

Deputations

City of Edinburgh Council

10.00 am Thursday, 15th October, 2020

Virtual Meeting - via Microsoft Teams

Deputations

Contacts

Email: gavin.king@edinburgh.gov.uk

Tel: 0131 529 4239

Laurence Rockey

Head of Strategy and Communications

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CITY OF EDINBURGH COUNCIL

15 OCTOBER 2020

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 8.5 on the agenda – Spaces for People – East Craigs Low Traffic Neighbourhood - referral from the Transport and Environment Committee	a) Low Traffic Corstorphine b) Drum Brae Community Council c) Corstorphine Community Council d) Get Edinburgh Moving
3.2 In relation to Item 8.6 on the agenda - Adaptation and Renewal Programme Update – referral from the Policy and Sustainability Committee	Joint trade unions of City of Edinburgh Council SJC trade unions; UNISON, GMB and Unite the union.
3.3 In relation to Item 9.4 on the agenda – Motion by Councillor Lezley Marion Cameron - Public Safety Improvements at Junction of Liberton Brae, Kirk Brae, Mayfield Road and Braefoot Terrace	a) Liberton and District Community Council b) Liberton Primary School Association



Cllr Lesley Macinnes, Convener
Transport and Environment Committee
The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ

Low Traffic
Corstorphine

corstorphineltn@gmail.com | @TrafficLow

East Craigs Low Traffic Neighbourhood

24th September 2020

Dear members of the Transport and Environment Committee

Low Traffic Corstorphine (LTC) is a group of locals in Corstorphine with an interest in liveable streets and places for people. We write in relation to the upcoming Transport and Environment Committee meeting on 1st October 2020, specifically regarding the trial of a temporary Low Traffic Neighbourhood (LTN) at East Craigs.

LTC and a number of local supporters are hopeful you will support the adjusted East Craigs plans as proposed by council officers and supported by Cllr Macinnes.

There is good [evidence](#) from other places in the UK and Europe that shows it is likely an LTN would bring benefits to East Craigs and west Edinburgh. There will be lessons to learn from the trial but there is huge potential to improve the local area, with benefits including better air quality, improved community health, more social cohesion and safer, more positive redress of space, favouring healthy travel and better access for all kinds of people, not just those who drive.

These outcomes are too important to squander. A real-time trial with on-site consultation can enable proper modification of the design as needs arise. This is by far the most practical way to assess and deliver benefits. West Edinburgh has been asking to improve the area for people (not traffic) for many years; any consultation the council has run in the area confirms this – the 2016 [local placemaking exercise](#), the recent Commonplace consultation and the West Edinburgh Link consultation are just a few that spring to mind.

Scottish Government and City of Edinburgh Council policy backs a temporary LTN in East Craigs. [The 2030 Vision for Active Travel](#) says that “Scotland’s communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys”. The Council’s own policy guidance recommends the [sustainable transport hierarchy](#). It is very difficult to find any transport or planning policy that advocates the continuing dominance of vehicular traffic where people live. Scottish Government Covid-19 policy guidance is explicit in its recommendation to make walking and cycling the first choice of getting around to help maintain physical distancing and to ease the pressures the road network faces as people avoid public transport.

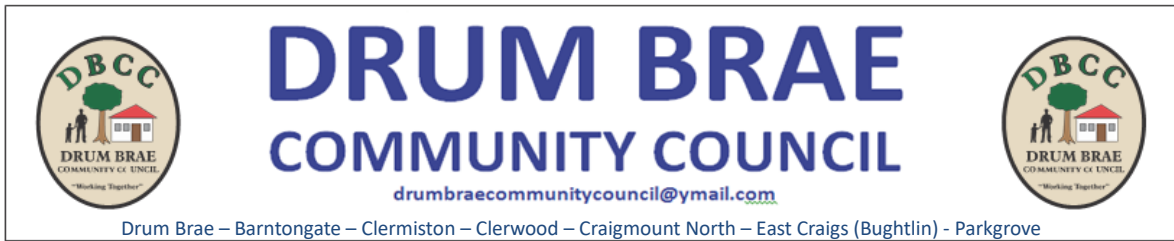
The [Active Travel Task Force](#) recommendations say that “strong leadership is required at a national and local level, to take charge and to take the difficult, contentious decisions.” While we realise that there has been some vocal opposition to this scheme, we hope that the local and national policy landscape, evidence from other LTNs, the local community’s keenness to reduce traffic, and the knowledge that it is important to make the right decision and not the popular one will lead you to support this trial and all the potential that comes with it.

Yours sincerely
(on behalf of Low Traffic Corstorphine)

Vikki Brown

Damian Mullan

Chris Young



DRUM BRAE COMMUNITY COUNCIL

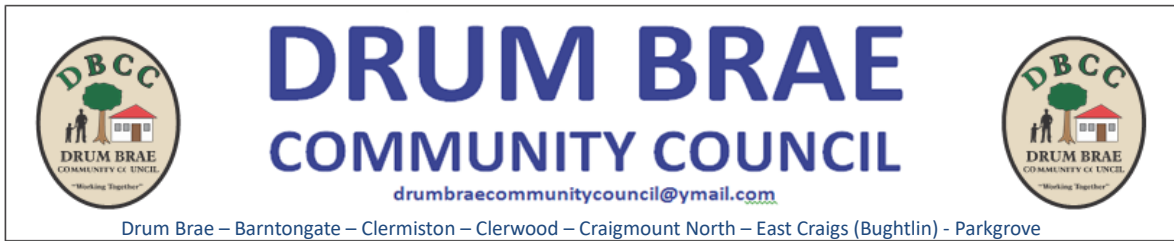
Submission to City of Edinburgh Council's Full Council 15 October 2020

Drum Brae Community Council wishes to make the following submission to the City of Edinburgh Council's Full Council as our residents are affected by the Low Transport Neighborhood(s) plans being discussed at the Full Council meeting on 15 October 2020. We have previously provided a submission to the Council's Transport and Environment Committee (TEC) meeting on 1 October 2020 covering the same matters and this is included at ANNEX A. Indeed, Drum Brae Community Council should specifically be mentioned in the papers Committee members are considering.

East Craig's 'Low Traffic Neighborhood' (LTN) falls in part within the south western boundary of the Drum Brae CC area, with the remainder being within the Corstorphine CC area. As we stated in our TEC submission, ultimately Drum Brae Community Council would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craig's LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument.

The community also has concerns about equality impact and emergency service access, especially given the older demographic of the area. Overall, many residents believe that they already are in a 'low traffic neighborhood' and therefore seek engagement with the Council around focused interventions on specific issues, rather than what they view as an extreme measure. They wish to do this as part of the normal consultation process of a Traffic Restriction Order (TRO), as they do not believe that a Temporary Traffic Restriction Order (TTRO) using emergency powers is valid for this purpose. We believe that the Community Council as an apolitical representative body has a pivotal role going forward in achieving outcomes that all can appreciate as meretricious. The East Craig's Residents group now constituted and known as "Get Edinburgh Moving" (GEM) with more than 1,400 members has been invited to join both Drum Brae and Corstorphine CC in the same manner as our already affiliated other local interest groups. We hope GEM will accept and work with the Community Council. In the same vein, we are also happy to extend an invitation to representatives, other local groups within our area of remit who are advancing the voices of residents in the East Craig's community who are supportive of the scheme.

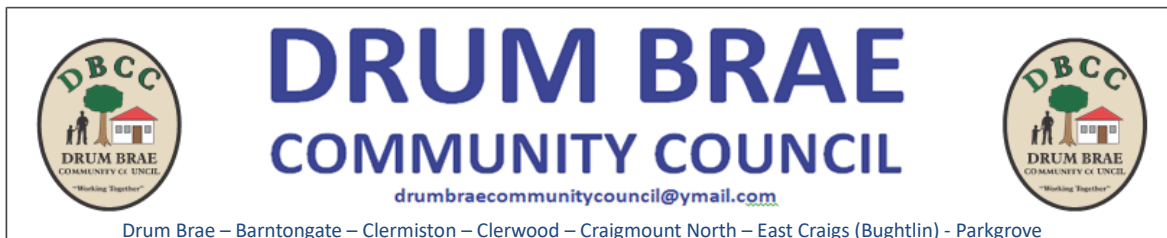
For some time now concerns have been expressed on traffic displacement, as well as worries about people not being able to access and egress their homes. There are specific concerns raised re people having difficulty accessing the only shops, pharmacy, place of worship and doctor's surgery. DBCC expects the City of Edinburgh Council to liaise with residents, providing a timeline and context in regard to trials with the opportunity to feedback. DBCC's understanding is that this is a temporary measure to aid with social distancing, help children get to school and address the many complaints regarding traffic in this area but we are very concerned that these proposals are clearly not informing



the majority of residents of our communities by placing restrictions on the important messages we wish to convey, we seem content to have these reach Council committees and Community Councils, without seeking to impart the message to the wider public for scrutiny, feedback and input.

Like our friends in Corstorphine Community Council, Drum Brae CC is entirely supportive of the health and safety rationale behind the 'Spaces for People' measures; recognising the intent behind Low Transport Neighborhoods; continuing to advocate for traffic management measures including combating parking and 'rat running' issues; and encouraging provision for cyclists and walkers and supports public transport provision. However we also recognise the damaging effect of this polarised debate – on the community and its relationship with the Council - and request that the Council considers how it may best engage with the affected community in order to bring about a solution that ensures the concerns and worries of residents are mitigated. We were further concerned to discover at the meeting of the Transport & Environment Committee, Thursday 1st October that information was taken from an advisory group of 6 unknown to us, people who were invited by the City of Edinburgh Council to participate in the process to inform decision making on these proposals however the council did not consider affording that invitation to the local Community Councils who represent the very communities impacted and we are simply left to wonder what is required for an invitation by the City of Edinburgh Council to participate and be utilised as key stakeholders now? Our immediate and perhaps cynical thought on hearing this was that it not unreasonable to make the connection that this might have been because The City of Edinburgh Council might just get a few harder questions to answer from residents and stakeholder groups like DBCC who we hope you will all agree, should have been consulted. Furthermore when this as yet unknown advisory group and what their input was, no one has been told, is then put together with difficult questions remaining such as the quite stunning revelation as to whether the proposals as they stood on the day of that meeting, actually met the required Legal and DDA compliance, we felt enough was enough and that this whole process required urgent review.

