

## South East Wedge Cycle and Pedestrian Links

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### Transport, Infrastructure and Environment Committee

8 February 2011

#### Purpose of report

- 1 The purpose of the report is to inform the Committee that Council Officers intend to initiate discussions with Midlothian, West Lothian and East Lothian Councils on the development of cross-boundary cycle and pedestrian links and that this would go beyond the requirements of an outstanding Executive Committee decision.

#### Main report

- 2 At the February 2006 Executive Committee meeting a report was presented on the establishment of a pedestrian and network through the proposed South East Wedge development. The meeting noted the report and that "... a further report would be submitted to Council once detailed discussions had taken place between the City of Edinburgh, Midlothian and East Lothian Councils on specific links and design standards".
- 3 Due to the delay in development proposals for the South East wedge area coming forward it has not been possible to hold meaningful discussions with Midlothian and East Lothian Councils. Given that development has been in abeyance for such a prolonged period and the development consortium has now been wound up, it was considered appropriate to provide an update on this issue to the Committee.
- 4 At the same time the Council is now moving forward with the implementation of the recently approved Active Travel Action Plan which sets out measures that the Council will take to increase walking and cycling levels in the city. A key part of the Plan is the development of a 'Family Network' of routes suitable for less experienced cyclists and where this network meets the Council's boundary it is important to ensure that it connects up with cycle routes of a similar standard in other Council areas.

- 5 The Council retains a strong interest in creating a pedestrian/cycle route between the South East of the city and Dalkeith via the Shawfair area. Consequently a route through this area has been included in the proposed Family Network. As there are a number of other cross-boundary pedestrian/cycle links planned in the Active Travel Action Plan it is proposed that discussions with Midlothian, East Lothian and West Lothian Councils are held to discuss all of these proposals and how they can be coordinated. These discussions would incorporate those previously planned for the South East Wedge and go beyond them to include all potential cross-boundary links.

### **Financial Implications**

- 6 There are no financial impacts expected to arise from this report.

### **Environmental Impact**

- 7 There are no adverse environmental impacts expected to arise from this report.

### **Equalities Impact**

- 8 There are no adverse impacts on any race, disability, gender, age, sexual orientation or religion/belief groups from the proposals contained in this report.

### **Recommendations**

- 9 To:
- a) note the actions for creating cross-boundary cycle and pedestrian route in south-east Edinburgh in the Active Travel Action Plan.
  - b) take forward discussions with Midlothian, East Lothian and West Lothian Councils on the coordination of cross-boundary pedestrian/cycle links.
  - c) discharge the action from the 28 February 2006 Executive Committee meeting.

**Dave Anderson**  
Director of City Development

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Appendices	None
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Wards affected	All
Single Outcome Agreement	<p>Supports National Outcome 6 – ‘We live longer, healthier Lives’</p> <p>Supports Local Outcome – Active travel, namely walking and cycling, allows people to integrate health improving physical activity into their daily lives.</p> <p>Supports National Outcome 10 – ‘We live in well-designed, sustainable places where we are able to access the amenities and services we need’</p> <p>Supports National Outcome 12 – ‘We value and enjoy our built and natural environment and protect it and enhance it for future generations’</p> <p>Supports National Outcome 14 – ‘We reduce the local and global impact of our consumption and production’</p> <p>Supports Local Outcome – Edinburgh residents and businesses find sustainable travel options increasingly attractive resulting in growth in traffic levels being contained.</p>
Background Papers	None