

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
Morningside 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.	Proceed with plans. Will require to be reviewed as traffic levels increase, 2m social distancing rule is lowered and/or the use of masks increases.

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 roads 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	There are no road closures as part of this scheme. To minimise unnecessary pinch points signage will be kept to an absolute minimum but will be as per Chapter 8.

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	instances recently of TTRO's going on with little or no appropriate signage, confusing drivers and creating conflict with other road users.	
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.	All schemes are to be reviewed.
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>	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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	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."	
Councillor Melanie Main	These plans are very welcome. The plans will make good steps towards improving pedestrian safety, and most importantly make sure people feel that they are safe, and so confident to shop locally.	Noted.
Councillor Melanie Main	I am aware that many Morningside Traders, most of whom are only starting to open and find their way through recovery, are nervous about the changes, but some of those who have been open throughout the pandemic, are aware that a valuable part of their customer base that has been shielding or is older or less able has not been on the High street for some months and need to be persuaded it is safe to return	The designs proposed will provide increased pedestrian space to encourage return to the town centre.
Councillor Melanie Main	I would ask that consideration be given to putting measures at Holy Corner on the narrow pavements on the North West pavements or the Council take action to make sure the Right Of Way is open to use as part of the pedestrian flow. This is a very busy area that feeds both Morningside Road and Bruntsfield Place, and school routes for primary and secondary pupils, and students for Napier. It has very high footfall and has for many years been a concern for the community.	This will be taken into consideration.
Councillor Nick Cook	At the outset of lockdown, temporary measures to boost safety would have likely been more broadly welcomed, had they been consulted on and implemented in a timely manner. However, the fact is time has now moved on and it is clear that 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. At the current time and in their current form, the proposals show themselves completely at odds with the fact that our city now faces an unprecedented economic crisis, borne from the public health situation.	The current Scottish Government advice during Phase 3 of the Lock-Down is still a default 2 metre rule for physical distancing. Comments acknowledged, however, the public health requirement is still appropriate. (Community Council representatives suggest this). Measures to support business access have been discussed and factored in to the Phase 1 design.
Councillor Nick Cook	On the grounds that local independent traders still do not feel meaningfully listened to and have raised a catalogue of concerns at how and why these proposals will lead to an even tougher, less welcoming trading environment, I cannot support them. To	Meetings have been arranged for this week with traders, Local councillors and community groups to discuss concerns with the proposed plans.

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	do so would, I believe make Morningside less welcoming (including for elderly residents who require a car), less enjoyable and less thriving a local high street.	
Councillor Nick Cook	I am of the view that the immediate priority should have been – and should still be – quality, temporary pavement widening at the few narrow pavement ‘pinch points’ only, with a minimal loss of parking as required to facilitate this. This could then lead to a proper discussion on public realm safety and aesthetic improvements, longer term. Right now, business will be impacted, street clutter will increase and residents on surrounding streets will endure higher pollution and traffic from parking vehicles.	All design proposals are subject to review. These points will be taken into consideration during the review process.
Morningside CC	Morningside Community Council strongly support the principle of widening of the pavements to allow physical distancing of pedestrians on Morningside road.	Noted.
Morningside CC	Having circulated your initial plans among our members, they are pleased to see the widening of the footway across the Road from Waitrose.	Noted.
Morningside CC	Our main addition for phase 1 is creating space at bus stops so people waiting for the buses are given a specific space to queue and that this is created in a way that allows for other pedestrians and cyclist to pass safely.	The bus stop areas will be reviewed and any improvements will be incorporated into future phasing.
Morningside CC	<p>We would also request your consideration of the following details:</p> <p>Crossing Points. It is not clear to us how pedestrians will queue safely while waiting at the crossing points. The crossing outside Mellis can be particularly busy and would welcome your consideration of this.</p> <p>Bollards. It is also not clear the type of bollards you propose to use to keep the vehicular traffic separate from the cyclists and pedestrians. As the road can be very busy with vehicles, our concern is that the bollards are robust.</p> <p>Morningside Park crossing. We would welcome some consideration to improving the safety of crossing Morningside Park for pedestrians going to the bus stop and to M&S. Both MTA and ourselves are concerned about this crossing.</p>	Initially the measures will be implemented with temporary traffic management materials such as cones etc. Future phasing will be with more permanent materials such as posts or footway build outs. The suggestion for crossing improvements will be taken into consideration in future phases of the Town Centre Projects.
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	The design aims to retain as much of the existing parking/loading bays as possible.

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	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.	
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 & 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.	Yes, this is essential and will be done.
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 phases for the Town Centre projects.
Edinburgh Living Streets	Monitoring of schemes must collect robust data on walking/footfall.	Sustrans have been appointed to undertake before and after monitoring to consider scheme success.

