car passing and then turning left in front of a cyclist and potentially causing a collision.**

30. follow the Edinburgh Street design guidance principles for the making the such junctions safer for cycling and pedestrians
31. make social distancing much easier and safer for the people walking and cycling
32. Through making the streets safer and more attractive for walking and cycling
33. Cyclists can feel confident to ride further away from the pavement in the recommended 'primary cycling position'
34. can pass other cyclists at the correct social distance.
35. did not feel safe enough to cycle
36. unsafe conditions for cycling and walking,
37. making the area feel more unsafe and unattractive for walking and cycling.
38. which is a fairly walkable and very cyclable distance for most people.
39. unlock a potential latent demand for cycling
40. parents and pupils feel less safe to travel to school either walking, cycling or wheeling.
41. will encourage more people to walk, cycle and wheel to school safely.
42. from across the UK, and abroad, for making junctions safer for walking and cycling.
43. By narrowing the road it puts the cyclist in the primary position,
44. likely to pass a cyclist.
45. left in front of a cyclist and potentially causing a collision. (Cars are being forced into right turns across oncoming traffic)
46. We do not have cycle count data for this road (There's a surprise)
47. SfP commonplace that people would like interventions along the road to make it safer for cycling.
48. BikeLife Edinburgh research clearly indicates that more people would like to cycle,
49. thereby unlock potential latent demand for cycling.
50. This will create safer and more attractive streets for walking and cycling.
51. overtime people choose to travel more by foot and bike (Shopping and going to work? Rain, snow and wind)
52. it is widely recognised in cycle design literature that hills are often the locations where segregated cycle facilities are most required
53. where cyclists are moving the slowest (uphill) compared to traffic and are the least stable
54. The perceived lack of cyclists can also indicate the need for protected cycle facilities to ensure that the people feel safe enough to cycle here.
55. LTN will provide improved access to Maybury Road for walking and cycling (But not for cars)
56. even more beneficial as new pedestrian and cycle priority junctions and active travel routes are delivered
57. greatest barrier to more people walking and cycling is feeling unsafe on the roads (Weather and shopping cargo?)
58. It is also clear that more people would like to walk and cycle if they were given the right road conditions
59. A very clear indication of this was the significant rise in cycling during the lockdown (Nonsense! The lockdown rules only allowed out of door exercise - walking and cycling. Shoppers still used their cars)
60. easier and safer for the people walking and cycling
61. because more people can walk and cycle

62. **quieter streets which allow them to walk and cycle at ease** (Warm car more comfortable and less likely to spread covid)
63. **quieter streets which allow them to walk and cycle**
64. **The proposed cycleway on Drum Brae**
65. **Across the city, use of e-bikes has been increasing** (by the better off)
66. **Furthermore, it is widely recognised in cycle design literature that hills are often the locations where segregated cycle facilities are most required**
67. **For anyone who can not walk or cycle the choice to use a car or taxi remains** (Cost of taxi, longer more stressful, potentially more dangerous car journeys)
68. **highlighted as a barrier to people walking and cycling** (Yes as a barrier, not the barrier)
69. **safety and attractiveness for walking and cycling will be increased.**
70. **studies in Edinburgh gives a clear message that the greatest barrier to more people walking and cycling is feeling unsafe on the roads**
71. **It is also clear that more people would like to walk and cycle** (Evidence? Not the nonsense about the numbers during lockdown)
72. **When the right conditions are provided, they do walk and cycle more** (Not the lockdown evidence again?)
73. **Cyclists will feel confident to ride further away from the pavement in the recommended 'primary cycling position' because there are far less vehicles.** (It's probably the potholes)
74. **A very clear indication of this was the significant rise in cycling during the lockdown** (YES. It was a lockdown! You were only allowed out for exercise and shopping for essentials)
75. **further away from the pedestrians they pass and can pass other cyclists at the correct social distance.** (You can't spread covid if you are in your car with the window up)

A selection of the anti car rhetoric. (There is more..)