Ultimately we were left in the position where it was felt that all in all that was a very sad day for local democracy following the Transport & Environment Committee, this was because whatever your own personal point of view, we all seem to have missed the very significant point that we had sacrificed our valued local democracy in favour of utilising the Covid19 pandemic to expedite the speed of application of these proposals and the City of Edinburgh Council were not for changing that approach. We can advise that DBCC is willing and always has been to assist in any way it can however we cannot and will not accept that local democracy can be ignored and undermined in this way ... in any circumstances. We're currently unaware of any Community Councils being appropriately consulted and engaged in the matter, DBCC and Corstorphine CC were never asked to participate however we find ourselves in a position where as the local Community Councils we are being taken to task by opposing factions who believe that we are in some way culpable for this shambles in communication.



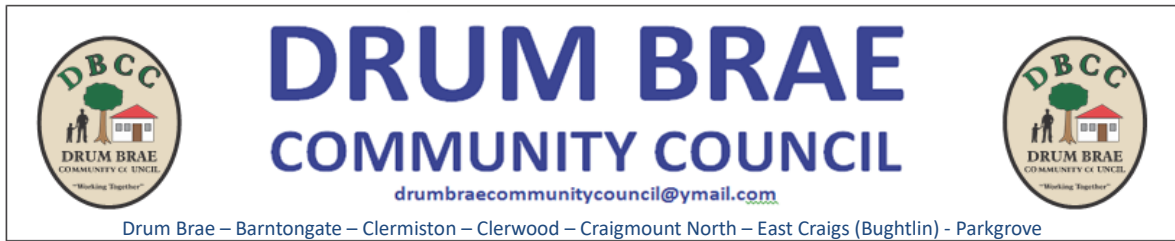
We would also have to observe that it does not help the feeling of mixed messages and poor communications when we have a former City of Edinburgh Councillor, Nigel Bagshaw, using his social media account to fuel that particular fire by proclaiming his, one assumes, own personal views, that one faction is siding with ill-informed, self-entitled groups of individuals ... simply put and to remind us all, the people Nigel was referring to are residents of our communities who, because of a quite damning communication deficit by the City of Edinburgh Council, sadly still remain ill informed!!!

This is also relevant when this is joined by another unhelpful comment placed on social media which tells everyone who cares to read it, that the process is NOT part of Spaces for People ... so the community has a say in it. The obvious inference being, that communities like ours have no say in Spaces for People initiatives. Is that right? Who decided that? What is going on with local democracy here? Someone might want to explain that to our residents because over here, we were all blissfully thinking that all of our residents could and should be able to engage with the processes delivered by the City of Edinburgh Council!!! It is not for us to say but, perhaps both of comments are not required in this matter as we would robustly disagree that an approach of central control/non consultation and name calling is acceptable in any matters affecting communities. Subsequently we can't see what is wrong with a pausing of this initiative and an approach of the City of Edinburgh Council properly consulting with the affected communities to at least try and gain a consensus on areas of agreement, more so when the current position seems to be to impose the proposals on the communities using the Covid 19 emergency as the power to do so ... at speed ... when we already know there are polarised and entrenched views and concerns, in large numbers, out there.

It is just as clear to us that the approach utilised by the City of Edinburgh Council is an approach where we're doing it to Communities rather than working with them on an issue which perhaps is unnecessary and alternatives and resolutions could be found and on that basis alone we can advise therefore that from DBCC's perspective and as stated previously, this current proposal as it stands contains an unnecessary, untenable, damaging and completely unacceptable approach taken by the City of Edinburgh Council which requires further urgent review and remedial action from the City of Edinburgh Council to fully and comprehensively address the continued and considerable concerns of our residents/ communities, residents who unfortunately still currently feel they are being railroaded and misinformed by the City of Edinburgh Council. We simply take the view that surely if there are many supporters and opponents of a proposal then that should be an added incentive to consultation prior to application of the proposals to reach a consensus on areas of agreement?

DBCC will always continue to commit to supporting initiatives which improve our communities, and by doing so, also support our residents as we do now, all we ask is that the City of Edinburgh Council reciprocate in a meaningful way to engage appropriately to achieve these ends.

Kenny Wright
Chair Drum Brae Community Council



Appendix A

Drumbrae Community Council – Written deputation to the Transport & Environment Committee, Thursday 1st October

IRO Item 7.1 - East Craigs Low Traffic Neighbourhood

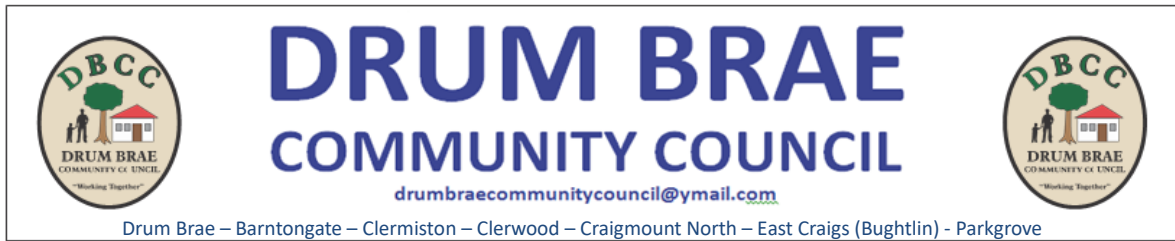
Our written deputation today seeks to lay out our ongoing concerns in respect of the regrettably very divisive Low Traffic Neighbourhood proposals impacting our community council area.

It also requests that Transport & Environment Committee take stock of the ongoing community opposition to the proposals and halt the East Craig's LTN process in order to consult and engage in the appropriate manner and to then progress with the benefit of informed decisions based on accurate and fit for purpose information and statistics, achieving consensus where it can be delivered and to review the whole matter with a view to learning from the mistakes made to avoid repeats.

In relation to the report, it is to our recall that we spoke in terms of the impact of developments at Cammo and West Craig's purely on the basis of obvious arterial routes and impacts of congestion and traffic volumes. We are happy to be corrected, but in DBCC's view we never really did get into the minutia of our separate community routes and impacts and it is simply disingenuous in our view to suggest that we have 'longstanding concerns from local Community Councils' regarding increases in traffic through East Craig's and surrounding areas due to the West Craig's/ Cammo Developments. The City of Edinburgh Council know full well that the concerns are about increased traffic and congestion in Edinburgh West in general, due to these developments, and this Committee will inevitably be charged with rubber stamping proposals to make good the infrastructure fit for purpose for the future.

DBCC also do not recognise the Spaces for People feedback which we are now told apparently included these same issues reported during the WEL consultation as well as highlighting unsafe conditions for cycling, narrow footways and requests for certain roads to be closed in the East Craigs area) subsequently DBCC feel that the continued approach of non-provision of the requested statistics is frankly absurd. In preference, we appear to have an approach applied by the City of Edinburgh Council which has been akin to community engagement being a type of hostile process because it seems that the City of Edinburgh Council appear to believe they just cannot be wrong (god forbid be seen to change after representation from concerned parties).

Put bluntly DBCC has an overwhelming sense of disappointment in regard to what we see were proposals in which we believe there were perhaps many good intentions and benefits for our communities but these were then overtaken and carried out with a quite woeful approach to implement them. This Committee today have to be made aware that there are continued major concerns in regard to this type of approach, these are exacerbated when main reasons for speed being offered are the necessity due to the current Covid -19 pandemic to push through what clearly appears to be an Administration agenda without the required rationale to allow informed comment



on concerns of legality of process, more so when DBCC does not have the expertise and competence to respond accurately to concerns raised.

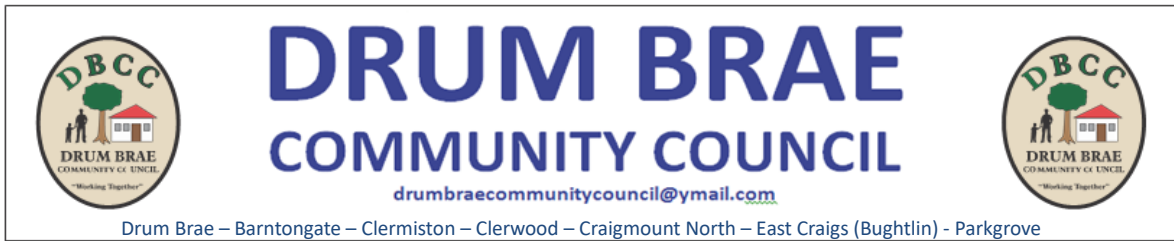
DBCC simply ask that we should be striving for an outward looking Council which is open and accessible to members of the public to ensure the Council stays close to the people they purport to serve, regardless of their differing views on the subject matter? DBCC see this episode as quite a litany of failure so far on an important issue to our community and it does seem to us that talks with communities appear to have stopped in preference to utilisation of valuable City of Edinburgh Council time and vast resource, to have what appears to be yet another tick box exercise, this time once again with extremely late to no notification and with hard to meet, extremely tight timescales, all of which unfortunately seem to have become the norm within the City of Edinburgh Council.

The Committee should also be aware that with the demise of Neighbourhood Partnerships followed by the brief life of Localities, Community Councils such as ours now find themselves cast adrift with no direct means of representing their communities to the various departments and functions of the City of Edinburgh Council. If there has been a replacement for Localities established, or even planned we have neither been consulted nor invited to any meeting of such a body for many, many months, subsequently and as things stand we are finding it more and more difficult to function despite the onerous responsibilities imposed up in us by Governance; subsequently you should be aware that the approach taken on this issue by the City of Edinburgh Council has made that situation substantially worse. From a DBCC perspective, the resentment and factionalism seen currently in our communities is hardly surprising when the City of Edinburgh Council are not seen to listen or engage in major concerns or fully consider democratic accountability properly ... anyone who doesn't see the danger in that simple fact, is simply not paying attention.

We can advise for example, as a Community Council we've always believed in prioritising doing it properly rather than at speed, that way we don't waste time, inordinate amounts of money and resource by going back to repair the mistakes we should have noticed in the first place, perhaps you will be familiar with that?

Additionally - and under DDA legislation (disability access and egress is a genuine and significant concern) - there is a requirement that public bodies promote equality of opportunity and minimum standards for people with disabilities. One therefore rightly assumes this includes East Craigs. Can we really say in all honesty that this consultation and opportunity has been completed in this case? If you believe the answer is yes, then resolution of our many concerns should therefore be relatively simple; please provide the supportive evidence that this requirement has been fully completed confirming this to the extent required by the legislative process. This is part of the evidence and statistics which we requested in regard to these proposals which would assist our understanding.

