

**SILVERKNOWES ROAD: COPY OF REQUEST FOR REOPENING TO REDUCE CONGESTION AT CRAMOND, SENT TO CITY COUNCIL'S CONVENOR OF TRANSPORT AND ENVIRONMENT COMMITTEE AND DIRECTOR OF PLACE**

Dear Councillor Macinnes, Paul Lawrence, Dave Sinclair and colleagues

You will no doubt have seen the article in the 'Edinburgh Evening News' of last Saturday (see attachment) regarding issues of traffic congestion on Cramond Glebe Road and Cramond Village and the impacts that these are having on local residents, other visitors and, importantly coastguard and RNLI access to the Harbour to effect rescues of visitors stranded on Cramond Island or at risk of drowning on the Causeway. Such issues have been repeatedly drawn to Council officers' attention over recent years with little positive results.

These issues are being substantially exacerbated by the closure of the section of Silverknowes Road under the Spaces for People programme, as large numbers of drivers are diverting to Cramond, with resultant increases in traffic and parking congestion. Such issues will get increasingly worse as better weather and longer nights approach.

Cramond Glebe Road's footways and carriageway are very restricted in width. As a result walkers, including visitors arriving by bus, and cyclists using Cramond Glebe Road are at much greater risk of catching Covid from others, than those using the broad footways and carriageway of Silverknowes Road.

Given the above situation, **Cramond and Barnton Community Council is seeking early action by the City Council to –**

- **re-open Silverknowes Road to all traffic;**
- **provide advisory cycle lanes on Silverknowes Road and reduce the speed limit to 20 mph, thereby enhancing cyclists' safety;**
- **work with the Community Council to prepare and implement a traffic and parking management plan for Cramond Village and Waterfront.**

The attached paper was prepared in advance of the 'Evening News' coverage and provides more details of the issues arising from the Silverknowes Road closure and their impacts on Cramond and potential solutions to these. Community Council members will be pleased to discuss this issue with representatives of the Council.

Finally, please confirm receipt of this e-mail, as e-mails being sent to the Council are frequently being 'lost' to junk mail or suspect mail settings on the Council's e-mail system.

Best regards

John Loudon, Acting Chair, Cramond & Barnton Community Council

**SILVERKNOWES ROAD TTRO (TEMP/20/92; Silverknowes Parkway to Marine Drive): INCREASES IN CONGESTION AT CRAMOND AND PROPOSED SOLUTIONS**

**SUMMARY**

**Issues: Unintended and unacceptable displacement of traffic and parking pressures from Silverknowes Road to Cramond Glebe Road and Cramond's Village and School Brae car parks, which are at/over capacity at peak periods and often at other times.**

**Solutions:**

- 1. Revoke the Silverknowes Road TTRO and re-open the road to all traffic with provision of cycle lanes adjacent to the footways.**
- 2. Introduce 20 mph speed limits on Silverknowes Road and Marine Drive.**
- 3. Install traffic signs on Cramond Road South and Whitehouse Road to encourage parking at Silverknowes and avoidance of congestion at Cramond.**

Silverknowes Road has sufficient space for vehicular traffic and cycle lanes. Given footway widths and relatively low levels of use, risks of Covid transmission between pedestrians are likely to be low/very low.

## ISSUES

The City Council's 'Spaces for People' closure of Silverknowes Road, from Silverknowes Parkway to Marine Drive provides a bus lane and extensive road-space for Covid-free and traffic-free passage for pedestrians and cyclists, through the use of barriers signage and bus/cycle lanes demarcated by bollards. The current TTRO provisions have been extended beyond the 18 January 2021 to 17 July 2022.

Most visitors to Silverknowes Promenade and Foreshore would previously have arrived by car, via Silverknowes Road (South), or Cramond Road South and Lauriston Farm Road - especially residents of Davidsons Mains, Silverknowes, Blackhall, Clermiston, Drumbrae and Corstorphine and visitors from other parts of Edinburgh. These visitors are now faced with a long detour to Marine Drive, via Muirhouse Parkway, or are more likely to drive to Cramond and park at the Village car park or School Brae car park.

