

CIMT 22 July 2020 – Spaces for People Project Approval

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 8th July 2020. Recipients were given five days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

Project Proposal

Location	Justification	Recommendation
Bruntsfield Town Centre	The proposed measures are part of an overall emergency requirement to re-designate key parts of the road network. This is to facilitate safe travel while meeting current physical distancing requirements, taking into account the increase in walking, cycling and wheeling during lockdown and also provide adequate space for businesses to operate under new conditions as lockdown is eased under the Scottish Governments route map to recovery. Such measures are required urgently to help prevent people from becoming ill or coming to harm by infection from COVID-19 whilst implementing physical distancing requirements.	<u>Proceed</u> Implement Town Centre footpath widening measures

Feedback

Comment from	Comment	Response
Police Scotland TM Liaison & Road Policing	From a Traffic Management perspective, whilst understanding the importance of keeping people safe in the current environment, I think it is important to obtain a balance between protecting the public against the virus and maintaining traffic flow in a safe, consistent and free flowing manner in the different areas. I would like to think that consideration could be given at certain suitable locations, instead of full closures, creating one-way systems on roads that would have normally been two-way streets. In this way, access to the street, not only from a resident's perspective but also for emergency services is still maintained, however with the added benefit of creating extra width on both sides of the one way carriageway for Social distancing/extra cycling space etc.	There are no road closures as part of this scheme.
Police Scotland	If the full closures are implemented, then signage should be of the prescribed size and relevance in order for the police to enforce if required. There has been	There are no road closures as part of this scheme. To minimise unnecessary pinch points signage will be kept to an absolute

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<p>TM Liaison & Road Policing</p>	<p>instances recently of TTRO's going on with little or no appropriate signage, confusing drivers and creating conflict with other road users.</p>	<p>minimum but will be as per Chapter 8 Traffic Management requirements.</p>
<p>Police Scotland TM Liaison & Road Policing</p>	<p>The closures/amendments should be subject to constant review with the possibility of altering/changing the Traffic Management layout if required whilst still affording access to all emergency services.</p>	<p>Schemes will be reviewed at 3 weeks and an agreed frequency beyond.</p>
<p>Police Scotland Specialist Crime Division</p>	<p>In regard to the CT aspect Police Scotland wish to raise your awareness of the attached National Security guidance, entitled; Protection of pedestrian queues, against Vehicle as a Weapon (VAW) Attack published in May 2020 by the Centre for the Protection of the National Infrastructure (CPNI)</p> <p>CPNI consider the risk to pedestrians from VAW attack within the UK to remain a “realistic possibility” during the COVID-19 pandemic. Social distancing measures continue to require businesses to manage customer flow and numbers going into premises. This results in the formation of queues, often within open public spaces and busy streets. The possibility exists that we will see an increase in the amount of queues across the country and especially within our “local town centres” in Edinburgh.</p> <p>Under your proposals, we note that you are seeking to remove guard rails and street clutter within these areas, to help achieve safe physical distancing, from this date. The presence of street furniture (e.g. bus stops, signage posts, seating, telephone boxes, litter bins, cycle racks, and trees) affords some protection for members of the queuing public against VAW Attack.</p> <p>Whilst the presence of street furniture alone may not stop a determined VAW attack, there is evidence to suggest that it may cause an attacker to avoid the area or drive around such features. Furthermore an attacking vehicle colliding with street furniture may become immobilised, which provides people nearby the opportunity to safely escape.</p> <p>We would strongly advise against the removal of street furniture as described within your proposal, to promote some level of protection for queuing members of the public.</p>	<p>Only street furniture that is creating a hazard rather than a benefit will be removed. Most street furniture will remain as it serves a purpose.</p>