Given that we are similarly uninformed in regard to this matter, please also tell us more also of the East Craig's Primary School Travel Plan in which we are now told, apparently indicates that some of the same issues reported in the WEL consultation are also ones that make parents and pupils feel less safe about travelling to school by walking, cycling or wheeling.



Similarly, in the same vein, perhaps you could also show us the data where and when vehicle volume and speed surveys were carried out which confirmed these issues. We would be grateful if you could tell us more surrounding this detailed feedback which was received from, an as yet unknown, 'advisory group of local residents', such as the circumstances on how was this group formed and why the local community council (DBCC) know nothing about them?

This would perhaps help to resolve at least some of the concerns of whether input was requested and afforded to the main bulk of residents of East Craig's in this matter and not just residents of one particular view in a matter.

Also given that we were afforded negligible informative feedback on the points already submitted to the City of Edinburgh Council 'stakeholder' consultation back in July 2020 (and let's all be honest here, this process was not just produced from the void or ether in May 2020, there had to be much resource and work completed prior to that and the Covid 19 pandemic ... and we all know that).

DBCC would like to make it crystal clear to any Councillor or officer who foolishly believes that these huge decisions affecting our communities, which on the face it, are being made predominantly by officers and box ticked by Councillors, is not the officer tail wagging the Council dog ... or that by wilfully bypassing local democracy and pushing on with your own already pre-determined decisions and version of events is a good thing ... is sadly mistaken.

We can advise therefore that from DBCC's perspective, this current proposal as it stands contains an unnecessary, untenable, damaging and completely unacceptable approach taken by the City of Edinburgh Council which requires further urgent review and remedial action from the City of Edinburgh Council to fully and comprehensively address the continued and considerable concerns of our residents/ communities, residents who unfortunately still currently feel they are being railroaded and misinformed by the City of Edinburgh Council. DBCC will always continue to commit to supporting initiatives which improve our communities, and by doing so, also support our residents as we do now, all we ask is that the City of Edinburgh Council reciprocate in a meaningful way to engage appropriately to achieve these ends.

Kenny Wright
Chair Drum Brae Community Council



CORSTORPHINE COMMUNITY COUNCIL – Submission to City of Edinburgh Council’s Full Council 15

October 2020

The Corstorphine Community Council wishes to make the following submission to the City of Edinburgh Council’s Full Council as our residents are affected by the Low Transport Neighborhood(s) plans being discussed at the Full Council meeting on 15 October 2020. We have previously provided a submission to the Council’s Transport and Environment Committee (TEC) meeting on 1 October 2020 covering the same matters and this is included at ANNEX A. Indeed, the Corstorphine CC has specifically been mentioned in the papers Committee members are considering.

East Craigs ‘Low Traffic Neighborhood’ LTN

The East Craigs ‘Low Traffic Neighborhood’ (LTN) falls in part within the north western boundary of the Corstorphine CC area, with the remainder being within the Drum Brae CC area. As we stated in our TEC submission, ultimately Corstorphine CC would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craigs LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument.

The community also has concerns about equality impact and emergency service access, especially given the older demographic of the area. Overall, many residents believe that they already are in a ‘low traffic neighborhood’ and therefore seek engagement with the Council around focused interventions on specific issues, rather than what they view as an extreme measure. They wish to do this as part of the normal consultation process of a Traffic Restriction Order (TRO), as they do not believe that a Temporary Traffic Restriction Order (TTRO) using emergency powers is valid for this purpose. We believe that the Community Council as an apolitical representative body has a pivotal role going forward in achieving outcomes that all can appreciate as meretricious. The East Craigs Residents group now constituted and known as “Get Edinburgh Moving” (GEM) with more than 1,400 members has been invited to join Corstorphine CC in the same manner as residents’ associations in Pinkhill and Forrester. We hope GEM will accept and work with the Community Council. In the same vein, we are also happy to extend an invitation to Low Traffic Corstorphine representatives, another local group advancing the voices of residents in the East Craigs community who are supportive of the scheme.

Corstorphine South LTN

Background information regarding the Corstorphine South LTN can be read in Corstorphine CC’s deputation to the TEC on 1 October. There have long been complaints from residents about parking and traffic in the Featherhall area, as well as street safety concerns on Corstorphine High Street and around Corstorphine Primary School. Corstorphine CC members met with City Council officers on 30 September to review and discuss proposals for a trial Corstorphine South LTN to see if measures could help address these concerns as well as support social distancing for the school. There was good



support for actions along Corstorphine High Street and the primary school, including widened pavements and tightened junctions for easier pedestrian movement and better social distancing. Feedback was given asking for more improvements of these types. Members also requested actions to reduce/enforce vehicle speeds along the High Street. Proposed modal filtering along residential streets had a mix of views. Some members (including Featherhall residents) were keen to see modal filters, as they felt it would make the area less traffic-dominated, better for children walking/cycling to school and generally safer.

Concerns were expressed on traffic displacement, as well as worries about people not being able to access some local businesses. There were specific concerns raised re people having difficulty accessing the pharmacy from the doctor's surgery. Feedback was collated by Council officers. Corstorphine CC expects CEC to liaise with residents, providing a timeline and context regarding the trial with the opportunity to feedback. Corstorphine CC's understanding is this is a temporary measure to aid with social distancing, help children get to school and address the many complaints regarding traffic in this area. An initial discussion on the proposals has been held between a group of parents and the Corstorphine Primary Head Teacher. All were broadly supportive of the proposals as it was felt that reducing through traffic would make the journey to school safer and more pleasant. Everyone agreed that traffic calming and pavement widening along Corstorphine High Street were particularly important to making a difference to families travelling to and from the school.

CONCLUSION

Corstorphine CC is entirely supportive of the health and safety rationale behind the 'Spaces for People' measures; recognises the intent behind Low Transport Neighborhoods; continues to advocate for traffic management measures including combating parking and 'rat running' issues; and encourages provision for cyclists and walkers and supports public transport provision. We advocate for an exacting Low Emission Zone (LEZ) for the whole City, as we have high pollution levels in roads in our area. There are Corstorphine CC members who are informed; eloquent; and measured in their advocacy of active travel and related matters such as LTNs, as there are informed, eloquent and measured members who support active travel but view the East Craigs LTN as extreme. This does not mean that either should be dismissed as 'activists'. Corstorphine CC is not 'anti car' or 'pro-car'. Rather we support the right of all our residents to move freely and safely, and that includes cycling and walking.

We recognise the damaging effect of this polarised debate – on the community and its relationship with the Council - and request that the Council considers how it may best engage with the affected community in order to bring about a solution that ensures the concerns and worries of residents are mitigated. The Corstorphine CC is willing to assist in any way it can.

In my capacity as Co-Chair of the **North West Locality Community Planning Partnership**, I attended the Partnership's meeting on 9 October. This was the first meeting of the Partnership since lockdown began. Spaces for People'/LTN measures were discussed, and I asked what forum was appropriate for Community Councils to discuss these measures with City Councillors and officers. I suggested in the context of the Locality Improvement Plan or City Plan. I was told that neither was appropriate and



that these matters should be discussed directly with the Officers concerned. The Corstorphine and Drumbrae Community Councils wish to have such a meeting as soon as practicable.

In my capacity as Deputy Chair of the **Edinburgh Association of Community Councils (EACC)** I will be introducing a discussion on 'Spaces for People'/LTN measures' at the EACC meeting on 22 October.

The desired outcome from the deliberations is -

- Guidance that all Edinburgh's Community Councils can utilize when engaging with residents
- A submission to the City Council that reflects where possible EACC members unified position

I trust that Corstorphine CC's motivation and our continued commitment to improving our area's environment are both clear. We will continue to engage with the City Council in a collaborative manner to achieve these ends. We will also continue to solicit the views of all members of our community and seek to represent them faithfully as we work with the City of Edinburgh Council in helping find solutions that address issues in ways that command community support.

STEVE KERR

Chairperson

Corstorphine Community Council



ANNEX A

CORSTORPHINE COMMUNITY COUNCIL – Submission to City of Edinburgh Council’s Transport & Environment Committee 1 October 2020

The Corstorphine Community Council wishes to make the following submission to the City of Edinburgh Council’s Transport and Environment Committee (TEC) as our residents are affected by the Low Transport Neighborhood(s) plans being discussed at the TEC meeting on 1 October 2020. Indeed, the Corstorphine CC has specifically been mentioned in the papers Committee members are considering.

BACKGROUND

The Corstorphine CC has consistently solicited the views of residents to inform and prioritise our activities. This was initially achieved through undertaking a **Placemaking Exercise** with the assistance of the City of Edinburgh Council. The Exercise involved utilizing a Scottish Government designed matrix to ascertain resident satisfaction on the services and facilities in the area. We conducted a series of public meetings and an online survey which provided significant numbers of contributions from residents across Corstorphine. The number one issue for residents was what can broadly be described as the Environment. There is a deep appreciation of the access residents have to green spaces such as parks and playing fields and a desire to move freely and safely within the area. Equally there was concern about increasing levels of traffic which would be exacerbated by building in the West of the City, poor air quality, traffic management and parking. There was such strong feeling on the latter matter that we held a **Traffic Management and Parking Public Meeting** which was attended by local elected representatives, Council officials, the Police, and many residents from across Corstorphine. The meeting was emotive with residents demanding immediate action on long standing problems.

Subsequently the Community Council hosted the Environment, Climate Change and Land Reform Committee of the Scottish Parliament. The Committee who were producing a report on poor air quality in Scotland singled out Corstorphine for attention and comment as St. John’s Road had the unwanted epithet of ‘the most polluted street in Scotland’.

The Community Council has also hosted representatives of the Transport and Environment Committee at one of regular monthly meetings to discuss action on pollution issues, particularly around the proposed Low Emission Zone (LEZ) for Edinburgh.

To reiterate Corstorphine CC has advocated on behalf of residents articulating the views and concerns they have expressed to us.



LTN(s)

The **East Craigs 'Low Traffic Neighbourhood' (LTN)** falls in part within the Corstorphine CC area that takes in Craigmount (East Craigs itself is part of Drum Brae CC area). During the one-week notification period Corstorphine CC received one written representation from a resident which was immediately forwarded to Council officials. We did not have the time and resources to widely canvass residents' opinions during this period. There has been considerable local opposition to the proposals with a 2,500-signature petition opposing the LTN and crowd funding to challenge the City Council in court. Members of Corstorphine CC attended the public meeting on Friday 28 August held in Gyle Park. National and Local elected representatives addressed a large crowd of residents, the majority of which appeared opposed to the introduction of the LTN in its current form. The principal reasons cited are misuse of Covid -19 powers to pursue an Administration agenda (the Community Council does not have the competence to comment on questions of legality); lack of resident consultation; mixed messages as to why the Council wishes the LTN to be introduced; and more. The City Council administration committed to review the LTN proposal considering the representations they had received. A revised LTN has been produced which in part reflects the requested changes and the Community Council welcomes this.