1. **rat running and vehicle speeds.** (Fix the junctions at PC World, Maybury and Barnton. Stop building on the green belt where you know the junctions are over capacity. No need for rat runs)
2. **highlighting rat running, vehicle speeds,**
3. **best address the rat running and vehicle speed issues.**
4. **new developments in West Craigs and Cammo are completed the volumes of traffic moving through East Craigs, particularly Craigs Road and Craigmount, greatly increase making**
5. **rat running and high vehicle speeds**
6. **without feeling that the only option they have is to use a car.** (In most cases a car is the only solution)
7. **Proposals force all car traffic from the area to use one single dangerous junction** (Bet you don't live near it)
8. **majority of non-resident car traffic does not enter the area.**
9. **there will be longer routes to the shopping centre for some residents** (Bet you're not affected)
10. **The Drum Brae Roundabout, already congested, will have even more traffic forced through it.** (Rush hour? all the way to the top of the hill)

- 11. The number of trips by car in the network, and through each of its junctions, will not increase but the routes which they take may change. (Of course they'll change, no may about it. Your plans force them to change if you close their usual route).**
- 12. route choices will change to suit the available routes and the resultant impact on the junctions will be negligible (Does that mean as you're not affected, it doesn't matter?)**
- 13. With no increase in trips or volumes of traffic we expect negligible impact on traffic levels at the key surrounding junctions (Maybury Junction running at 115% of capacity, your rat runners will increase that)**
- 14. making car journeys less attractive this scheme should encourage more people to use the buses,**
- 15. With lockdown starting to ease, we are already seeing traffic levels rising quickly so implementing this scheme now is important. (Cycling going back to its insignificant numbers now people have other things to do?)**
- 16. The scheme is fully in line with the council's policies to prioritise active travel and public transport whilst trying to reduce the number private car trips (So why is it being enacted under emergency Covid response measures?)**

Given the evidence of the councils response to issues raised it seems to be the pro cycling lobby that is driving these changes not covid. Where is the proof of the large numbers of locals are just waiting for cars to be removed from the road to jump on their bikes and rush to their work and shops?

Finally, the elephant in the room. The developments to the west of Maybury Road. We were told at the planning application stage that there would be little or no impact on the traffic passing through Maybury and Barnton Junctions, in the councils own view, a strategic part of the road network. Now according to the councils own research, these junction that are currently running at 115% and 125% of capacity, will have to cope with traffic rate of 125% and 140% respectively. Even with the most effective alterations the council knows that the best they can achieve is to to stay as they are. I and thousands of others live in East Craigs and have no choice other than to use one of these two junctions. At times I use the rat run of Craigs Road to avoid the tail back from the Maybury Junction. (today twice. The southbound queue was stretched beyond the roundabout into East Craigs from the Maybury). This will be removed as an option.

I should use the 31 bus as it is the only service to East Craigs? The bus service that will in probability, have its route altered to cover the new estates off Turnhouse Road and at Cammo North. This will easily add 10 to 15 minutes to travel times to the city centre. As a final insult. They blandly say some car journeys will take longer.

Who gave planning permission to these developments? When it is clear they would have such a detrimental effect on the East Craigs area traffic flow.

Covid response? This was planned before covid and has nothing to do with it. Apart from allowing pedestrians to step into the road, to avoid contamination from the large number of infected pedestrians, there is no mention of it.

The use of this emergency power to introduce such wide ranging changes is an attack on local democracy and an abuse of power.

Scottish Government response:

Thank you for your e-mail of 18 August to the First Minister. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the temporary 'Spaces for People' fund. We have had to react very quickly to this health emergency to put in place the temporary measures that are needed and will continue to be needed for some time to allow people to physically distance and keep them safe from traffic whilst taking daily exercise, visiting shops or for travelling to work in line with the Transport Transition Plan
<https://www.transport.gov.scot/coronavirus-covid-19/transport-transition-plan/>

To support this necessity for quick planning and implementation to respond to the Covid-19 emergency, we have streamlined the funding processes and relaxed the rules on consultation using emergency legislation
<https://www.gov.scot/publications/coronavirus-covid-19-guidance-for-stakeholders-on-the-coronavirus-scotland-act-2020/>. Transport Scotland also published [Guidance on Temporary Traffic Regulation Orders](#) and when these can be applied. Local authorities will be following this temporary guidance.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly as we recognise that each will have different issues and priorities that they need to manage. I recommend that you contact City of Edinburgh Council who will be able to address your concerns.