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	In support of this we would urge you consider the last line of the CPNI guidance, which states, "Do Not remove any security features / useful street furniture items without considering protective security in the round."	
Edinburgh Living Streets General Comments	We strongly support the initiative to widen pavements, which in many 'town centre' streets are grossly inadequate. This can only be done in many cases by removing on-street parking and loading, except for essential requirements (such as Blue Badge spaces where appropriate). We appreciate that some shops will want to see these parking and loading spaces retained, but crowded narrow pavements cannot possibly be an attractive environment for encouraging shoppers, many of whom arrive on foot or by public transport. Too much space in high streets is occupied by stationary vehicles.	Parking bays have been utilised where possible to allow footway widening. Consideration has also been given to widening footway's at locations with anticipated queuing
Edinburgh Living Streets General Comments	We welcome the acknowledgment of the problems caused by clutter and guard rails and would encourage the council to take a much more vigorous approach to removing or relocating items including unnecessary phone boxes, royal mail boxes, telecoms cabinets etc as well as vertical signage on poles, many of which are no longer required since the Traffic Sign Regulations were changed in 2016. Decluttering should take account of the various surveys and audits which Living Streets and others have carried out in recent years in many of the locations.	Only street furniture that is creating a hazard rather than a benefit will be removed. Most street furniture will remain as it serves a purpose.
Edinburgh Living Streets General Comments	Design details will need to carefully consider and monitor access at bus stops especially for disabled people.	Access to bus stops will be maintained at all times.
Edinburgh Living Streets General Comments	Where more outdoor space for businesses is provided (eg 'tables and chairs') it is essential that adequate clear space is provided for pedestrians and that the benefits to walking of widened footways are not swallowed up by added obstructions. It may be that 'tables and chairs' should normally be on reclaimed carriageway space, allowing the pavements themselves to be kept clear.	Any tables and chairs applications received will take this into account.
Edinburgh Living Streets General Comments	The extensive use of cones, barriers etc will make many streets look like roadworks, and thus risk making shopping streets look pretty ugly – if we actually want them to contribute to moving discussion forward it's important that opportunities are taken to make things look better. Suitable gateway features / signage information for the public on the purpose / benefits of the scheme would be useful.	Phase 1 will be implemented using traditional traffic management (cones etc) which will be replaced with semi-permanent features during phase 2.

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Edinburgh Living Streets General Comments	Effective management of schemes is essential, so that cones or barriers that fall over are quickly dealt with. Enforcement of parking and speeding, including a visible role of Police Scotland is important too.	Noted and agreed. We will work with all relevant stakeholders to ensure effective management of the scheme.
Edinburgh Living Streets General Comments	Temporary bike parking should be installed at suitable locations, where they do not add to pavement clutter.	This is being taken into consideration for future phases for the Town Centre projects.
Edinburgh Living Streets General Comments	Monitoring of schemes must collect robust data on walking/footfall.	We have appointed Sustrans to undertake before and after monitoring at this location.
Edinburgh Living Streets Specific Comments	<p>We also welcome specifically the range of improvements to be made in Bruntsfield, but wish to draw your attention to five omissions / concerns:</p> <ol style="list-style-type: none"> 1. Merchiston Place should be blocked off to vehicles at Bruntsfield Place, to allow for easier walking along the western footway – this is currently a difficult stretch for safe walking, as the two junctions (the other being Montpellier Park) are very close to each other. 2. Most pinch-points at junctions where people have to wait (and hence accumulate in numbers, close together, rather than just passing each other) have not been tackled. The worst example is Holy Corner, in particular outside the McLaren’s pub, which has illegally blocked – with a sign stating ‘Exit only: this is not a public entrance’ – a Right of Way which enabled pedestrians to avoid this pinch-point. 3. We are unclear if the Whitehouse Loan to Gillespie Crescent section is intended to be a shared pedestrian / cycle space in bus lane. If so, we would be strongly opposed to this because of the inevitable conflicts it would create, not least due to the fact that this is a steep downward hill. 4. It is important that the extra pedestrian space created is not swallowed up by added obstructions such as tables & chairs or shop merchandise displays. 	<p>Please see responses below to the points raised:</p> <ol style="list-style-type: none"> 1. This can be considered in future phasing for the Town Centre Projects. 2. This is being considered for future phasing of the Town Centre Projects. 3. The pedestrian and cycle lanes will be segregated and not a shared space. 4. This will be taken into consideration.