The **Corstorphine South LTN** has evolved from an initial proposal for a Filtered Permeability Scheme (FPS) in the Featherhall area of Corstorphine. Featherhall has long been identified as an area with chronic parking and 'rat running' issues. Corstorphine CC secured £50,000 of Council funding to establish a one-way system on Featherhall Avenue to address traffic flow problems. The one-way system had been overwhelmingly endorsed by the residents in a Council consultation following a trial. Council officials then approached Corstorphine CC with an alternative proposal for an FPS which would deal with the issues in a more holistic fashion. We have now been informed that the FPS will be part of a wider Corstorphine South LTN. We have no details of what this will encompass.

CONCLUSION

Corstorphine CC is entirely supportive of the health and safety rationale behind the 'Spaces for People' measures; recognises the intent behind Low Transport Neighbourhoods; continues to advocate for traffic management measures including combating parking and 'rat running' issues; and encourages provision for cyclists and walkers. We strongly advocate for an exacting Low Emission Zone (LEZ) for the whole City and not the two-tier LEZ that is currently proposed. We could hardly do otherwise with St. John's Road and Queensferry Road as two of the most polluted roads in Scotland within and adjacent to our area.

There are Corstorphine CC members who are informed; eloquent; and measured in their advocacy of active travel and related matters. This does not mean that they should be dismissed as 'activists'. Corstorphine CC is not 'anti car'. Rather we support the right of all our residents to move freely and safely and that includes cycling and walking.

Ultimately Corstorphine CC would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craigs LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument. We believe that the Community Council as an



apolitical representative body has a pivotal role going forward in achieving outcomes that all can appreciate as meretricious. The 'Say No East Craigs LTN ('Get Edinburgh Moving') Residents Action Group have been invited to join Corstorphine CC in the same manner as Residents Associations in Pinkhill and Forrester. We hope the Committee will accept and work with the Community Council.

I appreciate that this exposition is lengthy, but I felt it was important to correct any misapprehension about Corstorphine CC's motivation and give some context to our continued commitment to improving our areas environment and enriching the lives of our residents. We will continue to engage with the City Council in a collaborative manner to achieve these ends.

STEVE KERR
Chairperson
Corstorphine Community Council



Get Edinburgh Moving

e: GetEdinMoving@gmail.com

w: <https://getedinburghmoving.godaddysites.com/>

Date: 14th October 2020

FAO: CITY OF EDINBURGH COUNCIL COUNCILLORS; HEAD OF LEGAL & RISK; COUNCIL LEADER; CHIEF EXECUTIVE; EXECUTIVE DIRECTOR OF PLACE

Dear Councillors & Officials,

RE: CITY OF EDINBURGH COUNCIL MEETING 05/10/20 – COMMUNITY DEPUTATION IN RELATION TO EAST CRAIGS LOW TRAFFIC NEIGHBOURHOOD PROPOSALS

I am writing on behalf of the Get Edinburgh Moving (GEM) community group, in relation to the Council's proposal to impose a Low Traffic Neighbourhood in East Craigs, without consultation or due process.

As many councillors will not have had the opportunity to read our previous deputation to the Transport & Environment committee, it is appended to this deputation, and I hope and expect that it will be read and considered carefully by all councillors ahead of the meeting and vote.

In addition to the earlier deputation, I wish to bring councillors' attention to the following key points, developments and arguments:

1. Participation Request under the Community Empowerment (Scotland) Act 2015

GEM is aware that Drum Brae Community Council has this week submitted a formal Participation Request under the provisions of the above Act. GEM has cooperated with DBCC in this matter, and is fully supportive of the submission and its aims.

More than **2,650** local residents signed a petition demanding unequivocally that the LTN plan be halted. More than **1,430** local residents have joined the GEM social media community hub. **1,000** residents, socially distanced, attended the public meeting in Gyle Park in overwhelming opposition to the plans. In the 6 day Council 'notification window', **407** objections were received, with only 3 in support – a **99.3%** objection rate. All three local ward councillors, the local MSP and MP unanimously support the community in its objection.

It should be noted that the Council lauded the support of 1,200 respondents to the recent 2030 City Plan consultation. This represents merely 0.2% of the City's population, whereas GEM has mobilised the objections of more than double the number of people from a tiny corner of the city. By any measure, similar counts of support for the LTN are extremely thin in comparison. Whether the 3 responses (0.7%) to Spaces for People in support of the proposals, the 'self-selecting' advisory group of 6 people, or the 3 or 4 comments that mentioned Craigs Rd at all on the Commonplace website, any observer would agree that measurable expressions of support for these changes are dwarfed by those in objection.



Despite these very strong expressions of democratic will on the part of the East Craigs community, our right to be heard and consulted properly before any measures are introduced has been ignored and frustrated in the Council's dogmatic drive to implement a badly designed, deeply unpopular and counterproductive scheme. We look forward to having our right to participation secured via the above Act, before any changes are made.

2. Legal Counsel opinion that the LTN is being introduced unlawfully

It is a matter of deep regret that local residents felt so frustrated, stressed and disenfranchised by this Council's decisions that, in a time of great economic uncertainty, hundreds donated to a fund to procure legal advice from Counsel in the matter.

This advice is detailed in the earlier deputation appended here, however the key conclusion was that the Council ***"planned to introduce an LTN in East Craigs at some point soon. The introduction of an LTN as an emergency measure is materially different to the emergency measures introduced elsewhere. It is difficult to escape the conclusion that CEC has used the pandemic as a pretext to introduce a change that it might otherwise have found difficult to implement if it had had to follow the procedure for making a TRO. ... It appears to me that, in doing this, CEC has gone much further than the minimum necessary in order to deal with the dangers arising from the pandemic and the easing out of lockdown. In my view, prima facie grounds exist for thinking that CEC could not have been satisfied that an LTN was required under section 14. Accordingly, in my view, the decision is prima facie unlawful and ought to be reduced"***

Although we provided the legal opinion to the T&E Committee on 30 September, we have not had a response or update from the Council at time of writing, who advised that they would review it carefully. In the absence of any disclosed advice to the contrary, we believe it would be disingenuous and ill-advised for councillors to vote for a scheme that has been found by legal counsel opinion to be unlawful. Even if the Council produces contrary opinion, the significant risk on legality should surely justify a pause before councillors, who must be responsible for their decisions and actions, are asked to vote.

In this context, I would draw councillors' and officials' attention to the Council's Enterprise Risk Management Policy paper, produced for the latest Policy & Sustainability Committee.

In the preamble, it is outlined that *"it is important to that the risks associated with strategic and operational decisions are consistently and explicitly considered and recorded, and that all known current and future risks associated with ongoing service delivery are consistently and effectively identified; recorded; assessed; and appropriately mitigated and managed in line with the Council's risk appetite."* Further, that *"The Policy also aims to ensure that risk is considered as part of ongoing service delivery and that the Council's people; assets; finances; and reputation; are protected from the negative risk impacts associated with planned and unplanned events."*

The responsibilities of the Governance, Risk and Best Value Committee include to *"scrutinise and challenge specific risks, requesting updates or information from risk owners where appropriate"*. The Chief Executive is *"responsible for ensuring that all risks that could potentially affect the Council are identified; recorded; assessed and managed effectively"*. The Head of Legal is *"responsible for reporting risk to the Governance, Risk and Best Value Committee."* The Policy draws attention to the risk of *"reputational damage to the Council"*.

It is important that councillors and officials understand their responsibilities and duties, and the importance of this Policy in relation to the risk of voting for and proceeding with a LTN proposal that has been highlighted as being potential unlawful.



3. Community rights under the Aarhus Convention

The United Nations Economic Commission for Europe (UNECE) Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters was adopted on 25 June 1998, entered into force on 30 October 2001 and applies in Scotland.

The Aarhus Convention establishes a number of rights of the public (individuals and their associations) with regard to the environment. Among other things, the Convention provides for the right to participate in environmental decision-making, and for comments to be taken into account. It is clear that the East Craigs Low Traffic Neighbourhood is an environmental matter, and that the Council has repeatedly refused to consult on its plans so far. Where necessary, the Convention also enshrines the right to review procedures to challenge public decisions that have been made without respecting the aforementioned rights.

We believe it can be shown that the Council is effectively denying the East Craigs community its rights to participate and be consulted under the Aarhus Convention, and as such is not complying with the provisions in force. Council officials and councillors should carefully consider process and associated risks before seeking to proceed with the proposals without consultation.

4. Audit Scotland referral

Councillors and officials may also be aware that a member of the community has referred the Council's proposals to impose the East Craigs Low Traffic Neighbourhood on local residents, without a TRO and/or full statutory consultation, to Audit Scotland for priority review.

Following initial validation, we understand that a detailed review is in progress and very much look forward to receiving the findings in due course. With this knowledge, we believe it would be prudent for the Council to consider pausing any decision until the outcome of the review is known.

5. Craigs Road traffic data

As a central part of the Council's case for the proposed changes, it has argued that reduced use of public transport during the Covid period will have led to an increase in private car use in the area, as a justification for the LTN and Spaces for People measures. This is one of the main tenets underpinning the Council's argument that a TTRO must be introduced under emergency powers, rather than a TRO as per normal process.

In order to test this assumption, GEM deployed members to undertake manual traffic counting surveys at morning and afternoon 'rush hours' covering school drop-off / pick-up, to compare with CEC's own baseline data collected in 2019. The data was collected from the same location ('Point 9', next to the junction of Craigs Road and Craigs Gardens). It is observed from the Aecom data that the peak hour for traffic is 0800-0900.

As can be seen in the table below, GEM measured traffic flow in the peak morning 'rush hour' at **less than half the peak level of the 2019 data, and 44% lower than the average 2019 flow for that hour**. For the quieter school pick-up hour, GEM data was broadly similar to the 2019 average data, and 18% below the peak. It should also be noted that the Council has closed North Gyle Terrace at Maybury Road and set up a diversion via Craigs Road and North Gyle Road, so the data collected by GEM (and by the Council, see below) will reflect a temporarily higher traffic flow along the diversion routes – **ie the 'true' traffic flow situation will be even lower than our data implies**.



This data completely undermines the Council's case for introducing the LTN under emergency powers. Put simply, the increase in motor vehicle traffic is a mirage. Of course this makes complete sense, as the Covid period has seen a huge increase in working from home.

