

## 14 Lower Granton Walk and Cycle Improvements

### Summary of Feedback from Local Community Meetings

19<sup>th</sup> January 2018 – 23<sup>rd</sup> March 2018

The City of Edinburgh Council (CEC) is delivering a package of improvements to the QuietRoute network for walking and cycling across the city. During the Preliminary Design and Detailed design stages, CEC and AECOM are undertaking a range of consultation approaches with stakeholders and the public to achieve better design outcomes.

The proposals for Lower Granton include the widening of the existing path for walking and cycling along McKelvie Parade, the extension of a new shared use path and a new crossing on Lower Granton Road just before Granton Square. The aim of this project is to provide a safe and desirable path for pedestrians and cyclist from the Trinity Road junction to Ox Craig Street and in the long term connect up to the Silverknowes Promenade.

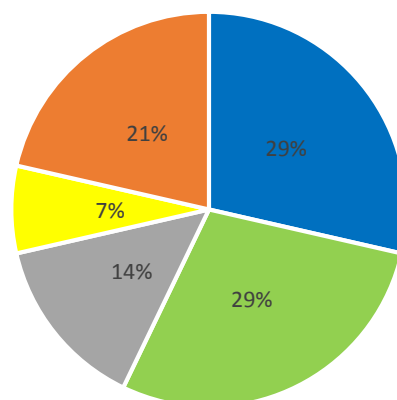
We asked the local community to express their views on some key areas on the project. We presented at three separate meetings and received feedback forms from 14 individuals. The survey was focused around a series of key issues raised by the community. This document summarises the results of that survey.

### Results of Feedback Survey

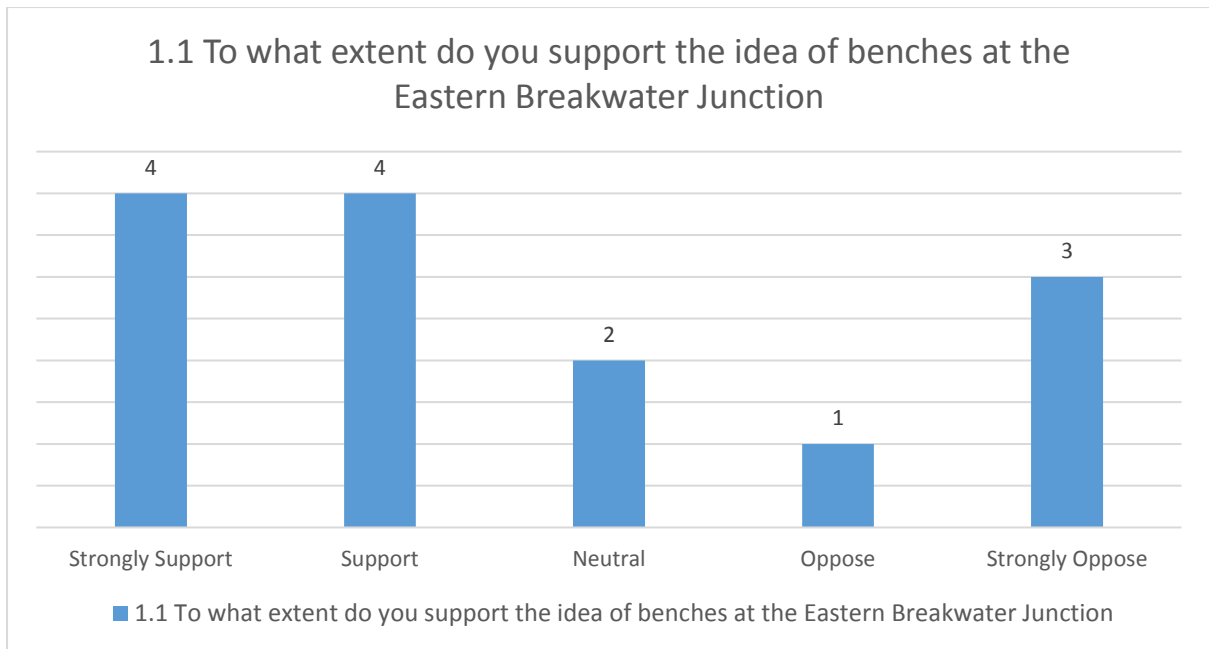
#### 1. To what extent do you support the idea of benches at the Eastern Breakwater Junction?