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	Any potential adverse effects on bus services will need to be monitored and carefully considered.	
Edinburgh Access Panel	If the pavements are widened, there may be a temptation for (even) more cyclists to ride on the pavement. Please take steps to guard against this.	Noted. Adequate space remains on the road for cyclists.
Edinburgh Access Panel	Please ensure that parking provision for blue badge holders after the emergency measures have been put in place is comparable to the current provision.	The design aims to retain as much of the existing parking/loading bays as possible.
Edinburgh Access Panel	Please make information available on your website about the exact whereabouts of specific parking spaces so that blue badge holders can plan ahead and easily locate a space.	Yes, plans will be shared.
Edinburgh Access Panel	Please distribute these parking spaces individually throughout an area rather than clustering them.	The design aims to retain as much of the existing parking/loading bays as possible.
Edinburgh Access Panel	Please consider putting a time-restriction on some of these places so that blue badge holders can make short shopping trips	Parking bays will be available to all drivers, where possible. This can be taken into consideration in future phasing of the Town Centre Projects.
Edinburgh Access Panel	We are in favour of removing unnecessary clutter. But please take care not to throw the baby out with the bath water. Not all so-called "clutter" is unnecessary	Only street furniture that is creating a hazard rather than a benefit will be removed. Most street furniture will remain as it serves a purpose.
Edinburgh Access Panel	Please ensure pavement surfaces are safe and well-maintained, especially if engineering work is required to widen them	Footways and carriageways will be inspected, and any defects will be repaired in line with the code of practice.
Spokes General Comments	In earlier SfP responses, Spokes has welcomed the general principles of this important project. We are, however, disappointed with these schemes because, whilst they rightly extend footway space for pedestrians, full through-traffic capacity has been maintained, generally resulting in little enhanced protection for cycling. Regrettably, it is our view that none of these schemes will encourage new people to start to travel to work or education by bicycle, nor will they assist families to safely cycle in their local Town Centres.	Where appropriate segregation will be provided during phase 2 of each Town Centre project. Through traffic will be maintained as a key route into the city and the existing speed limit of 20mph will remain unchanged. Where existing road markings can be used as a delineation for cycle lanes until further line marking or temporary measures can be carried out in future phasing.

	<p>1. Such cycling protection as is included, can be characterised as being the left-over space between the extended footways and the traffic lanes and has no continuity or segregated protection.</p> <p>For instance: On Morningside Road: Footway Widened to Width of Parking Bays. Line for Cycle Lane Outside Loading Bay Remains that's such a narrow gap, so the majority of cycling will have to be in the main running lanes. On Dalry Road: Widen F/way by 1.5m Potential Room for Cycleway is more encouraging, but sits in isolation.</p> <p>2. Even where there are generously wide traffic running lanes, such as on St John's Road, Corstorphine: 4.75m width running lane in either direction to provide additional space for cyclists on the carriageway. The opportunity has not been taken to incorporate segregated cycle lanes.</p> <p>3. At the same time, no opportunity has been taken to introduce measures to reduce the volume or speed of through traffic; resulting in a distortion of the accepted transport hierarchy, with cycling being squeezed in the middle. People on bikes will be in a single and often narrowed all-traffic lane, thus suffering the fear of traffic behind which is keen to overtake but unable to do so safely. In addition to deterring existing and potential cycle use, and combined with much wider footways, this is likely to increase the prevalence of footway cycling.</p> <p>4. This protection of through traffic capacity does nothing to benefit the economies of these Town Centres and it could in some cases be reduced by the use of bus gates. For instance, Portobello High Street is by-passed completely by Harry Lauder Road; Gorgie/Dalry is already by passed by the West Approach Road.</p> <p>5. Images are now regularly being seen from cities across the UK where parts of the</p>	
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	<p>carriageway on local High Streets have been repurposed for outdoor cafe seating and parklets. Regrettably, we see none of that in these proposals, although hopefully some are planned, especially close to pubs and cafes.</p> <p>Recommendations Spokes urges that urgent consideration be given in this phase, or certainly in the next phase, to:</p> <ol style="list-style-type: none"> 1. The creating of segregated cycle lanes on the wider of these Town Centres, such as StJohn’s Road with its 4.75m running lanes. 2. Where overall width is limited, the traffic hierarchy principle should kick-in and traffic space reduced, perhaps by the use of speed-calmed one-way streets, with cyclist exemption or busgates. Gorgie/Dalry is substantially in parallel with the West Approach Road, and our Portobello group would like it considered in the next stage for Portobello High Street. At least one such bus-gate should be tested-out in the present phase of proposals. 3. Given that these are important and busy shopping streets, and especially where segregated cycle lanes are not provided, the remaining all-traffic lanes should have 15mph speed limits. 4. Every opportunity should be taken to introduce additional cycle parking facilities. 5. While we agree with Council's policy to remove guardrail, it's important to be aware that some guardrail is used as cycle parking where facilities don't exist or are at capacity. Please ensure that alternative cycle parking is considered for locations where guardrail is removed. This not only supports access for cyclists, but also improves conditions for pedestrians, by avoiding bikes being left in awkward positions on the footway. 	
Spokes	Spokes is supportive of the proposals for Bruntsfield Place. They should improve the safety of cyclists, particularly reducing the threat of getting “doored” by parked cars and will create more safe space for pedestrians in this busy shopping area. We are particularly pleased that cycling has been considered at the initial stage of the proposals.	Noted.
Spokes	Whilst the width of the pedestrian extension is clear – 1.5m in most places – it is not clear what the width of the cycle lane is. The minimum	Noted. Any new cycle lanes will be in line with the Edinburgh Street Design Guidance.