I write to you to raise my concerns that Edinburgh City Council are misusing Space for People legislation in regards to traffic measures being implemented in the Craigs Road area of Corstorphine.

As a resident [REDACTED], the proposals which Edinburgh Council are forcing through misusing their emergency powers are not only totally unnecessary but are dangerous and detrimental to many residents of the area.

Edinburgh Council are claiming these are “emergency” measures needed to protect local residents, yet over 99% of local residents who responded objected to these proposals, over 1400 people signed a petition against these measures, yet Edinburgh City Council claim they are acting in residents best interests!

These proposals are dangerous in that they direct all traffic to the already over used Drum Brae, residents like myself on Drum Brae already face one of the highest traffic pollution levels in Scotland, yet Edinburgh City Council are directing yet more traffic onto the road.

[REDACTED] used by the majority of pupils to access the school, yet the council are forcing them to cross an already dangerous road with yet more traffic added! It is only a matter of time before someone is injured or killed!

Further to the above the Craigs Road area is already one of the most pedestrianised areas in Corstorphine, even at the height of the pandemic there was ample space for all to pursue. Now that a large majority of people are back at work these roads are now deserted, yet Edinburgh Council wishes to hamper local residents abilities to go about their business.

Finally, I am concerned about Edinburgh Councils Emergency response plans, as 6 months into the pandemic they are only now implementing what they class as Emergency measures when the vast majority of the country has gone back to the new normal! If Edinburgh council deem it an Emergency 6 months after the fact, I have grave concerns on their abilities to manage real emergencies!

Scottish Government response:

Thank you for your e-mail of 18 August to the First Minister. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the temporary ‘Spaces for People’ fund. We have had to react very quickly to this health emergency to put in place the temporary measures that are needed and will continue to be needed for some time to allow people to physically distance and keep them safe from traffic whilst taking daily exercise, visiting shops or for travelling to work in line with the Transport Transition Plan <https://www.transport.gov.scot/coronavirus-covid-19/transport-transition-plan/>

To support this necessity for quick planning and implementation to respond to the Covid-19 emergency, we have streamlined the funding processes and relaxed the

rules on consultation using emergency legislation
<https://www.gov.scot/publications/coronavirus-covid-19-guidance-for-stakeholders-on-the-coronavirus-scotland-act-2020/>. Transport Scotland also published [Guidance](#) on Temporary Traffic Regulation Orders and when these can be applied. Local authorities will be following this temporary guidance.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly as we recognise that each will have different issues and priorities that they need to manage. I recommend that you contact City of Edinburgh Council who will be able to address your concerns.

Please see the attached photos which show the bottleneck on the footpath caused by the Sainsbury truck and trolleys. If there is any footpath that needs to be widened in Scotland to prevent the spread of Coronavirus it is the one at the loading bay on Deanhaugh Street, Stockbridge, yet CEC leaves this loading bay open! Pedestrians are forced into this bottleneck to rub shoulder to shoulder. Given there is another loading bay 26m along the street where the footpath is 5m wide why does CEC permit this madness and why doesn't Sainsbury have the moral rectitude not to endanger pedestrians?

Is it the truth that Spaces for People is just about empty gestures? Just what is going on here?!

Scottish Government response:

Thank you for your e-mail of 17 August to the First Minister. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

Responsibility for management of local roads sits with local authorities. The Scottish Government has supported local authorities to respond to the Covid-19 emergency through the temporary 'Spaces for People' fund. This helps local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance. Further details can be found on the Sustrans website <https://www.sustrans.org.uk/our-blog/projects/2020/scotland/spaces-for-people-making-essential-travel-and-exercise-safer-during-coronavirus/>

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly as we recognise that each will have different issues and priorities. I note that you have already contacted City of Edinburgh Council, who will be able to address your concerns.

Regards

I am writing to you regarding Aberdeen City Council's proposed plan to spend £100,000 on temporary arts based installations. This funding will come from the £1.76million grant from the Scottish Government's Spaces for People fund.

Like many others I have considered the decision to commission this artwork in full and, like most, I have no objection to the heart of Aberdeen receiving some additional colour. Indeed, as we have seen through the Nuart project, this can be of real benefit.