The Eastern Breakwater junction/Wardie Bay access has been identified as a key location in the area that could benefit from benches and cycle parking. We have suggested bench platforms on either side of the junction with access via a gentle ramp, this will provide excellent views out to the Firth of Forth.

#### 1.1 To what extent do you support the idea of benches at the Eastern Breakwater Junction



■ Strongly Support ■ Support ■ Neutral ■ Oppose ■ Strongly Oppose



There is general support for benches at the Eastern Break junction/Wardie Bay Access with 29% Strongly Supporting and 29% Supporting. Further comments expressed a desire to make the most of the views.

There is 21% in Strong Opposition. Some of the main objections were concerning the removal of hedgerow and a request for benches on Wardie Beach itself instead of at the Eastern Breakwater junction.

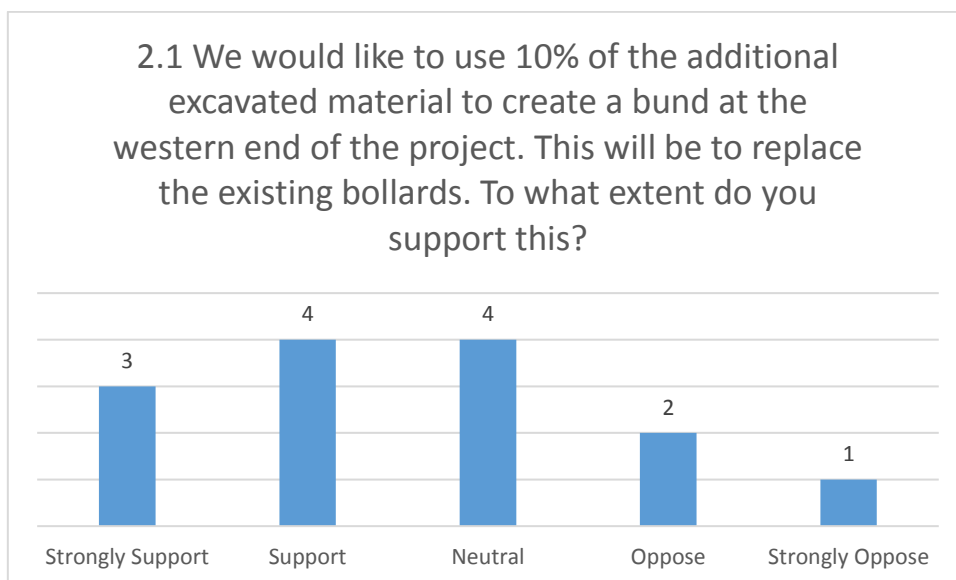
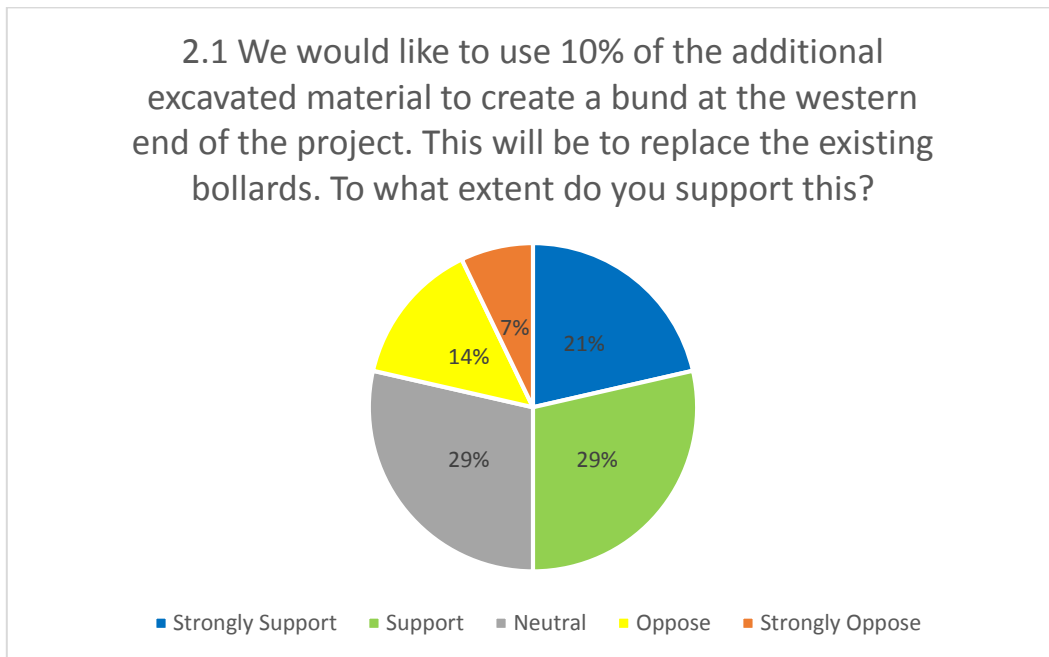
We are looking to address these issues. We have been working with the designers at AECOM to reduce the impact on the hedgerow. We will also look to include new hedge planting with guidance from the Council's Biodiversity Officer.