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	width should be 1.5m. This is in line with the Council’s own Street Design Guidance in Design Manual C2 that 1.5m is the minimum, and that 1.75 is recommended.	
Spokes	It is important that the cycle lane is clearly demarcated, physically segregated and cannot be encroached on by motor vehicles. Stretches of unsegregated cycle lane should be either red-screeded or red-chipped, and this should also be done on the segregated sections, if this would not result in delay to the scheme. It is also vital that the cycle lanes are as prominent as possible where they cross junction mouths. They must be red-screeded and where possible they should also be widened at these points.	Noted. These points will be considered for future phasing of the Town Centre Projects.
Spokes	Montpellier Park to Viewforth section cycle lane – we would recommend that this section not be constructed. It is very short and runs into the bus stop which projects into the carriageway by more than 1.5m. It is common for buses to be waiting at this stop and cyclists are likely to become ‘trapped’ behind them. Because of the bus stop and the road geometry, Cyclists would tend to be further out from the kerb at this point due to the bus stop and the general road geometry. We therefore recommend that the lane start after the bus stop, as proposed.	This section of cycle lane can be reviewed and if deemed not necessary it will be removed.
Spokes	Leven Street cycle lane - we are supportive of the widening of the footway outside Barclay Church, where it is particularly narrow. However, we believe a cycle lane should be constructed outside the extended footway to link into the existing one further South. This is particularly important at this point as there is a steep gradient and cyclists travel much slower than motor traffic.	Noted. These points will be considered for future phasing of the Town Centre Projects.
Spokes	Bruntsfield Place/ Whitehouse Loan junction – this is a particularly difficult junction for cyclists to cross due to its width. As part of these measures we would like to see the width of Whitehouse Loan reduced to a single exit lane.	Noted. These points will be considered for future phasing of the Town Centre Projects.
Councillor Joanna Mowat	It is not clear how the cycle lane will be implemented – is this segregated, with cones or wands or painted onto the road?	As part of phase 2 the intentions are to segregate cycle lanes with rubber kerbs, wands and line marking.