START TIME	END TIME	WEST BOUND				EAST BOUND			
		AVERAGE WEEKDAY DATA CEC 2019	PEAK WEEKDAY DATA CEC 2019	MANUAL COUNT BY GEM 2020		AVERAGE WEEKDAY DATA CEC 2019	PEAK WEEKDAY DATA CEC 2019	MANUAL COUNT BY GEM 2020	
08:00	09:00	274	319	145	Taken on 30th September 2020 (Wed)	415	481	242	Taken on 30th September 2020 (Wed)
15:00	16:00	177	205	155	Taken on 6th October 2020 (Tue)	177	225	196	Taken on 6th October 2020 (Tue)

We note that multiple traffic monitoring devices have been installed within the LTN area, presumably by the Council, in recent days. This close attention to traffic volumes is to be welcomed, particularly in light of the above comparison, and we look forward to the Council sharing the full results of the data analysis with GEM before any decisions are made. We will also be continuing our own traffic monitoring, and will share findings in due course.

6. Councillors' Code of Conduct (2010)

The above Code is published by the Standards Commission of Scotland. The following text is copied from the email to all councillors sent this morning by Ian McAteer, a member of our community group, and is for your consideration and review (incidentally I commend the rest of Ian's superb submission also):

In particular I draw your attention to the following clauses (with my emphasis added):

"You have a duty to act in the interests of the Council as a whole and all the communities served by it and a duty to be accessible to all the people of the area for which you have been elected to serve, and to represent their interests conscientiously."

"You must make decisions solely on merit when carrying out public business including making appointments, awarding contracts or recommending individuals for rewards and benefits."

"You are accountable to the public for your decisions and actions. You have a duty to consider issues on their merits, taking account of the views of others, and you must ensure that the Council uses its resources prudently and in accordance with the law."

"You must respect all other councillors and all Council employees and the role they play, treating them with courtesy at all times. Similarly you must respect members of the public when performing duties as a Councillor."

When reviewing the East Craigs LTN proposals I'm asking you to consider whether, by ignoring the wishes of the overwhelming majority of residents of the area, in a proposal with a stated aim of benefiting those very residents (very important) - you can hold your hand on heart and say you are representing our "interests conscientiously"; making "decisions solely on merit"; being "accountable to the public" and that you have acted with respect to "members of the public when performing duties as a Councillor."?

Given the history of this proposal – and the actions, words and online statements of several Councillors (McVey, McInnes and others), I ask you to consider the fact that indeed Councillors have potentially been in breach of the Code of Conduct.

- *The 'merits' of this proposal have not been established.*
- *Our 'interests' are clearly NOT being represented and certainly not 'conscientiously'.*
- *You are not being 'accountable' to the East Craigs residents.*
- *And we have examples where we have been shown a clear lack of respect by Councillor McInnes.*



7. General concerns

In general, we believe that the Council's process in advancing the LTN proposals has been far from optimal, and its divisive methods have created a lack of trust on the part of the community.

Many are deeply concerned about the extent to which the transport agenda is being driven by SusTrans, described by the Guardian as a "cycling pressure group". Key council staff are seconded from SusTrans, funding is provided by them, and implementation responsibility ceded to them by the Council. It is difficult for the community to envisage that the Council can act in the interests of all road users and council taxpayers, when the agenda is controlled to such an extent by a single-minded interest group.

In the T&E Committee, it was revealed by Council officials that the 'advisory group' of residents who were consulted in shaping the LTN plans were either 'self-selecting' as respondents to the West Edinburgh Link public engagement, or cherry-picked for their views by officials. Given the balance of clear opinion in the community in objecting to these plans, it would be very interesting to understand precisely who these people were, and how they and their views were selected as being representative.

We also note the thoughtful submission of Alan Childs, the local Church of Scotland parish minister, expressing his concern and opposition to much of what is planned. He highlights that there was 'no credible community engagement' despite erroneous claims to the contrary. The congregation he speaks on behalf of requests that the process be halted and restarted in a proper, inclusive manner as public engagement protocols would require. He highlights the heightened traffic risks / dangers resulting from pressure at the Drum Brae junction that vehicle drivers (many elderly) will have to use. He highlights that he is an avid cyclist, user of public transport and active ecological activist, but sincerely requested that the decision makers should "go back to the drawing board and restart this process properly".

In general, I have listened to so many stories of stress and anxiety caused by these proposals, from families in this community. From concern over the ability of carers to reach the vulnerable in the area, spend time with them and still meet their daily visit targets; to people with disabilities speaking eloquently and emotionally about how they will be isolated by these changes. From young parents battling to drop their kids off at childminders for 7:30 to get to work in another part of the city for 8 o'clock; to all the residents of Bughtlin terrified at the thought of having no local access point to the rest of the city other than the chronic Barnton / Maybury junctions at rush hour. From the elderly residents who recently had 'threat to life' ambulance response and are deeply concerned about future delays if they experience a recurrence; to Police Scotland commenting that they would advise against road closures. The East Craigs parents whose children who attend catchment school at Fox Covert (RC) or Corstorphine, kilometres away from home, and who also have jobs on the other side of the city to get to. The retired driving instructor who passionately believes that the right hand turns onto Drum Brae and Maybury are downright dangerous, yet will be forced on residents by these proposals.

These stories are from real people, and they are stressed and anxious about the Council making their lives harder, and more dangerous, in a time of heightened tension and uncertainty caused by the health and economic impacts of the pandemic. They may seem remote to those in the ivory towers of City Chambers, Leith or Gilmerton, but they are cries for help from residents it is your duty to represent and provide for.



8. Conclusion

In summary, we believe that both our previous deputations and recent developments / evidence are utterly compelling to back the case for the LTN being cancelled, or at very least suspended. Council officials and councillors are now well aware that the proposals may be unlawful, and that community participation enshrined in legislation has not been respected in any way, shape or form. The use of a TTRO to introduce these long-planned measures under the 'guise' of Spaces for People (to quote Council Leader McVey, is completely discredited and is untenable.

Councillors and officials can step back from this. Cancel or at least pause the process, and fulfil your obligations to give the community a say and proper consultation. Should an alternative path be chosen, we reserve the right to consider further action to secure those rights on the community's behalf, and stop a process that the only published legal counsel advice available to date has argued clearly is unlawful. Finally, ask yourself – does a Council want to frustrate, stress and marginalise its own constituents to the extent that they are forced to consider all steps to protect themselves from bad process and an unfairly imposed LTN that has been widely discredited and rolled back where introduced elsewhere in the UK?

I very much look forward to your response,

Best regards,

David Hunter

Chair, Get Edinburgh Moving (local community group, structured as an unincorporated not-for-profit entity, governed by Committee)



APPENDIX A: COPY OF WRITTEN DEPUTATION TO TRANSPORT & ENVIRONMENT COMMITTEE

30 September 2020

FAO: CITY OF EDINBURGH COUNCIL TRANSPORT & ENVIRONMENT COMMITTEE MEMBERS; EAST CRAIGS / AREA LOCAL COUNCILLORS; HEAD OF LEGAL & RISK; COUNCIL LEADER; CHIEF EXECUTIVE; EXECUTIVE DIRECTOR OF PLACE

Dear Councillors & Officials,

RE: TRANSPORT & ENVIRONMENT COMMITTEE MEETING 01/10/20 – COMMUNITY DEPUTATION IN RELATION TO EAST CRAIGS LOW TRAFFIC NEIGHBOURHOOD PROPOSALS

I am writing on behalf of the community of East Craigs and surrounding area, in relation to City of Edinburgh Council's (CEC's) proposal to impose a Low Traffic Neighbourhood in East Craigs, without consultation or due process.

I wish the Committee to consider the following points very carefully ahead of the meeting on 1 October:

1. Many of the arguments of the community were set out in my email of 25 September, of which all Committee members received a copy.
2. The community remains firmly opposed to the introduction of the East Craigs LTN, especially under a TTRO. We continue to unambiguously object to any road / junction closures – we also object to the proportionality of the LTN compared to other temporary measures introduced across the city – the LTN is a far-reaching, substantive change in amenity with significant adverse impacts on residents' daily lives – from disabled and elderly people to parents with young children, and commuters unserved by 'rush hour' local transport options (for example to the Gyle retail and commercial employment centre). East Craigs is already a quiet low traffic neighbourhood by design, with plenty of space for cars, walking, cycling and wheeling already – CEC is looking for a solution to a problem that doesn't exist, when its congestion, pollution and road safety issues lie elsewhere.
3. CEC cannot ignore the unprecedented expressions of democratic will by local residents. More than **2,650** local residents signed a petition demanding unequivocally that the LTN plan be halted. More than **1,400** local residents have joined the community social media hub. **1,000** residents, socially distanced, attended the public meeting in Gyle Park in overwhelming opposition to the plans. In the 6 day Council 'notification window', **407** objections were received, with only 3 in support – a **99.3%** objection rate. All three local ward councillors, the local MSP and MP unanimously support the community in its objection. It is untenable and indefensible for the Council to ignore this overwhelming expression of popular will, to which it has no counterargument or statistics in terms of support for the LTN.
4. In contrast, CEC has just lauded the 'fantastic' response to the 2030 City Plan consultation, which attracted 1,800 responses from a population of 537,000 – just 0.3% of the population. Two thirds of respondents (~1,200, 0.2% of population) supported the plans, which CEC will no doubt try to use as a mandate for reform in the T&E Committee meeting tomorrow. It is frankly untenable for CEC to hold a city-wide response of 1,200 respondents as a mandate for action, while ignoring the views of more than double that number (petition) in the much smaller area of East Craigs, and the general expressions of objection in point 3.