As CEC does not own the land at Wardie Bay Beach legal agreements would need to be in place in order to locate benches on the beach itself. This does not necessarily impede benches on the beach, however in the light of general support from the feedback form and presentations it is likely we will only be including benches at the Breakwater and along the path.

On the back of the Further Comments section for this question we will also be looking to include an information board at the Eastern Breakwater Junction and relocate the bollards to prevent parking in this area and give full priority to cyclists and pedestrians.

**2. We would like to use 10% of the additional excavated material to create a bund at the western end of the project. This will be to replace the existing bollards. To what extent do you support this?**

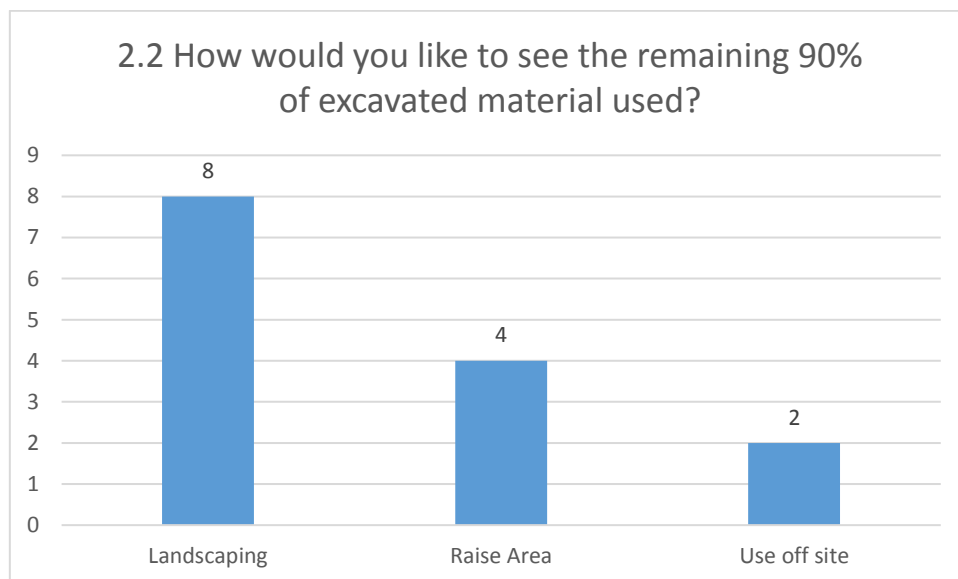
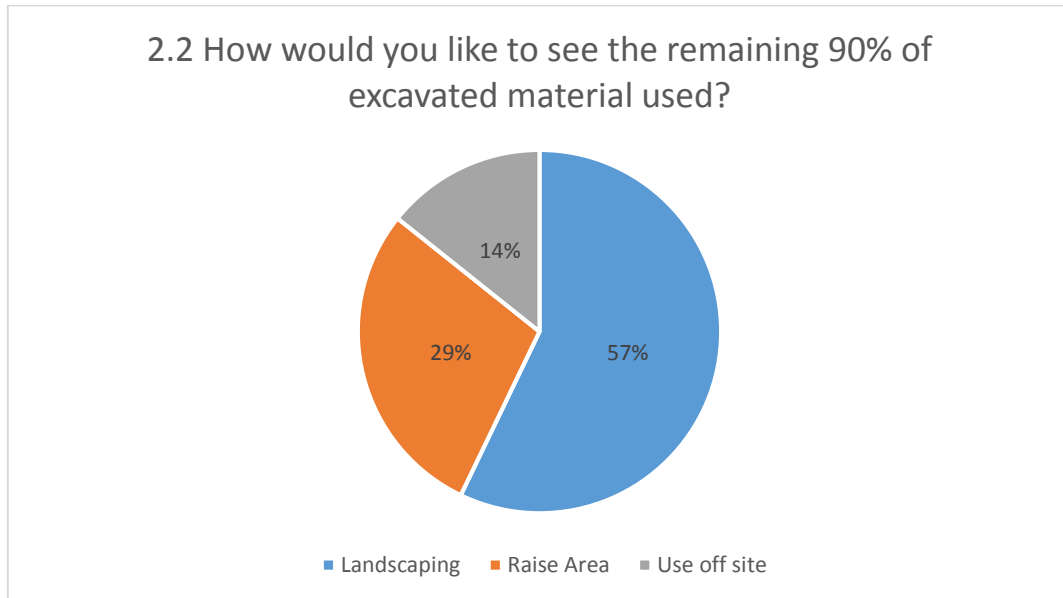
There is going to be 1200cubic square meters of excavated soil from the building of the new path. We want this project to be as sustainable as possible and we have proposed utilising the excavated material on site. The cost saving from reusing the material on site has allowed us to propose some landscaping features in the area.