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Councillor Joanna Mowat	The measures to increase pavement space for queueing are welcome and I hope that there will be continued dialogue with residents and businesses where necessary to ensure that any snagging is resolved quickly.	Site meetings have already been held and dialogue will be on going through out the process.
Councillor Joanna Mowat	Whilst we receive assurances that the network is being considered without seeing the full picture of proposals it is difficult to comment fully. The treatment of the other north/south routes across the city will impact on what happens to traffic levels here – if further proposals to close the Mound and Bridges to through traffic are brought forward this will increase the traffic on this route from people in the north of the city who wish to leave the city going south as they will be directed to Lothian Road to make the journey across the city. In order to ensure that reduction in carriageway for vehicles does not create additional vehicular congestion on this route it is important that those options remain open. Additional traffic being routed along this corridor would diminish its attractiveness as a local centre.	Noted. These points will be considered for future phasing of the Town Centre Projects.
Councillor Susan Webber	I am thankful to see that there are no floating bus stops on this stretch of Emergency Road Measures	Noted.
Councillor Susan Webber	Looking at all the recent measures one thing is quite dramatically missing from all of this is how all of these measures connect with each other and create a network of safe spaces for active travel IN ADDITION to those already in existence. There are many safer routes to choose to cycle (eg) across the Links and onto the Meadows, the cycle path along the canal etc and these are noticeable by their absence. Demonstrating how existing networks connect with the emergency measures will help identify those necessary.	Noted. There are various internal review groups which provides an overview off all the on-going emergency projects through-out the city.
Councillor Susan Webber	We are now some way on the road map to recovery and it is clear that most of the proposals that would have been more suitable for Phase 1 of lockdown now look decidedly out of step with the country now that we are in phase three.	The default position from the Scottish Government in Phase 3 of the Lock-down remains with a 2 metre physical distancing rule.
Councillor Neil Ross	the principal reasons for these plans is to reduce crowding and increase the space for pedestrians and cyclists to aid social distancing when they visit shops and businesses at pinch points and where certain shops have queues outside. The threat of Coronavirus is receding and the chances of catching it outside are considerably less than inside so any measures put in place should be targeted. I generally welcome the widening of pavements where they are narrow and where they are outside busy premises. These proposals instead	Schemes will be reviewed at 3 weeks and an agreed frequency beyond. Areas with widened pavements have been considered where footfall is expected to be high and existing footpath width is below 3 metres.

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	seem to take a blanket approach to widening pavements which means they include pavements which are already wide	
Councillor Neil Ross	It appears from the drawings that many loading bays would be lost in addition to parking spaces. It is surely accepted that shops need loading bays on the same side of the street so they can make and receive deliveries, as they can't be serviced from the rear of the premises. This needs to change or else traders will simply ignore or move the bollards and barriers.	All loading bays will remain, any closed will be relocated in near-by side streets.
Councillor Neil Ross	It is clear what is meant by 'footway widened' but what is meant by 'Line for cycle lane outside loading bay remains'? There are no cycle lanes on Morningside Road or Bruntsfield Place. Does this suggest that they might be introduced in Phase 2? I am very sceptical that there is enough room for cycle lanes on Morningside Road as it is simply not wide enough to accommodate widened pavements, cycle lanes and two-way traffic flow. This also suggests that loading bays will remain though the drawings suggest they will disappear so which is it?	All loading bays excluding will remain, any closed will be relocated in near-by side streets. Cycle lanes will be segregated in future phasing at locations where the existing carriageway width allows.
Councillor Neil Ross	Will cycle lanes be protected by plastic stick down wands or some other form of barrier?	As part of phase 2 the intentions are to segregate cycle lanes with rubber kerbs, wands and line marking, where appropriate.
Councillor Neil Ross	Another concern is space for queues at bus stops. Is there to be any form of queuing guide marked on the pavement, to encourage people to form an orderly queue?	Design options for bus stop areas are currently being considered to allow increased space at stops.
Councillor Neil Ross	My priorities are to gain more space for pedestrians where it is needed at the cost of losing some parking spaces and also to retain loading bays for shops on the same side of the street as their premises. I don't think there is enough room on Morningside Road for cycle lanes and I am concerned that bus passengers should have enough queuing space at bus stops.	The design aims to retain as much of the existing parking/loading bays as possible.
Merchiston CC	MCC supports the objectives of CEC's proposals, particularly widening pavements temporarily.	Noted.
Merchiston CC	Holy Corner. <ul style="list-style-type: none"> MCC is very disappointed that the proposals do not address the well-established congestion problems and Covid-19 risks at Holy Corner. Physical distancing requirements have made the congestion problems there a significant Covid health risk and therefore more urgent. The 	As detailed at the site meetings on Thursday and Friday 16 th & 17 th July 2020, these points will be considered in future phasing of the Town Centre Projects.