However, I do have profound concerns that money that has been provided in order to enhance physical distancing may be used for what could amount to be 'street art and/or mural works' - as detailed through the council's own press release - <https://news.aberdeencity.gov.uk/art-installations-sought-as-part-of-work-to-make-the-city-centre-more-attractive-alongside-physical-distancing-measures/>.<<https://news.aberdeencity.gov.uk/art-installations-sought-as-part-of-work-to-make-the-city-centre-more-attractive-alongside-physical-distancing-measures/>>

I understand that Sustrans are aware of this issue but I am astounded that street-art could even be considered as an appropriate use of £100,000 of public funds provided to enhance physical distancing.

I do appreciate that you have many pressing challenges before you but given the scale of the public funds involved I feel it is important to highlight this matter before the funding is spent. Send Email

Scottish Government response:

Thank you for your letter of 22 July regarding Aberdeen City Council's proposal to use their Spaces for People funding on artwork.

This fund is administered by Sustrans Scotland, who have confirmed that Aberdeen City Council has decided not to proceed with this commission, especially in light of the recent increase in confirmed cases in the city to enable it to prioritise the protection of public health.

Michael,

I noted your latest published statement regarding the Spaces for People scheme.

Given the residents, nor the elected members, were neither consulted nor informed, I believe your published statement is misleading (at best).

The complaints to Glasgow City Council, to the councillors for wards 13 and 14 and to the MSP for Anniesland, together with the numerous complaints listed on social media are testament to this.

It is difficult to understand how 'the steps.....have been widely welcomed' when residents or directly affected parties were neither informed nor consulted.

'There are none so blind as those who will not see'.

Perhaps this haste to spend the money has caused oversight of the need for engagement as noted in the GCC committee Meeting of 4 June 2020 or indeed , it's a lack of oversight that is the main problem.

Here is an example of the reality of the 'in progress' works on Great Western Road - Glasgow's longest road and a main artery used by tens of thousands of cars per day.

Photo taken after rush hour on holiday Monday. Traffic cones in place across parking bays and disabled bays. Copyright : EPeacock

The local postman had to enter the roadway and wheel his cart into the inside lane of Great Western Road to pass by. Fortunately no perambulators or wheelchairs or indeed other pedestrians were trying to physically distance at this time - allegedly the underlying reason for the Spaces for People programme.

Whilst the behaviour of the vehicle drivers cannot be condoned, they have been forced into this situation by the removal of the on-street parking, the undemocratic imposition of this 'solution' has created.

Further 'progress' today (20th July) resulted in the removal of the two disabled bays located within the proposed cycle way without the new disabled bay being available for use. This is despite the advisement from [REDACTED] that this would not occur in the unaddressed letter telling of the works. This unfortunate timing resulted in an ambulance delivering a disabled pensioner having to block the driveway of another resident.

To date, there has still been no response from Glasgow City Council to my requests for a review of accessibility.

Given that Glasgow City Council has stated that 'safety is the first priority', I trust that some of the funding will be reserved for making the necessary alterations to ensure these imposed 'improvements' - without recourse to appeal other than a submission to the Court of Session - are sustainable. Furthermore that the said 'improvements' do not cause detriment, disadvantage, discrimination or, indeed, harm to those most vulnerable.

As a former rehabilitation occupational therapist, I am sure you must appreciate the detriment this can cause to the elderly, infirm and disabled members of society who are, as noted by the Mobility and Access Committee, more reliant on taxis and private motor vehicles than the general public.

As the Anniesland constituency has one of the highest concentrations of elderly residents in Glasgow, (2011 census), I am sure this will have been considered in the decision-making processes and will be reflected in the Impact assessments, safety assessments and equality impact assessments.

I look forward to the timeous resolution of these matters to meet the needs of all affected parties.

Scottish Government response:

Thank you for your e-mail the Cabinet Secretary for Transport, Infrastructure and Connectivity on 27 July. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you. I also responded to an earlier e mail you issued to the Mobility and Access Committee for Scotland detailing similar concerns.

The Scottish Government and local authorities have had to react very quickly to this health emergency to put in place the temporary measures that are needed and will continue to be needed to allow people to physically distance and keep them safe

from traffic whilst taking daily exercise, visiting shops or for travelling to work in line with the Transport Transition Plan (<https://www.transport.gov.scot/coronavirus-covid-19/transport-transition-plan/>).