There is a mixed response to the bund with the largest responses being Support and Neutral. There is more support than opposition and we will look to incorporate this into the scheme. It will provide an alternative to bollards whilst creating a pleasant feature along the route.

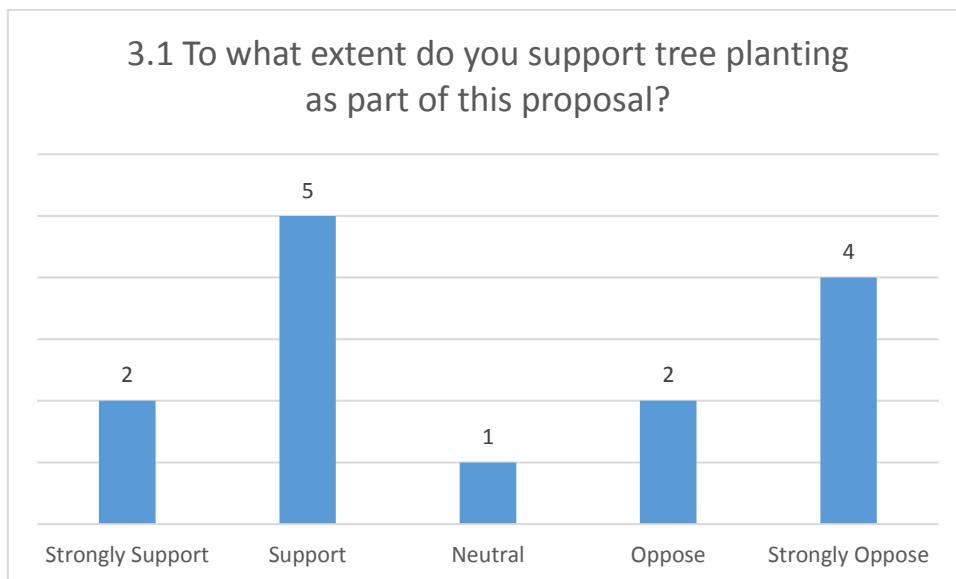
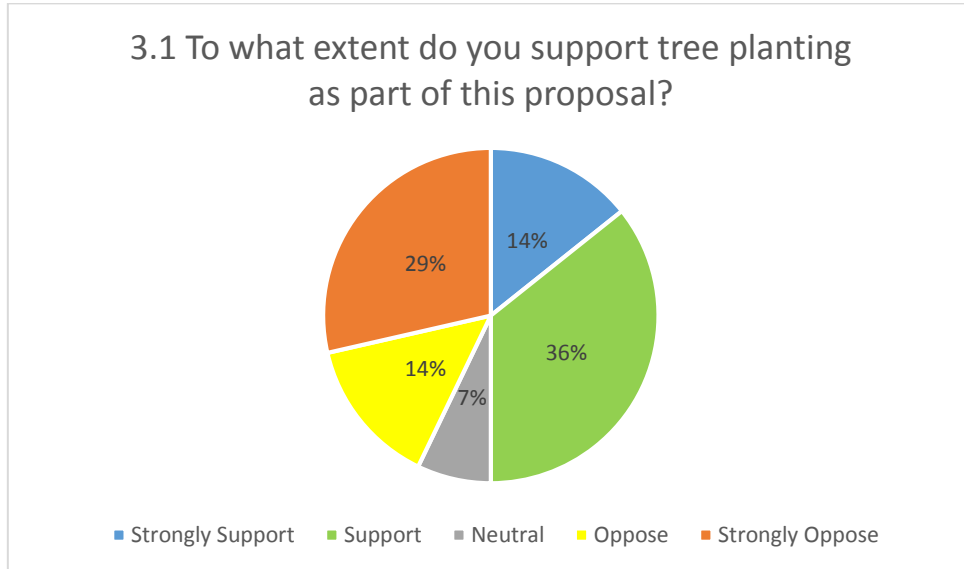
## 2.1 How would you like to see the remaining 90% of excavated material used?

