

To: spacesforpeople@edinburgh.gov.uk

Edinburgh 'Local Town Centre' phase 1 *Spaces for People* proposals Response from Spokes

This is a general response covering all nine town centre consultations below. There may be additional responses to specific local areas from local members or groups such as Spokes Party.

- Clerk St Nicolson St
- Corstorphine Town Centre
- Easter Rd Great Junction St
- Gorgie Road
- Morningside Bruntsfield
- Portobello Town Centre
- South Queensferry Local Centre
- Stockbridge Town Centre
- Tollcross Town Centre

Spokes strongly welcomes these proposals, prohibiting roadside parking (other than disabled and loading) and thus enabling footway widening. This is necessary to assist social distancing and help local businesses to operate partly outdoors - thus reducing infectivity and helping the local economy.

Removal of roadside car parking is a major step forward in the Council's covid19 response, and will additionally contribute to a safer and less polluted city. We urge that this goes ahead immediately.

Phase 1

- The intention to ban roadside parking (other than disabled and loading) is critical and should not be watered down
- Footway widening must be done in such a way as to improve cycling conditions as far as possible, and certainly to avoid worsening such conditions
- **In particular, the new kerbline should not extend right up to the remaining traffic lane, but should leave space for cyclists within the former parking lane.** This is important everywhere, but particularly uphill where many cyclists travel slowly and queues of frustrated motorists may otherwise build up behind. It gives an element of comfort and safety in phase 1, and provides the basis for a cycle lane in phase 2
- There may be occasional problems at loading points, but this should be much less than at present, as parked cars will be gone. We comment further on loading under Phase 2 below.
- Loading and parking restrictions should be toughly enforced from the outset
- We strongly welcome the guardrail removal proposed in phase 1 (tragically, guardrail has been implicated in more than one cyclist death in Edinburgh). However, guardrail also acts as bike parking, and the scheme must ensure adequate alternative secure parking

Phase 2

Phase 1 should somewhat benefit existing cyclists *if implemented as above*, but is unlikely to attract many new or novice cyclists. We therefore strongly welcome the promised phase 2, with specific measures to assist cycling and public transport. **This stage should be brought forward as soon as possible, certainly within weeks rather than months.**

The following should be considered in preparing the phase 2 proposals...

- **Segregated cycling provision** is the most effective approach to encouraging new and additional use of bikes, and should be the top objective. The very positive response to the Crewe Road South and Old Dalkeith Road segregated schemes illustrates this. In roads of very limited width there may be a case for segregation between pedestrian and cycle areas to be white line only, but this needs considered case by case and would be a last resort.
- **Cycle parking** needs should be fully assessed at each town centre and implemented with easy accessibility from cycle lanes
- **Slower speeds** should be considered for these local shopping streets, even if they are main roads. We note that the entire City of London Square Mile is being considered for 15mph.
- **Permissible loading times** should be re-assessed, and reduced where possible, although we appreciate and support the need to assist local economies. In some cases (as currently in Leith Walk) it may be possible to relocate loading areas to non-time-restricted locations nearby but off the main road.
- **Cargo-bike deliveries** and possible **local distribution hubs** should be considered, using the current Leith Walk experience – though this might be a 'phase 3' given that phase 2 is needed urgently and should not be delayed
- **Bus gates should be considered**, with as lengthy times as possible - even if initially just to allow, for example, a car/lorry-free few hours each weekend on a trial basis