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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	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:</p>	<p>Where appropriate segregation will be provided during phase 2 of each Town Centre project. Through traffic will be maintained through Portobello 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>

	<p>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.</p> <p>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 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>	
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	<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 (South)	<p>We welcome this first Phase (of 2) to create space for pedestrians through Morningside where pavements vary from reasonably spacious (e.g. at Maxwell Street) to ridiculously narrow (on the pavement opposite Waitrose and others). Use of pavements by traders including Waitrose should be discouraged to keep pavement spaces as clear as possible. We recognise that while individual traders have done much to make their own premises safe, it is only when the connecting pavements and the overall environment is safer that people will be happy to return to multi shop shopping.</p>	<p>Noted. This will be taken into consideration for future phasing and during the initial temporary measures.</p>
Spokes (South)	<p>We are very disappointed that cycling will only be made safer once Phase 2 starts in late Summer which may mean changes won’t be ready until the Autumn. On balance we feel that there are some improvements heading North but more danger heading South where narrowing road-space means cyclists will have to remain in the line of traffic rather than finding ways round the traffic. The Southbound uphill section from Holy Corner to Churchill should also be segregated. Also uphill (northbound) should be segregated wherever possible, for safety and to avoid the</p>	<p>This will be taken into consideration for future phasing. Segregation will be installed where it is physically possible.</p>

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	intimidation of slow cyclists by traffic behind. Overall, new cyclists will not be encouraged and existing ones will feel little benefit.	
Spokes (South)	<p>The 'line for cycle lane 'is confusing. It is in most cases very close to the new pavement edge - too close to be a safe haven to cycle in. Furthermore, introducing a segregated cycle lane in phase 2 would appear to entail a partial re-narrowing of the extended pedestrian width. Otherwise, looking at the remaining road space once the new pavements are marked out, it is difficult to see how there will be enough space for segregated cycling.</p> <p>If the Council is unwilling to provide segregation at this stage, it risks increasing danger and deterrence for cycling on Morningside Road. We therefore would ask for reassurance that Phase2 will be in the near future, not kicked into the long grass, and will include segregation.</p>	Phase 2 will not include reducing footway widening from phase 1 unless this is detailed in Government guidelines. The blue line on the plans shows where a cycle can be installed. When materials are available to allow segregation this will be progressed as phase 2 of the Town Centre Projects.
Spokes (South)	We are disappointed that no measures have been included to reduce traffic. Furthermore, on this busy shopping street, if traffic is not to be reduced, consideration should be given to a 15mph speed limit.	Noted. This will be considered as the project is reviewed.
Spokes (South)	We are encouraged to see that most roadside parking will be removed and that this change will allow the traders to see whether this has a positive or negative impact. (We could do with some way to objectively measure what impact the removal of parking - a street survey might be useful).	Noted. This will be considered as the project is reviewed.
Spokes (South)	We strongly recommend that delivery to customers by cargo-bike becomes a normal thing for all shops along the street to support, and we ask for a bike/cargo-bike hub to be included by phase 2. This will encourage the message to 'leave the car at home 'to be supported by the shops.	Noted. This will be considered as the project is reviewed.
Spokes (South)	The addition of around 1.5 meters to pavements is very welcome. It is not clear what will define the new edge of the pavement. In the short term assuming the level remains at street level rather than road level measures should be taken to stop drivers parking anyway. This could be by including double yellow lines or perhaps some other structures. Such as planters or park-lets would serve the same purpose. The segregated uphill cycle lane which we request would also prevent such rogue parking.	Temporary measures will be carried out with standard traffic management materials. Temporary Traffic Regulation Orders (TTRO) will be in place to prevent parking within restricted areas such as widened footways.