There is 57% support for minor landscaping in the green space between McKelvie Parade and Lower Granton Road. We will continue to work with the Parks Teams, Biodiversity Officers, Living Landscapes and Landscape architects to deliver this and provide place and movement improvements.



### 3. Tree Planting

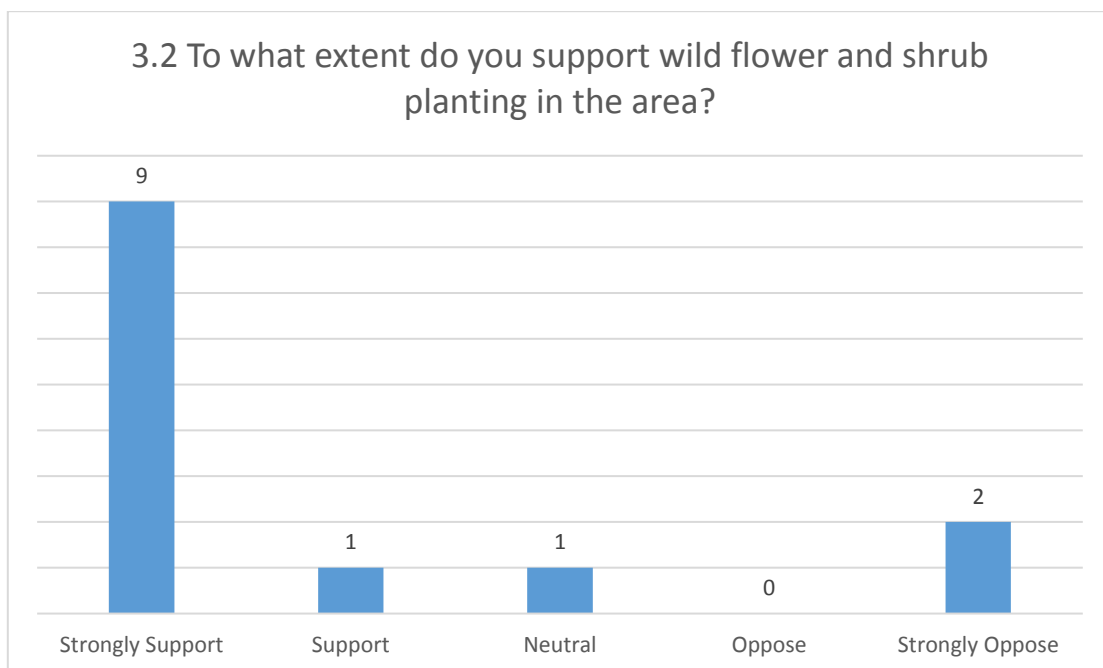
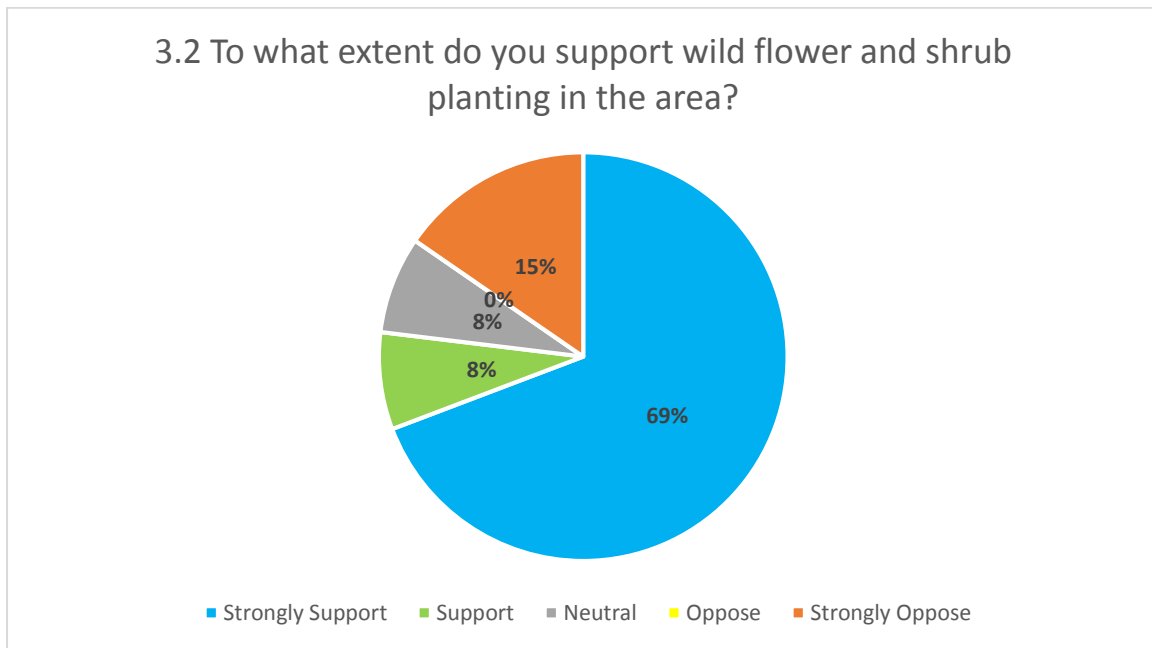
The Trees and Woodland team are very keen to include some tree planting as part of the project. We are conscious that we do not want to obstruct anyone's view. A Trees and Woodland officer looked at locations where there would be minimal impact to resident's views.



The feedback on tree planting as part of this scheme have been very mixed. Although there is general support we are very conscious about the potential to restrict resident's view which is a key benefit of living in the area. As such we will not be including tree planting in this scheme.

### 3.2 To what extent do you support wild flower and shrub planting in the area?

The option for wild flower planting is being explored as a way to increase biodiversity in the area. This would alter the mowing regime but would provide a well maintained management strip along the perimeter and path edges to ensure the green space looks like a managed site and has not just been left to go wild. In addition to this there is the opportunity to plant some bulbs and shrubs around the benches.