5. CEC has so far refused to listen to this clear democratic message, which has left residents feeling concern, anxiety and stress in relation to the LTN. In this sad context, local residents were invited to donate funding to secure an opinion from legal counsel on the issue, which has now been received. An analysis of counsel opinion is appended to this email, and we respectfully ask that CEC, councillors and officers very carefully consider the contents and opinion before making personal decisions to vote for the scheme in light of this opinion.
6. In summary, Counsel argues that CEC ***“planned to introduce an LTN in East Craigs at some point soon. The introduction of an LTN as an emergency measure is materially different to the emergency measures introduced elsewhere. It is difficult to escape the conclusion that CEC has used the pandemic as a pretext to introduce a change that it might otherwise have found difficult to implement if it had had to follow the procedure for making a TRO. ... It appears to me that, in doing this, CEC has gone much further than the minimum necessary in order to deal with the dangers arising from the pandemic and the easing out of lockdown. In my view, prima facie grounds exist for thinking that CEC could not have been satisfied that an LTN was required under section 14. Accordingly, in my view, the decision is prima facie unlawful and ought to be reduced”***
7. Furthermore, we note the decision of **Berlin** courts to rule that Covid was not a justification for road changes there, and that thousand have protested against LTNs in several **London boroughs**, leading to the suspension of schemes on safety and congestion grounds. Adverse comments from emergency services were typified by one Superintendent, who commented: ‘Most concerning is that any urgent assistance or other threat to life could not be responded to effectively by any 999 vehicle’. We believe that such unacceptable dangers arise in East Craigs also, noting **Police Scotland’s** comments as per my email of 25 September, and caution CEC against taking any decision that could represent a threat to life. Earlier this week, **Aberdeen City Council** confirmed it would not proceed with several SfP measures, citing concerns over congestion. The measures were claimed by SNP councillors to be ‘incredibly unpopular’ and ‘poorly thought-out’, citing only dozens of objections (in contrast with East Craigs hundreds, and 2,650 petition signatures). A council spokeswoman confirmed that ***“the [SfP] grant funding is very clear in that it cannot be used for permanent works”***. For this reason, surely CEC would be in breach of grant funding conditions if East Craigs measures are intended to be, or are eventually, made permanent?
8. We also refer to CEC’s “Programme Scoring Criteria”, outlined in the reports pack from the Policy & Sustainability Committee meeting in August. Of all the criteria considered, there is no specific reference made to the benefits, or impacts on public safety – odd given that SfP funding is geared towards public safety, and TTRO deployment depends on there being ‘likelihood of a danger to be remedied. As such, the scoring methodology is flawed. Further, it is clear that safety was not properly considered in the original revision of the scheme. Notwithstanding this, in the criteria, "Covid-19 distancing benefit and risk mitigation" the East Craigs scores 2 out of a potential 10 points for benefit. This is the **joint lowest score of all the schemes under consideration for this criteria**. By CEC’s own measurement system, the safety benefit of the scheme is classed as very low, begging the question why would East Craigs LTN qualify as an urgent scheme requiring implementation with a TTRO? There is no urgent safety case presented and little if any ‘likelihood of danger to the public’ necessitating emergency measures – by CEC’s own scoring.
9. We note Cllr Aldridge’s statement at the August P&S Committee meeting, where he mentions that both he and Cllr Macinnes received an email from a ‘very senior environmentalist’, who contended that ***‘the project will be a disaster’, the ‘supporting study in bringing forward these proposals is simplistic and incomplete’, ‘the ineffective structural design, minimal local support, displacement activity, reduced safety for cars and pedestrians and potential increase in pollution severely risks the future success of any environmental initiative in the wider city’***. We understand that the contact has impeccable credentials, which Cllr Macinnes can verify. Cllr Aldridge also reflected that the ***‘arrogance and contempt for the local people shown in the way this has been handled up ‘til now is***



quite honestly totally outrageous and completely unacceptable. The community wholeheartedly agrees.

10. We note the revised paper published by CEC on Friday. While the proposals are in some senses a small step in the right direction, they are nowhere near enough and remain unacceptable. They ignore the express wishes of the community that the LTN be stopped, at the very least to allow a full consultation where residents' views will be heard and implemented. Looking at the detail:
 - The choice of Craigs Loan / Avenue / Crescent for the link to Glasgow Road is nonsensical and dangerous. There is a long sweeping blind corner with parked cars on both sides of the street, where at least one childminder property is located, and the route is entirely unsuitable. To reiterate, our position remains that no junction closure is necessary.
 - In general, we reiterate that the process has been rushed at the clear expense of safety, both in terms of design and lack of safety audits.
 - The maintenance of the Craigs Road bus gate in morning and evening rush hours is unacceptable – it cuts off the thousands of local residents in the Bughtlin area, leaving them stranded and without a local relief route alternative to Maybury / Barnton. Related to this, we reject CEC's assertion that Craigs Road suffers from 'rat running' – our view is that through traffic is overwhelmingly due to local residents from eg Bughtlin – CEC should bring forward categoric proof of 'rat running' by non-local residents, or desist from making the claim. For information, we have conducted private polling of alternatives to CEC's plans (more later), and of the ten measures considered, only one was rejected – a timed bus gate on Craigs Road.
 - We are dismayed CEC has not confirmed the Craigs Road / Drum Brae junction will keep its left hand filter lane – and we ask the Council to immediately make available all details of its traffic model (which must have been hastily arranged) for careful scrutiny by the community before a decision is made
 - We require CEC to urgently disclose who were included in the 'advisory group' of local residents consulted on the modal filters, on what basis (and by whom) they were selected, and whether / when / how this information was made public and to key stakeholders
 - We refute the assertion that community councils have long-standing concerns regarding increases in traffic through the East Craigs LTN area, as opposed to around it on surrounding arterial routes. Further, any concern over West Craigs / Cammo developments is by definition a long-term / permanent concern – the Council cannot utilise this as an argument to impose a TTRO – this is a failure of process
 - The Commonplace website tool has no control feature or evidence record in relation to origin of comments – they could as easily be from SusTrans HQ in Bristol as from an East Craigs local resident. There is also no facility to disagree with comments, introducing clear bias in the results. No comments in the tool even mentioned a LTN or road closure – indeed only two or three comments referenced Craigs Road in any way. This cannot be relied upon as a decision driver.

11. As mentioned, we have conducted private polling within the community to gauge support for a variety of potential alternative measures for roads and traffic in the area, in the event that CEC will agree to stop its attempts to introduce the LTN via a TTRO or emergency measure. Ten polls were conducted, generating an average of some 200 responses, including speed cameras / traffic calming measures; additional public transport provision; ANPR-controlled access for all local residents; low cost solutions to create more spaces for people etc. All but one of the measures (the bus gate) were approved by a majority, in most cases a very strong majority. These measures were floated on the basis that they would have to be subject to a full local residents' consultation – we are ready and willing to engage constructively and share our ideas on the condition that CEC stops the LTN as above.



In conclusion, we implore the Committee and council officials to very carefully consider the points we have raised, and especially Counsel opinion (in the appendix below) before considering whether it is appropriate to vote in favour of the revised plan at this time, given the argument that the decision may be unlawful. It is extremely regrettable that a large number of CEC constituents and council taxpayers have felt so ignored, disrespected and disenfranchised to the extent that they felt compelled to seek legal opinion to assist CEC in making its decision. It is especially disheartening when the huge and unprecedented expressions of democratic will, as outlined above, have failed – so far - to make the Council listen and engage with the local community.

Best regards,

David Hunter

Chairperson, Get Edinburgh Moving (local community group)

NB: Attached Appendix 1: Legal Counsel Opinion

APPENDIX 1: LEGAL OPINION RECEIVED FROM A MEMBER OF THE FACULTY OF ADVOCATES IN REFERENCE TO THE PROPOSED EAST CRAIGS LOW TRAFFIC NEIGHBOURHOOD SCHEME (ABRIDGED VERSION).

Preamble

On the 29th September 2020, a local resident of sufficient standing and whom is impacted by the proposed East Craigs LTN, received legal opinion from a member of the Faculty of Advocates in relation to the proposed scheme. The opinion discussed the legality of the City of Edinburgh Council decision to proceed with the East Craigs LTN on the 20th August 2020, and further whether the Council's stated intention of using Section 14 of the Road Traffic Regulation Act to implement the scheme would be lawful.

The legal opinion was shared with the Get Edinburgh Moving campaign group, and is presented here as part of their deputation to the Transport and Environment committee. A full unabridged version of the opinion may be obtained by the Council under terms of confidentiality free of charge, provided that the Council was willing to reciprocate with its own legal advice. This type of collaborative sharing in particular would be helpful for the purposes of verifying the information contained, as well as aiding Council decision-making going forward. For the benefit of the casual reader, the following summary is a fair and accurate reflection of the unabridged version.

Opinion

The opinion starts by reviewing the relevant documents and legislation.

"I have referred to the Road Traffic Regulation Act 1984 ("the 1984 Act"), especially section 14, and the Coronavirus (Scotland) Act 2020 ("the 2020 Act"). I am told that reference is made to the 2020 Act because it is considered that CEC is using that Act to claim the power to implement the East Craigs LTN. I have not been able to find any particular provision in the 2020 Act that might be the basis for the decision. There is provision in Schedule 6 allowing public bodies to modify the way in which they behave in certain respects. It is possible that those provisions have been utilised by CEC. However, for present purposes I think it is sufficient to be aware that CEC has given the pandemic as the reason for introducing the East Craigs LTN. I have also consider a number of documents from CEC and the Scottish Government relating to the "Spaces for People" scheme.

Section 1 of the 1984 empowers a traffic authority (in this case, CEC, as I understand it), to make a Traffic Regulation Order ("TRO") where it appears to the traffic authority to be expedient to do so for one or more of a number of defined purposes. Those purposes include avoidance of danger or the likelihood of danger. Section 2 makes provision as to the content of a TRO. The procedure to be followed if a traffic authority wishes to make a TRO appears to be set out in The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 ("the 1999 Regulations"). The 1999 Regulations make fairly elaborate provision for consultation, publication, objections, and so on."

Counsel reviewed CEC's decisions in light of applicable road traffic regulations:

"Part II of the 1984 Act [Road Traffic Regulation Act 1984] (sections 14 to 22D) makes provision for "traffic regulation in special cases". Section 14 makes provision for "temporary prohibition or restriction on roads". Insofar as material for present purposes, section 14 provides that, "[i]f the traffic authority for a road are satisfied that traffic on the road should be restricted or prohibited ... because of the likelihood of danger to the public ... the authority may by order restrict or prohibit the use of that road, or of any part of it, by vehicles, or vehicles of any class, or by pedestrians, to such extent and subject to such conditions or exceptions as they may consider necessary." Section 15 provides that such orders, which are usually referred to as Temporary Traffic Regulation Orders ("TTROs"), shall not continue in force for more than six months if it is made in respect of a footpath, bridleway, restricted byway, cycle track or byway open to all traffic, and for no more than 18 months in any other case. In such cases, the traffic authority does not have to follow the procedures under the 1999 Regulations."