To support this necessity for quick planning and implementation to respond to the Covid-19 emergency, Transport Scotland also published Guidance on Temporary Traffic Regulation Orders. This guidance states that these orders require no prior consultation and are relatively flexible.

Each local authority has therefore been encouraged to consider and develop temporary changes to respond to their different circumstances and priorities. In delivering the changes, we do expect public bodies to comply with all relevant statutory duties including, where applicable, the public sector equality duty and requirements to carry out equality impact assessments. And we also understand that some adjustments may be required where issues arise.

I note that you have also issued this e mail to the Glasgow City Council Convener for Sustainability and Carbon Reduction, who will be able to address your specific concerns about the Great Western Road.

I've been following with interest the transport developments occurring as a result of COVID-19. I would like to register my extreme concern for the haphazard and undemocratic nature of the changes being made to roadways all across the country which are causing delays to people travelling and difficulty to residents.

I am particularly concerned of the growing trend of removing residents ability to park near their homes and reallocating road space to give it over to bikes in a manner that seemingly doesn't account for the flow of cars and buses.

For example, London Road in Glasgow where a lane of traffic has been removed to give to cyclists when the pavement opposite the roadway has a width of 10+ metres - more than enough room for a cycle lane whilst maintaining traffic flow. These kind of actions lead me to believe the changes are not actually based on ensuring capacity in the transport network but are merely being forced through in an attempt to avoid scrutiny.

I am disabled and rely on my vehicle to get about - could you let me know when consultation processes will be starting for all of these changes, how residents can object to them and what safety studies and impact assessments are being done for them all?

I hope you can appreciate how worrying these changes are, and how disappointing it is that no attempt is being made to enact changes sensibly to ensure that all road users can get about quickly and efficiently.

Best wishes

Scottish Government response:

Thank you for your e-mail the Cabinet Secretary for Transport, Infrastructure and Connectivity on 23 July. My team has policy responsibility for the Spaces for People programme and I have been asked to respond to you.

You may be aware that we announced the new 'Spaces for People' fund on 28 April 2020 to provide funding for local authorities to put in place temporary measures for up to 18 months such as pop-up cycle lanes and widening walkways in response to the Covid-19 emergency.

In line with the Transport Transition Plan (<https://www.transport.gov.scot/coronavirus-covid-19/transport-transition-plan/>) these temporary measures continue to be needed to allow people to physically distance, and keep them safe from traffic whilst taking daily exercise, visiting shops or for travelling to work and feedback has been generally very positive across the country.

Each local authority has been encouraged to consider opportunities for temporary changes in their area and to apply for funding accordingly. We streamlined the funding processes to allow changes to be developed and delivered quickly in order to support the Covid response. We expect local authorities implementing the

temporary measures to continue to comply with all relevant statutory duties including, where applicable, the public sector equality duty and requirements to carry out equality impact assessments.

We recognise that each local area will have different circumstances and priorities. If you would like to discuss the measures being carried out in your area, I recommend that you contact Glasgow City Council who will be able to set out the rationale for their approach.

The Scottish Government has awarded funding to the CEC for temporary works associated with the Covid-19 Pandemic. The CEC has allocated an unknown amount to reducing the Wester Hailes dual carriage way to single carriageway by installing a temporary kerb to produce a safe cycle route to replace the existing cycle paths.

████████████████████ I have the opportunity to see traffic conditions and have observed the extremely small number of cyclists who use this road. A quick traffic count during a time which recorded 1000 vehicle journeys on the route resulted in 0 cycle journeys.

I have tried unsuccessfully to find data which would support the decision to implement the temporary works - namely :

What is the average daily cycle journeys made on each section of the route identified in the plan?

What is the projected average daily cycle journeys for this route postimplementation?

Have the emergency services been consulted as reduction to single lane, with no opportunity to overtake vehicles, could seriously affect response times?

Have local community councils been consulted?

There are a number of floating bus stops which will obstruct the flow of traffic again affecting emergency services. It also seems extremely dangerous to expect bus passengers to have to cross a cycle lane when getting on/off busses. What provision will be made for bus passengers on safety grounds?