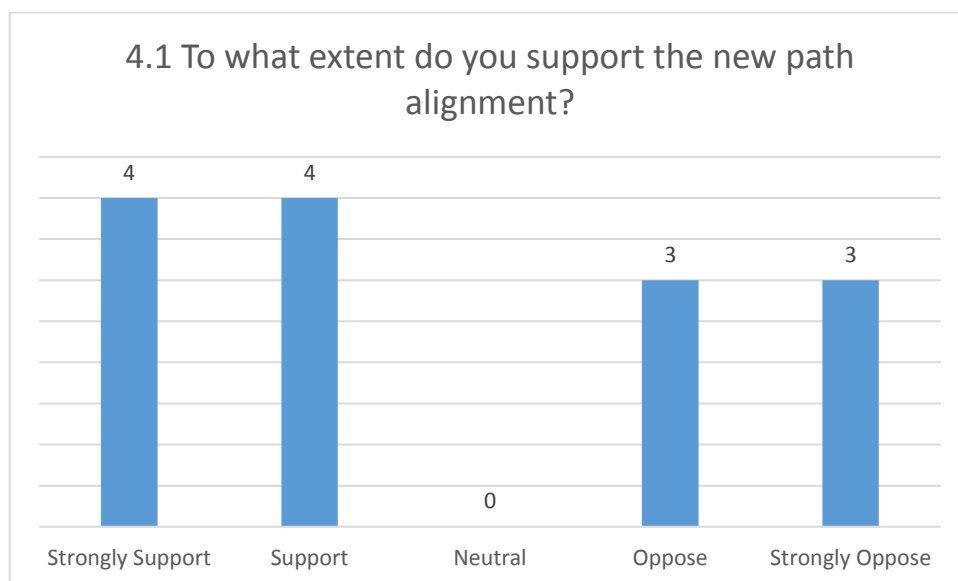
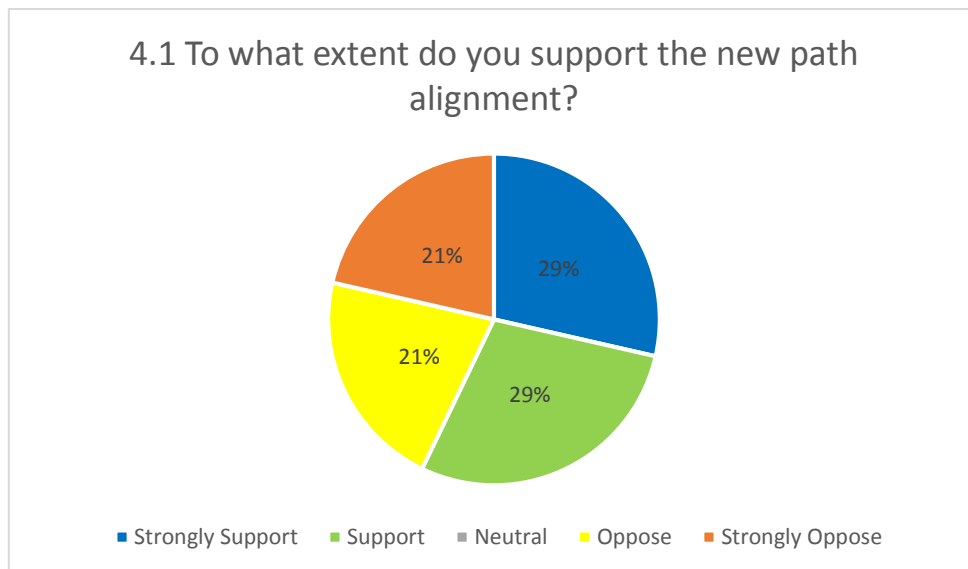


There is significant support for wild flower and shrub planting in the area. We will work with the Parks Team, Living Landscapes and Biodiversity team to ensure that we deliver wild flower and shrub

planting that is easily manageable and well suited for the coastal environment. We will ensure that we combine wild flower and shrub planting effectively with the proposed landscaping as discussed in section 2 and 2.1.

#### 4. To what extent do you support the new path alignment?

Original drawings from the consultation in January 2017 saw the new path from the Wardie Garage up to Granton Harbour Square running fairly close to the sea wall. After further analysis this was deemed to be too costly due to the extra amount of excavation and earth works required. We have as such relocated the new path to run parallel to the existing pavement to create as much greenspace to the north side of the path as possible.



There are mixed views on the path alignment. On the back of general support from the feedback form and a substantial reduction in earth works coupled with significant cost savings we will be running the new path parallel to the existing pavement.

## **5. Conclusion**

The results from survey combined with feedback at the community council and resident's association presentations have helped to guide this scheme. There have been some key issues raised by the community and we are grateful to have received feedback.

The overall feedback has been supportive and we will now look to progress to the completion of detailed design with the inclusion of the amendments mentioned above. We will then commence the statutory consultation process.