Issues associated with current levels of use of Cramond Village car park have repeatedly been brought to the Council's attention by the Community Council. Proposals for limited parking restrictions on Cramond Glebe Road are currently the subject of a Public Inquiry. Parking issues at Cramond are exacerbated during good weather, weekends and holiday periods and include –

- **Large numbers of visitors' vehicles using Cramond Glebe Road and the Village car park causing congestion** – due to restricted road widths, exacerbated by residents, of necessity, parking on-road and restricting traffic to one-way passage. This congestion results in delays, frustration, occasional road rage and obstruction of residents' access and egress;
- **Hazards to cyclists and pedestrians using Cramond Glebe Road** – due to inadequate space for pedestrians to social distance, traffic mounting the footway to pass on-coming traffic and parked cars, and inadequate road space for cyclists.
- **Traffic levels and congestion delaying emergency services' access to Cramond Village, Harbour and Island, with potential for critical outcomes.** Emergencies are frequent and in spring and summer 2020, there were often Coastguard and other emergency services' call-outs on consecutive days, due to incidents connected to Island visits.
- **Parking capacity is often exceeded at the Village and School Brae car parks** – due to demand and inefficient use of parking space. This results in visitors approaching the car park and having to turn back up Cramond Glebe Road or School Brae, adding to congestion and visitors' frustration and disappointment.

**These above issues will substantially increase in 2021 and 2022** - as Cramond's popularity has increased during Covid-restrictions and with traffic, which would previously have used Silverknowes Road to park on Marine Drive, diverting to park at Cramond.

## ASSESSMENT OF THE TTRO AGAINST COUNCIL CRITERIA AND POLICIES

The Council's guidelines on 'Assessment Considerations for retention of projects initially introduced under the Spaces for People programme' states that the criteria against which all schemes should be assessed include:

*'4. What are the project's impacts on traffic disturbance of communities?*

*On balance, does and will the project impact positively or negatively on traffic disturbance of communities, or is it likely to be neutral?*

*Can the project be modified to reduce or ameliorate impacts on traffic disturbance?'*

**In the context of these criteria and for TTROs and Spaces for People schemes to be kept under review and to be proportionate to need, the Community Council seeks revocation of the TTRO (TEMP/20/92).** Continuance of this TTRO will increasingly exacerbate existing major traffic disturbance and disruption to the Cramond community, traffic hazards to pedestrians and cyclists using Cramond Glebe Road and potentially critical delays for emergency vehicle access to Cramond Village and Waterfront. **The solutions suggested below (or modified versions of these) will reduce the impacts on Cramond's roads and car parks.**

## POTENTIAL SOLUTIONS

**i. Revoke the Silverknowes Road TTRO (TEMP/20/92) and re-open the road to two-way traffic with provision of advisory cycle lanes adjacent to the exiting footways.**

Silverknowes Road has sufficient road width<sup>1</sup> to support re-opening with cycle lane provision. The introduction of cycle lanes, a 20mph limit and removal of the centre white line will all help to reduce traffic speeds and enhance road safety. Typical levels of use and widths of the footways will pose very low levels of risk, if any, of Covid transmission;

**ii. Introduce 20mph speed limits on Silverknowes Road (North) and Marine Drive;**

**iii. Install directional traffic signs to encourage parking at Silverknowes, rather than at Cramond – for example:**



Locations:

- Cramond Road South (northwards) before Cramond Road South/Lauriston Farm Road junction
- Whitehouse Road (northwards) – before Whitehouse Road/Gamekeeper Road junction



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- Cramond Road South/Lauriston Farm Road junction
- Whitehouse Road/Gamekeeper Road junction

Cramond and Barnton Community Council  
January 2021

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<sup>1</sup> Silverknowes Road is 9.0-9.2 m wide (kerb to kerb). This would allow for, for example, two 1.75 – 2.00m advisory cycle lanes and a two-way, 20mph, carriageway 5.0-5.7m wide with no centre line (to further reduce traffic speeds and assist cars to pass an on-coming bus). These dimensions are consistent with advice within 'Sustrans Design Manual: Handbook for cycle-friendly design', 2014. With a maximum of 3 buses/hour to the Promenade, the carriageway width would be adequate. Otherwise; only northbound vehicular traffic should be allowed, with return via Marine Drive and wider cycle lanes.