It also seems ridiculous to provide such a wide and segregated cycle lane with no provision for safe cycling at either end of the route. The Sighthill roundabout is extremely dangerous with a large volume of traffic from the west, city centre, as well as the wester Hailes road Sighthill industrial estate. This proposal would leave cyclists stranded with no cycle lanes on Bankhead avenue or the Calder road in both directions. At the other end there are no cycle routes on Gillespie road or the Lanark road.

Scottish Government response:

Thank you for your e-mail to the Scottish Government; my team manages the Spaces for People programme and I have been asked to respond to you.

We announced the new 'Spaces for People' fund on 28 April 2020 to provide funding for local authorities to put in place temporary measures in response to the Covid-19 emergency including widening walkways and pavements to allow everyone, and especially vulnerable people, to be able to walk safely, and pop up cycle lanes.

These temporary measures were and still are needed to allow people to physically distance, and keep them safe from traffic whilst taking daily exercise, visiting shops or travelling to work and feedback has been generally very positive across the country. The First Minister regularly reminds people at her daily press briefings about the FACTS public health message:

- Face coverings should be worn in enclosed spaces such as shops and public transport;
- Avoid crowded places;
- Clean your hands and hard surfaces regularly;
- Two metre distancing remains the rule – it is the one measure we all need to remind ourselves to constantly comply with; and
- Self-isolate, and book a test, if you have symptoms.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly. To support the necessity for quick planning and implementation to respond to the Covid-19 emergency we streamlined the processes, including those on consultation. In delivering the changes we expect public bodies to comply with all relevant statutory duties including, where applicable, the public sector equality duty and requirements to carry out equality impact assessments.

If you have any specific concerns with the changes being made in your area, or feedback that you wish to share, I recommend that you contact City of Edinburgh Council who will be able to address these.

I believe that Edinburgh Council are accessing money from the Scottish Government intended to improve safety with regard to COVID-19 and that the proposal above is being funded by that means.

However they are not following any of the usual processes to advise those potentially affected and appear to be rushing the measures through without any proper consultation or usual safeguards.

I believe that the council are using Scottish Government money by stating that the above scheme is for COVID improvements when it isn't, and I would ask that you call in and review the details of the council's plans to see if they meet your requirements, before the money is spent.

The proposed measures do not appear to take account of the fact that we are almost in Phase 4, or that social distancing is not required when passing someone in the street. It would appear that the Council are using the funding as a back door to implement other initiatives which they do not have sufficient funds for.

In addition, the council have been unable to supply any information to local councillors (or indeed anyone) about number of cyclists affected, targets, etc and they are ignoring serious safety concerns and a variety of other objections.

I just cannot believe that this is being allowed to happen in this way. And since it's Scottish Government money which is being used, I'm raising a complaint with you about the fact that I can't see the COVID benefit.

You should also note that from a standing start on 7th July, I believe the council's intention is to start work from Monday 27th July.

I look forward to your early response.
regards,

Scottish Government response:

Thank you for your e-mail to the Scottish Government; my team manages the Spaces for People programme and I have been asked to respond to you.

You may be aware that we announced the new 'Spaces for People' fund on 28 April 2020 to provide funding for local authorities to put in place temporary measures such as pop-up cycle lanes and widening walkways in response to the Covid-19 emergency.

These temporary measures were and still are needed to allow people to physically distance, and keep them safe from traffic whilst taking daily exercise, visiting shops for essential items or for key workers travelling to work and feedback has been generally very positive across the country. The Scottish Government has been very consistent in explaining that physical distancing will still be necessary for some time to come and the current public information service on FACTS reiterates the key points we all need to follow:

- Face coverings should be worn in enclosed spaces such as shops and public transport;
- Avoid crowded places;
- Clean your hands and hard surfaces regularly;
- Two metre distancing remains the rule – it is the one measure we all need to remind ourselves to constantly comply with; and
- Self-isolate, and book a test, if you have symptoms.

Each local authority has been asked to consider opportunities for temporary changes in their area and apply for funding accordingly. To support the necessity for quick planning and implementation to respond to the Covid-19 emergency we streamlined the processes, including those on consultation.

If you have any specific concerns with the changes being made in your area, I recommend that you contact City of Edinburgh Council who will be able to address your concerns.