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	<p>whole road traffic and pavements layout is no longer fit for purpose and should be completely redesigned.</p> <p>Widening the narrow pavements at Holy Corner is an urgent priority because of the large throughflow of pedestrians, which makes this corner a Covid-19 risk “hot spot” because physical distancing is very difficult. The narrow pavements here also present physical distancing problems because queuing at the several road crossings conflicts with pedestrians passing through. Queuing at the bus stop on the west side of Bruntsfield Place makes physical distancing here difficult in because of pedestrians passing through. Designated areas are needed for queuing at bus stops, and outside pubs and shops.</p> <ul style="list-style-type: none"> • A one-way pedestrian system could be introduced at Holy Corner to encourage pedestrians to use the junction like a roundabout, with walking direction one way. This would facilitate physical distancing and allow elderly, buggies and able-bodied pedestrians to walk safely. • The length of the pedestrian green light time at Holy Corner needs increased. This would also improve diagonal pedestrian crossing too. • The established right of way blocked by McLarens Pub has made Covid physical distancing problems and congestion worse, made worse by introducing take-away business which increased footfall; CEC should get the right of way outside McLarens Pub reopened. 	
Merchiston CC	Merchiston Place/Montpellier Park. Need to improve pedestrian crossings and road junctions outside Honeycomb Cafe/RBS Bruntsfield. Possibly additional traffic lights including green man pedestrian crossing at this difficult spot	Noted. These points will be considered for future phasing of the Town Centre Projects.
Merchiston CC	Parking. Removal of parking spaces along Bruntsfield & Morningside Road is helpful in order to widen pavements for physical distancing. However, as a result increased short-term parking in side-streets nearby will be needed to enable residents to shop, collect medicines etc, otherwise customers will be deterred if no parking is available and go online or elsewhere. Disabled parking	Noted. These points will be considered for future phasing of the Town Centre Projects.

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	needs to be considered. Deliveries and collections of heavy goods for shops needs to be considered (such as very early and/or night-time hours trade deliveries and collection parking). Additional pedestrian crossing points may be required along Bruntsfield Place and Morningside Road if there is an unbroken line of vehicles at peak times as a result of narrowing main road	
Merchiston CC	Street Clutter. Removal of street clutter is helpful to facilitate physical distancing, including removing pavement obstacles, roadworks signs, signpost and bins. Important to protect use by wheelchair users, visually impaired pedestrians & baby buggies	Only street furniture that is creating a hazard rather than a benefit will be removed. Most street furniture will remain as it serves a purpose.
Merchiston CC	On-Street Tables. CEC should regulate cafes' outside tables and restrict grocery & florist shops from spilling out onto pavements because this will reduce physical distancing space for pedestrians	Any tables and chairs applications received will take this into account.
Merchiston CC	Safety Perceptions. Public need to feel that it is safe and welcoming to shop and walk around in Bruntsfield. Residents may not feel safe if only protected from heavy traffic & speeding cyclists by flimsy cones & bollards	Phase 1 will be implemented using traditional traffic management (cones etc) which will be replaced with semi-permanent features during phase 2.
Merchiston CC	Enforcement. MCC requests that CEC and Police monitor & enforce physical distancing, use of face coverings, parking restrictions and road speed limits. Police visibility by "Bobbies on the beat" would be reassuring to the public that physical distancing & anti-social behaviour such as speeding are being enforced	This cannot be considered under the Spaces for People Town Centre Projects.
Merchiston CC	Review. When these temporary changes settle in, MCC recommends ongoing reviews to see if the changes are working well and delivering the intended objectives. MCC would be willing to participate in ongoing reviews and forward planning.	Schemes will be reviewed at 3 weeks and an agreed frequency beyond.
General Public (Response to Proposals)	<p>There were 30 responses – with an even split from residents and businesses. The resident's responses were 1/3 positive and 2/3 negative, with 14 of 15 business responses being negative.</p> <p>The themes which were contained in the feedback were as follows:</p> <ul style="list-style-type: none"> The loss of parking presenting a significant barrier to viable trading and business sustainability due to loss of custom. 	<p>Please see responses below:</p> <ul style="list-style-type: none"> The design aims to retain as much of the existing parking/loading bays as possible Segregated cycle lanes will be incorporated where possible in phase and future phasing.

