

## Edinburgh Access Panel Consultation Hub submission to Spaces for People consultation

### ***Q6. What would you say are the most important disadvantages of retaining 'Spaces for People' measures in place, in relation to the organisation you represent or its members?***

1. The huge impact of cycle lanes where blue badge holders are no longer permitted to park. This represents a major exclusion for people who have no option for getting around other than by using their car and blue badge. We understand that in some places blue badge holders may park beside the cycle lane - eg Comiston Rd - but these places are few in number and often not in useful places like shops; there are safety issues associated with having to cross the cycle lane to get to and from your car (as below); wheelchair users will struggle to get on to the pavement in the absence of a dropped kerb unless parking is kerbside.

2. The safety issues associated with having to cross a (possibly busy) cycle lane to get to and from your car (eg Comiston Rd) or bus stop (eg Geo IV Bridge). This is a particular concern in the context of floating parking where pedestrian/cyclist priorities are unclear and there is a risk of cyclists being "doored" - eg by a vision impaired passenger alighting on to the cycle lane from the near-side of a parked car.

3. The lack of detailed info about SfP measures. In particular, some blue badge holders are reluctant to go out because they don't know whether they'll be able to reach their destination and park there because (a) the road closures and alternative routes aren't fully documented and (b) the rules around blue badge parking are unclear, confusing and subjective (ie dependent on the driver's judgment).

4. The risk of increased congestion and pollution, potentially with a severe impact on people with respiratory problems, because of closures and partial closures of some roads with diversions on to others - eg the Morningside Quiet Route. Another example is the junction of Minto Street and West Mayfield: because the new cycle lane on Minto Street (southbound) effectively reduces the southbound carriageway to a single lane,

traffic waiting for a gap in the oncoming traffic to allow them to right on to West Mayfield at the traffic lights holds up all southbound traffic at busy times, causing lengthy stationary queues.

### ***Q8. If you wish to make a comment about measures you would like to remain in place, including suggested modifications, you may do so here: - Please note: Limit of 200 words to ensure we can effectively analyse responses***

We are happy to see the measures that have been implemented outside SCHOOLS retained provided they meet the conditions set out in our responses to SfP's notification emails. In particular we would wish to see easy and safe drop-off and pick-up available for blue badge holders outside each school.

Note that we would be far more comfortable with the STREETS measures if they were amended:

(a) to allow the same availability of blue badge parking as was available before the measures (with changes to the infrastructure and/or the parking rules);

(b) to provide effective protection of pedestrians from cyclists. Edinburgh already has more than its fair share of badly behaved cyclists - partly because of our large number of students. Things will only get worse as you make cycling more attractive with your rental scheme and cycle parking facilities. We point to the measures you have implemented on Chesser Avenue as measures which we would far prefer to see rolled out elsewhere, with the cycle lane between the kerbside parking area and the carriageway rather than between the kerb and the floating parking area.

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***Q10. If you wish to make a comment about measures you would like to see removed you may do so here:***

In general, do not wish to see any removed, although we would like to see a rebalancing in Portobello High Street and we would also like to see the southbound reopening of Braid Road and the re-opening of Warriston Road reversed.