

CIMT 17/7/2020 – 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 06.07.20. 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
Gorgie & Dalry Town Centres	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.	Proceed with plans. Plans will be reviewed as lockdown restrictions change and related guidance adapts.

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 TM Liaison & Road Policing	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 instances recently of TTRO's going on with little or no appropriate signage, confusing drivers and creating conflict with other road users.	There are no road closures as part of this scheme. To minimise unnecessary pinch points signage will be kept to an

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		absolute minimum but will be as per Chapter 8.
Police Scotland TM Liaison & Road Policing	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.	Schemes will be reviewed at 3 weeks and an agreed frequency beyond.
Police Scotland Specialist Crime Division	<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>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.”</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.

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Edinburgh Living Streets	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	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	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	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	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.
Edinburgh Living Streets	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	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

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		phases for the Town Centre projects.
Edinburgh Living Streets	Monitoring of schemes must collect robust data on walking/footfall.	We have appointed Sustrans to undertake before and after monitoring at this location.
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	<p>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.</p> <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</p>	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.

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	<p>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 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 St John’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 limits¹. 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. 	
<p>Councillor Claire Miller</p>	<p>Signage for the proposals should be on the carriageway and not on the footways (temporary or permanent).</p>	<p>All temporary signage will be located on the carriageway. It may not be possible to locate all permanent signage on carriageway due to legislation requirements.</p>

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		This will be taken into consideration.
Councillor Claire Miller	People on bikes need to be protected from general traffic. Where there is currently a painted on cycle lane or a bus lane and footways are extended into this dedicated and marked provision should be made for cyclists. Making the route less safe is not acceptable, there needs to be provision.	This will be taken into consideration for cycle segregation during phase 2 of the Town Centre Projects.
Councillor Claire Miller	The footway near the entrance to Dalry Park suffers from a lot of pavement parking for the hot food takeaway. Please can the pavements be protected here with physical infrastructure which prevents any pavement parking.	There are no plans to install more street furniture. This will be reviewed as part of the review of the Gorgie Dalry Town Centre Project.
Councillor Claire Miller	The route via Russell Road, McLeod Street, Murieston Crescent is being used as a cut through and there is a need for measures to ensure drivers are traveling at appropriate speed and with due care and attention.	These streets currently do not fall within the boundary of the town centre for Gorgie/Dalry.
Councillor Susan Webber	I have misgivings about the suspension of the bus lanes, given the sheer number of services and I would like you to consider the long term impact this will have as services pick up and the frequency increases.	This will be taken into consideration. Consultation with Public Transport is part of the design review process.
General Public (Response to proposals)	<p>6 public responses received that were broadly in favour of the proposed changes but felt that:</p> <ul style="list-style-type: none"> • They could be improved by having a continuous segregated cycle lane along the full length. • Haymarket junction should be included for pavement widening/ ped crossing timing adjustments • Gorgie Road/ Dalry Rd junction should be given an all green man phase in the cycle. • Gorgie Road / Robertson Avenue junction would benefit from pavement build outs • Temporary road closures of residential roads on arterial routes to support pedestrian, wheelchair and cyclist mobility (Wardlaw Place, Wheatfield Street, MacLeod Street, Springwell Place and Caledonian Place closed to motor vehicles at the Gorgie Road/ Dalry Road ends) 	<p>Please see the response below for each bullet point.</p> <ul style="list-style-type: none"> • Cycle lanes have been shown where the width of the existing carriageway allows. • This falls within the boundary of

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		<p>the Haymarket Terrace Project.</p> <ul style="list-style-type: none"> • Due to the way the junction signals are synchronised this cannot be accommodated. • Build outs are planned on the north west and south west sides, the north east and south east sides have existing build outs. • This is not currently included in the designs for Gorgie Dalry but can be taken into consideration for future phasing should it be beneficial to pedestrian/cyclists movement.
<p>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 areas outside shops/bus stops to assist waiting/queuing.</p> <p>Parking should be restricted/suspended to create more space to extend pavements.</p> <p>Slow/reduce traffic and improve crossings.</p>	<p>This is being considered and further improvements to bus stops will be considered in future phasing on the projects. Parking is being removed where it is necessary to allow footway widening.</p>

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	<p>Add protected cycle lane/remind cyclists to use road rather than pavements. More cycle parking needed.</p> <p><i>Specific suggestions:</i></p> <p>Wardlaw Place and Wheatfield Street should be closed to vehicles at the Gorgie Road end to prioritise pedestrian/ bike access. Traffic calming needed on Murieston Crescent to stop rat running.</p>	<p>Cycle lanes are being introduced where possible and physical segregation is being considered for phase 2.</p> <p>As detailed in previous point, side road closures can be considered in future phasing.</p> <p>Murieston Crescent is not within the boundaries of the Gorgie Dalry Town Centre Project.</p>
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