Then, the background and genesis of what became the LTN was considered:

“In or about 2017 a number of bodies, including CEC, began to promote a project known as “the West Edinburgh Link project”. The project involved the creation of an LTN in East Craigs and the surrounding areas. As part of that project, CEC claims to have identified the need for the creation of an LTN in East Craigs and the surrounding areas ... An LTN is a group of residential streets where through traffic is removed, but where residential access is maintained. An LTN is designed to allow access for walking and cycling, and for vehicular access for local residents and public transport, but to exclude general traffic, often to avoid the area being used a short cut or “rat run”. These aims are achieved by a number of means, including “modal filters” and “bus gates”. It is likely to result in local residents having a longer drive to their homes, and to involve parking restrictions for local residents for various reasons.”

The residents were informed of a decision without consultation, in August:

“On 11 August 2020 Gavin Brown, CEC’s Network Management and Enforcement Manager, wrote to the residents of East Craigs to inform them that CEC was proposing to implement an LTN in the area. Mr Brown indicated that the proposal was being implemented as “one of the emergency projects” introduced to aid physical distancing. Though he did not actually say so, it appears that the proposal was to be implemented by way of a TTRO. Mr Brown indicated that it is planned to make the changes permanent by making a TRO either in late 2020 or at some point in 2021. In an “FAQ” document about the LTN, it is stated that, “[t]his project has been brought forward, based around the feedback that has been received to date...” and in one of the other documents it was recognised that this approach meant the usual consultation had not been undertaken.”

Counsel reviewed whether CEC was entitled to exercise its power under section 14 of the 1984 Act, and then explored whether use of that power was justified in this case:

“In my view at least, CEC is entitled to exercise its power under section 14. It does not tell us anything about the extent of that power in these circumstances. In my opinion, the extent of the power is informed by the other provisions of the 1984 Act. In particular, it cannot be used to do something that ought to be done by making a TRO under section 1. It is a basic principle of administrative law that a discretionary power should not be exercised so as to frustrate the object of the legislation that conferred it. As I said, section 1 allows a traffic authority to make a TRO to avoid danger or the likelihood of danger. In my view, section 14 can be used to deal with the likelihood of danger where there is a degree of urgency that precludes following the procedures in the 1999 Regulations. Any such emergency steps should, in my view, be the minimum necessary in order to deal with the particular likelihood of danger to the public that has arisen. It must not go further than the minimum necessary because that would impinge on the use of TROs and the procedural safeguards built into their use.

Where legislation gives an authority power to do something where it is “satisfied” that it is necessary to do so, if *prima facie* grounds exist for thinking that the authority could not have been so satisfied, then a court would be entitled (and arguably bound) to hold the act or decision to be invalid unless the authority demonstrates by objective evidence that it was satisfied. If a power is conferred for one purpose and is used for another, then the power has not been validly exercised, and the act or decision is invalid. ...

The relevant ground of challenge can either be categorised as “illegality” or as “unreasonableness”.”

The reasonableness and proportionality of CEC’s measures were considered:

“In this particular case, it seems to me that CEC was entitled to introduce some measures on the grounds of the likelihood of danger to the public created by the easing out of lockdown. So, for example, it seems to me that there could perhaps have been little objection to the creation of some pop-up walking lanes to enable pedestrians to physically distance from one another and possibly to pop-up cycle lanes to encourage the use of cycling either as a means of transport or as a means of exercise. Having said all that, it seems to me that the nature of the area is relevant to the sorts of measures that may be necessary. Earlier I referred to changes implemented on George IV Bridge. While I do not know much about the East Craigs area, it seems to me that the sorts of changes necessary in East Craigs ought to be no more extensive than the changes made on George IV Bridge, and quite possibly less extensive. It seems to me that the LTN contains more far-reaching changes.”

Counsel then contends that the pandemic is being used as a pretext to force through an unpopular decision, that it intends to be permanent, via an inappropriate use of temporary powers:

“CEC states that the need for the LTN was identified in 2017. It appears that that is when project development and engagement began. It has been the subject of technical surveys and public discussion since then. All of that gives rise to a suspicion that the pandemic is being used as a pretext to make a decision that might otherwise have faced considerable opposition and possibly not have been made. It has all the appearance of CEC implementing a change, with a view to changing the *status quo*, thereby making permanent change more likely in due course. In my view, the circumstances of this case are sufficiently stark to amount to a *prima facie* (strongly arguable) case to that effect. As such, in my view, unless CEC can produce objective evidence to show that the changes met the requirements of section 14, then the decision ought to be reduced. That may, for example, require CEC to produce evidence to show what lesser changes had been considered and why they had been rejected as insufficient to avert the particular danger to the public in East Craigs. In that regard, I note that an LTN proposed for Leith was put on hold.”

In conclusion, Counsel asserts that the East Craigs LTN is materially different to emergency measures introduced elsewhere, and again that the pandemic has been used as a pretext to introduce a change that it might have found difficult to achieve by following due process.

“In my view, it is clear that CEC planned to introduce an LTN in East Craigs at some point soon. The introduction of an LTN as an emergency measure is materially different to the emergency measures introduced elsewhere. It is difficult to escape the conclusion that CEC has used the pandemic as a pretext to introduce a change that it might otherwise have found difficult to implement if it had had to follow the procedure for making a TRO. There is nothing in my papers to suggest that CEC really considered whether making a TTRO was an appropriate way of implementing this change. It appears to me that, in doing this, CEC has gone much further than the minimum necessary in order to deal with the dangers arising from the pandemic and the easing out of lockdown. **In my view, *prima facie* grounds exist for thinking that CEC could not have been satisfied that an LTN was required under section 14. Accordingly, in my view, the decision is *prima facie* unlawful and ought to be reduced.**”

Subject: Deputation - Finance & Resource Committee - Thursday 15th October 2020

Dear Louise, please see below written deputation on behalf of the Joint trade unions of City of Edinburgh Council SJC trade unions; UNISON, GMB and Unite the union.

Item 8.6 Adaptation and Renewal Programme Update – referral from the Policy and Sustainability Committee

The local Joint Trade Unions (GMB, UNISON and UNITE) are extremely concerned at the contents of this paper. If passed council officials can access the full transformation reserve of £14.8 million with the only highlighted use for this cash being voluntary severance payments. How many posts does that relate to, how many managers going is feasible, what will then trickle down to the grades below, is it let people go then reorganise to fit?

The report only talks about the ‘potential for service delivery reductions’ which suggests that the councillors will cut staff numbers without letting those that they represent know that this will cause a reduction in council service. The other negative result will be staff being one again being asked to do more with less. Is it any surprise that the biggest cause of absence is work related stress or other mental health related illness’, where is your duty of care?

The CEO has stated that a ‘VERA trawl’ will start with higher grades (e.g. 9+) but has not indicated the areas that VERA requests may come from, or be granted. Additionally, a simple maths tells us that £14.8m buys around 500+ voluntary severance packages (possibly 1000). It is unlikely that there are sufficient numbers of higher grade staff to accommodate this volume. Furthermore, the removal of a large number of higher grade staff risks losing a great deal of expertise and leaving large swathes of council service rudderless.

The workforce and services are already at breaking point, to cut more jobs and hours will only compound the problems. The council leadership is trying to cut themselves out of a hole in the budget at the expense of the workforce and services to the citizens of Edinburgh. We expect councillors to be political leaders, not to passively deliver the constant real term cuts handed out by Holyrood.

The public know that the services they receive from the council are essential, COVID 19 has further shown this to be the case. Local government matters and it needs to be fully compensated and financed by both the Westminster and Holyrood administrations

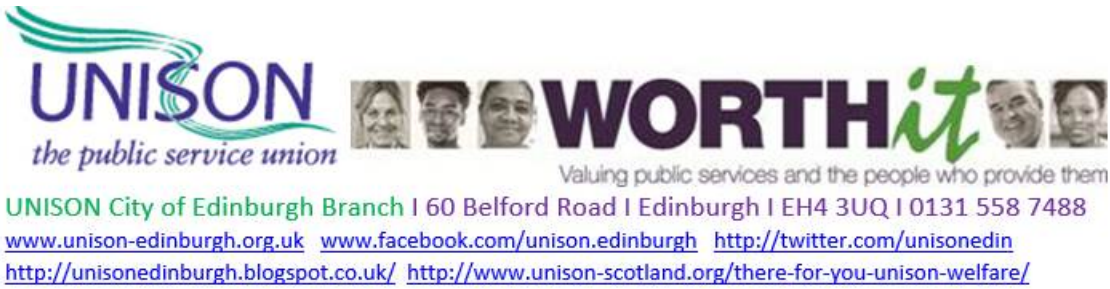
We expect councillors to support key workers not try to break them.

UNISON, GMB, Unite the union

Kind regards

Monica Niven
Branch Support Officer
UNISON City of Edinburgh Branch
Douglas House
60 Belford Road
Edinburgh

EH4 3UQ
Tel: 0131 558 7488
Email: Monica.Niven@unison-edinburgh.org.uk or
branchoffice@unison-edinburgh.org.uk



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Supporting statement from Liberton and District Community Council for

City of Edinburgh Council – 15 October 2020

Coalition Motion for City of Edinburgh Council -15 October 2020

PUBLIC SAFETY IMPROVEMENTS AT JUNCTION OF LIBERTON BRAE, KIRK BRAE, MAYFIELD ROAD AND BRAEFOOT TERRACE

1. History

Liberton and District Community Council (LDCC), and others, have been concerned for many years about the safety of this junction for pedestrians and cyclists.

- Late 1990's early 2000s - issue raised through then Liberton Primary School Board - It was impossible for children (and carers) hoping to walk to Liberton Primary school from the area at the lower ends of Liberton Brae and Kirk Brae to safely cross Kirk Brae. It still is.
- Subsequently a pedestrian request phase was installed in the traffic lights for Liberton Brae and Liberton Road but not for the Kirk Brae or Mayfield Road arms.
- Pre 2015 – LDCC minutes of meetings in 2013 -14 refer to difficulties for pedestrians
- 2015 - submitted to meeting of 31 August 2015 – paper detailing problems at junction for cyclists and suggestions for resolving including better signage, road markings and extending no parking areas. The then Cllrs Bill Cook and Norma Austin Hart attempted to progress.
- 2017 discussed at meetings April through to November when in response to Cllr Howie's request LDCC agreed a list of suggestions to improve the junction which Cllr Howie forwarded to CEC officials – see Appendix
- 2018 Jan - CEC agreed to consider two of the nine suggestions forwarded. Advanced green light on Mayfield Road installed, but cannot be seen from box!
- Oct 2018 Walkabout - It was raised during the 'walkabout' with Councillor Cameron and council officers on Oct 2018 and has been raised frequently at subsequent CC meetings.
- Recent Walk to School campaign – Liberton Primary School parents have expressed concerns about the difficulties of crossing Kirk Brae in general.