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	<ul style="list-style-type: none"> • The loss of sufficient loading presenting a significant barrier to viable trading and business sustainability. • The delay in providing measures for social distancing and fact that Scotland is easing lockdown. • A lack of publicity of the proposals, limited period to comment and lack of general awareness of the proposals. • A need for segregated cycle lanes along the full length. • The loss of parking disproportionately affecting the elderly who rely on this mode of transport and cannot walk/cycle and are advised against bus travel. • One-way pavements should be considered instead of pavement widening. • Lack of footway widening outside McLarens at Holy Corner junction and at Christ Church. • Risk to walkers due to cyclists using widened footways. • Risk to slower cyclists in segregated cycle lanes from more aggressive cyclists. • Bruntsfield Place/ Whitehouse Loan junction needs to be narrowed to improve safety. • Bins on footway o/s numbers 212-218 need to be removed. • Scheme should be linked to 'school streets' plan for Bruntsfield Primary and consideration given for reducing deliveries etc at key pupil movement times. • Concerns about the appearance of the temporary TM. • Blue badge parking needs to be formally incorporated/provided in on street measures. • Potential for slips/trips/falls due to kerb edge bisecting widened footway. 	<ul style="list-style-type: none"> • Measures have been designed, undertaken Notification and will be implemented as soon as reasonable possible. • This could be problematic to install with the temporary measures proposed for people with visual impairments. • This is being considered within future phasing of the Town Centre Projects. • There will be sufficient room on the carriageway for cyclists. • The responsibility would be for cyclists to act in a safe manner as with all road users. • This can be considered for future phasing. • Any bins needing relocated will be relocated to a near by safe location. • All schemes are related and co-ordinated centrally to ensure this is achieved. • The temporary traffic management is required by legislation to be visible and have the correct advanced warning signs to make all road users of the change to the existing road lay out. • This is being considered. • This is currently being reviewed for future phasing.
<p>General Public (Commonplace)</p>	<p>Pavements need to be widened and de-cluttered to support pedestrians and create more space for queuing outside shops/bus stops. Marked pavement</p>	<p>Footway widening is part of the design, further improvements are continually reviewed.</p>

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	<p>areas outside shops/bus stops to assist waiting/queuing. Could designate one side of pavement for walking north and the other side for walking south.</p> <p>Parking should be restricted/suspended to create more space to extend pavements.</p> <p>Slow/reduce traffic generally and improve crossings – however too many crossings may increase people grouping together. Barrier needed in places for general protection from vehicles. 20mph speed limit needs to be better enforced.</p> <p>Add protected cycle lane if space to do so. More cycle parking needed. Covered cycle parking would be beneficial.</p> <p><i>Specific suggestions:</i></p> <p>Need filter as well as green light for cyclists first for traffic lights at Morningside Road junction at Cluny Gardens. Pedestrianise Morningside Road between the Bank of Scotland by Belhaben Terrace up to Holy Corner, even if just on weekends initially. Holy Corner crossing needs to default to pedestrian priority.</p> <p>Traffic calming needed for traffic travelling from town and turning left up Whitehouse Loan.</p> <p>On Morningside Road between clock and Tollcross limit non-essential heavy goods vehicles except for deliveries and service.</p> <p>Bins left out too long on Albert Terrace impossible for people walking with mobility aids therefore more car usage.</p> <p>Allow unobstructed access to the PROW at McLaren's.</p>	<p>This is part of the design for areas where the footways required to be widened.</p> <p>Enforcement of speed limits is carried out by Police Scotland. Reduction of the speed of vehicles is not part of phase 1 but may be reviewed in future phasing.</p> <p>This is being considered as part of phase 2.</p> <p>This can be considered for future phasing of the Town Centre Projects.</p> <p>This is not currently being considered under future phasing.</p> <p>This is not currently being consider under the future phasing.</p> <p>This is not currently being considered under the future phasing.</p>
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