2 More detail – the problems

2.1 Pedestrians – Kirk Brae and Mayfield Road

For pedestrians the lack of aided crossings on the Kirk Brae and Mayfield Road entrances to the junction make these very difficult crossing points where at busy times pedestrians,

potentially including parents with children walking to school are dependent on the short pause in the traffic flow arising from the slight pause in the traffic as the lights change and the brief time taken for vehicles to proceed through the junction. Vehicles accelerating quickly present an increased hazard, especially to children and elderly pedestrians.

Liberton Primary school parents have voiced concern about using this junction.

Further, the elongated geometry of the junction means that traffic can travel at speed when turning through the junction and also that for pedestrians crossing Kirk Brae from the Liberton Road side this fast moving traffic can be approaching at an angle from behind making sight of vehicles more difficult, similarly for crossing Mayfield Road from the Liberton Brae side– this adds to the difficulty of crossing the Kirk Brae and Mayfield Road arms.

In addition the recently built flats on Liberton Road for elderly residents has increased potential footfall across the junction and the planned student accommodation in Mayfield Road will do likewise. Residents to the north of the junction must cross either the Kirk Brae or Mayfield Road entrances to access Blackford Glen Road, the Hermitage of Braid and the Braid Hills if approaching via Tower Mains when wishing to use these areas for recreation and exercise.

2.2 Cyclists

Crossing the junction from the south is particularly problematic.

- From Mayfield Road to Liberton Brae – the steep incline means that cyclists unless strong move off slowly. If in the outside lane this holds up the traffic going towards Liberton Brae, if in the inside lane this in addition to holding up the stream of traffic going towards Kirk Brae also risks the cyclist being cut across by vehicles as they turn into Kirk Brae.
- From Mayfield Road to Kirk Brae – similarly cyclists hold up traffic at the steep start.
- Mayfield Road going south cycle lane – this stops short of the junction and is replaced by a traffic lane – making the protected box at the junction difficult to reach and therefore not always useful.
- The advanced green light for cyclists at Mayfield Road while welcome in principle is difficult to see from the protected box as it is located on light directly to left.
- Cycle lanes and parking – the cycle lane on Liberton Brae is frequently blocked by parked cars. Parking at Braefoot Terrace causes cyclists, and other vehicles, to move out into the busy outside traffic stream.

Some of these problems might be reduced with improved signage, lane marking and extended double yellow lines at the entrances and exits from the junction, including restrictions to parking on Braefoot Terrace and Mayfield Road especially at peak times.

2.3 Increased vehicle and pedestrian traffic

Changes in traffic density and the 30 year cycle for review of junctions

Due to extensive housebuilding both within the Edinburgh boundary along the A701 from the bypass and along the Lasswade Road and beyond the Edinburgh boundary it is likely the traffic density particularly at peak hours will have increased markedly in recent years and that this will be related to the volume of new housing. Any assessment of the junction should consider and include an estimate of the number of additional houses built and planned along these arterial routes – and estimates of the present and future impact on traffic density.

An increase in house numbers and associated traffic provides a strong argument for bringing forward further review of this complex arterial junction, the only one within South East Edinburgh without a fully pedestrian crossing sequence.

3. Summary

CEC has a policy of active travel and LDCC strongly believes active travel can be encouraged if this junction is made more manageable for pedestrians and cyclists. Active travel can include walking to the Cameron Toll retail complex, accessing the Braid Hills area for recreation, walking to school, but would also include accessing the bus stops in Liberton Road for non car travel.

For pedestrians the lack of aided crossings on the Kirk Brae and Mayfield Road entrances to the junction make these very difficult crossing points.

Liberton Primary school parents have voiced concern about using this junction.

Currently the junction is a major disincentive to all but most confident and strongest cyclists.

As stated above, the increase in house numbers and associated traffic provides a very strong argument for bringing forward further review of this complex arterial junction, the only major one, we believe, within South East Edinburgh without a fully pedestrian crossing sequence.

Bill Krol

Chair – Liberton and District Community Council

Monday 12 October 2020

Appendix 1

Suggestions from LDCC meeting 27 November 2017 – from minute of meeting

4.3.2. Liberton Brae / Mayfield Road

The Chair provided a briefing paper detailing potential changes to improve the safety of the junction for pedestrians, cyclists and motorists. The following proposed measures were agreed:

- Improved road markings and signage to define lanes of travel
- Sufficiently long phase after traffic lights change to enable slow vehicles and cyclists to clear the junction or an advanced green light on Mayfield Road for southbound cyclists
- Extended cycling box on Mayfield road so that southbound cyclists can start on the flat
- Restricted parking within the junction
- Single yellow lines on Mayfield Road to extend to at least 9:30am
- Extended double yellow lines from the junction on both sides of Liberton Brae
- No right turn signs from Liberton Brae to Kirk Brae
- Reduced pavement on Liberton Road to create more space for cyclists and vehicles
- Visibility of traffic lights to be altered to avoid confusion.

The revisions to the briefing paper were AGREED.

ACTION: The Chair to amend the briefing paper and send to Councillor Howie.

Written Deputation from Liberton Primary School Association for

City of Edinburgh Council – 15 October 2020

Coalition Motion for City of Edinburgh Council - 15 October 2020

PUBLIC SAFETY IMPROVEMENTS AT JUNCTION OF LIBERTON BRAE, KIRK BRAE, MAYFIELD ROAD AND BRAEFOOT TERRACE

We would like to bring to your attention the lack of a Safe Route to School for Liberton Primary School children. We have previously outlined many of these concerns in our Safe Routes to School Travel Plan and in various correspondence over the last three years, and historically by previous LPSA committees over the last few decades:

Kirk Brae

- This road only has one controlled pedestrian crossing, at the very top (with a history of incidents of vehicles cutting over the drop kerb of the pavement on both sides of this crossing due to the narrow road). Using this crossing would take many of the children on a major detour on what is already a relatively long walk to, and from, school. There are two traffic islands, one of which was nearly removed due to cars crashing into it, which does not inspire much confidence in pedestrians trying to cross, especially children. The pavements are very narrow with uneven surfaces.
- The LPSA have been working with Mark Symonds and Stacey Monteith-Skelton from the Council's Road Safety and Active Travel Road Networks department ("the Active Travel Department") in relation to the design and implementation of a controlled crossing on Kirk Brae near the junction with Orchardhead Road. We understand that Capita have been commissioned to produce designs for this crossing and that these are now almost finalised. The Active Travel Department have agreed to share these with the LPSA when they are available from Capita with a view to getting these finalised and agreed and the proposed controlled crossing put in place during the summer holidays next year ready for the start of the school term in August 2021.
- Whilst the Active Travel Department have been extremely helpful in keeping the LPSA up to date and involving us as far as possible in this project, the LPSA wants to ensure that (1) our input to the final designs is taken on board to ensure that the crossing meets the needs of children, parents and careers using this route to travel to and from school and (2) the crossing is put in place next summer as planned.
- We have also asked for pedestrian lights to be added to the traffic lights at the foot of Kirk Brae. Please understand that this is a junction of three major roads, plus one side road which only has one pedestrian crossing across the foot of Liberton Brae, plus another across Liberton Road. There is currently no safe route across the north of Kirk Brae and the south of Mayfield Road, along with the main stretch of Kirk Brae. Some of our pupils are literally marooned and must judge if it is safe to dodge the traffic to cross the road, to walk, scoot or cycle to and from school every day. This is an extremely busy intersection on a main route, with fast flowing traffic. In addition

to the schools and families living close by there are students travelling to Kings Buildings and many elderly residents. We know the difficulty of trying to negotiate Kirk Brae, or the Mayfield Road junction, with children on foot, scooters, bikes and in buggies, we extend our concern to those in our community who are infirm or disabled, and know this is also of concern to St John Vianney's parents, the Liberton Association, the Liberton District and Community Council and various individual residents.

- We believe that certain elements exacerbate the problems and should elevate Kirk Brae in any assessment: in particular the extremely narrow, bumpy pavements; the fire station; the fact that it is a major route and is currently a 30mph limit.
- With many vehicles going faster than 30mph whilst descending the hill, but often travelling fast in both directions, we also ask for this road to be reduced to 20mph.

Gilmerton Road and Glenallan Drive

- We have a high level of cars trying to park around the school which makes Gilmerton Road and Glenallan Drive both unacceptably unsafe for children at drop off and pick up. A lot of parents feel it is safer to drive their children to school, others are travelling a reasonable distance from and to home as the school sits on the edge of the catchment area.
- Gilmerton Road has a dangerous island crossing at the junction of Double Hedges Road and Glenallan Drive which has a dedicated Crossing Patrol Guide, but she can only stop *one* side of traffic at a time - something not always realised by the children who often attempt to go straight across.
- The LPSA and the Headteacher submitted a joint application for Glenallan Drive to be a traffic-free zone during drop-off and pick-up times, but the application was rejected due to "a lack of alternative parking". These issues were all detailed in our Travel Plan.
- Currently, due to the rebuilding work at Liberton Primary there is a much higher footfall of children and parents using the Glenallan Road entrance/exit. We have been told there will be a path installed which is badly needed. The large grassy area is already getting very muddy and slippery and is hazardous to walk on. Some parents are parking on the grass and pavement which makes it more dangerous. The road is very narrow and there is no pavement for a good part of it, so walking on the grass or road is the only option.
- We have had some feedback from parents and a local resident who feel changes could be made to Gilmerton Road and Glenallan Drive including increasing double yellow lines on the corners, creating a pavement where there is none on Glenallan

Drive, and potentially creating a lay-by to allow cars to safely pass and not block visibility or residents' drives. More alternative parking has been requested too.

- Last October we put "Parksmart" banners up, in partnership with the Junior Road Safety Officers (JRSOs) group in the school, to try and encourage parents to park sensibly, especially not on the zigzag lines. The banners had to be temporarily removed but we plan to replace them, but would like more enforcement measures from CEC too.

We would like to leave you with a video we made in partnership with the Liberton Association, after we invited our local MP to join us for the walk to school last winter, in which you can see a party of children and parents attempting to get from the Alnwickhill side of the catchment to the school. We could choose several different routes and they would all have unsafe elements. The children who live on this side have three busy main roads to cross as it is.

You will hopefully not fail to see how important these issues are for affected pupils, parents, carers, and community.

<https://www.facebook.com/LibertonAssociation/videos/3045153392164665/?v=3045153392164665>

Thank you for your time.

Liberton Primary School Association