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Spokes (South)	Attention should be paid to joining up the routes by which cyclists arrive into Morningside in particular linking the concurrent A702 segregation, but also to make connections into Morningside from side roads safe.	Noted. This will be considered as the project is reviewed.
Living Streets	<p>We strongly support the initiative to widen pavements, which in many ‘town centre’ streets are grossly inadequate. We welcome specifically the range of improvements to be made along Morningside Road, but wish to draw your attention to six omissions / concerns:</p> <ol style="list-style-type: none"> 1. While some very useful ‘mid-block’ widening of pavements is proposed, most of it then funnels pedestrians back into unchanged pinch-points at junctions, where people have to wait (and hence accumulate in numbers, close together, rather than just passing each other). 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. 2. Some very narrow pavements have not been tackled – notably on the west side of Morningside Rd between Church Hill Place and Abbotsford Park, and on the east side between Chamberlain Road and Greenhill Park. 3. The ‘green man’ phase needs to be increased in frequency at the following ‘mid-block’ Pelican crossings across Morningside Road: near the Falcon Avenue junction; near Steel’s Place; and near Canaan Lane. This will make walking easier, and will avoid an excessive build-up of waiting pedestrians in close proximity to each other. Currently these crossings appear not to meet the Department for Transport guideline that mid-block crossings should not involve a pedestrian waiting time greater than 30 seconds. 4. A new – initially temporary – crossing of Morningside Road should be installed between the existing traffic lights at Church Hill and the Pelican crossing near the Falcon Avenue junction. This will break up a long gap 	<ol style="list-style-type: none"> 1. The proposal plan shows the area where it is physically possible to widen footways with temporary measures. 2. This section of footway cannot be widened due to the right turn lane which operates under a right filter green light. 3. Noted, this will be discussed with both Road Safety and Traffic Signals teams and considered under future phasing. 4. Noted, this will be considered as the projects are reviewed. 5. Noted, this will be considered as the project progresses. 6. Noted, this will be reviewed during and after implementation of the temporary measures.

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	<p>between crossings, currently in excess of that recommended in the Council's Street Design Guidance.</p> <p>5. It is important that the extra pedestrian space created is not swallowed up by added obstructions such as tables & chairs or shop merchandise displays (the latter outside Harvest Garden, on the west side of Morningside Road opposite Church Hill Theatre, being a particular concern).</p> <p>6. Any potential adverse effects on bus services will need to be monitored and carefully considered</p>	
Ian Murray MP	<p>I have again been contacted by many Morningside and Bruntsfield traders concerned about the proposed changes to roads, parking spaces and footways in the area.</p> <p>There was much controversy over the last iteration of these proposals which were dropped and promises made to engage with the community. However, many feel that this has again been rushed through with minimal consultation and only three days in which to respond.</p> <p>Furthermore, many traders are worried that the removal of parking bays will have a negative impact on their trade. I think it is reasonable to ask that an economic impact assessment of the cost to local businesses is undertaken by the Council and the results shared with traders. At a time where many businesses face massive challenges I think the Council has a duty to engage far more seriously than has occurred in this instance.</p> <p>I hope the correspondence sent by Morningside and Bruntsfield traders will be considered carefully.</p>	<p>Meetings have been held this week and two more arranged for Thursday 16th and Friday 17th July 2020 with traders, Local Councillors and community groups from the Morningside area to discuss concerns.</p>
General Public (Response to proposals)	<p>There were 27 responses to the proposals: 3 in favour, 2 neutral and 22 with negative feedback. The main points to the comments were:</p> <ul style="list-style-type: none"> • Using Covid-19 to further a perceived anti car agenda • The loss of parking presenting a significant barrier to viable trading and business sustainability due to loss of custom. 	<p>Please see responses below to each point raised.</p> <ul style="list-style-type: none"> • This project is to provide safer places for people within the Town Centre areas.

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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. • Businesses’ support for Morningside Traders Association feedback (provided below). <p>A specific suggestion was given “All the side streets on Morningside Road should have the nearest 10 parking spaces devoted to FREE PARKING FOR UP TO ONE HOUR for shoppers from 9AM to 6PM.”</p> <p>The Morningside Traders Association provided the following representation:</p> <p>“We are grateful to you for submitting a further proposal yet remain disappointed that it still essentially removes all parking and some loading in Morningside.</p> <p>It continues to feel the views of businesses are being ignored despite our best efforts to engage.</p> <p>Once again there has been little publicity, only three days to respond, and no real shift in the proposals.</p> <p>Having had the opportunity to look at the latest proposals, it is quite clear that our Council through Spaces for People are only focused on an anti-car agenda.</p> <p>We are now on the third iteration of an attempt to push this agenda.</p> <ul style="list-style-type: none"> • Suggestion on banning cars on Morningside Road. • Suspend all parking on Morningside Road/Bruntsfield Place. 	<ul style="list-style-type: none"> • This will be continually reviewed and altered where required. The loss of parking is to allow increased areas for pedestrians to use. • No loading bays are being removed and will be accessible as they are currently. There is possibly one loading bay in the Morningside project which will need re-located within 100m of the existing location. • Noted, the measure require significant amount of design work to allow them to be implemented. • MTA – site meetings being held over the next few days to discuss points raised. Comments will be updated after the meetings.
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	<ul style="list-style-type: none">• Suspend 50 out of 59 spaces on Morningside Road. A total of 85% customer parking lost. <p>Leaving only 15% of spaces cannot in any way be regarded as a compromise.</p> <p>Our objections (detailed in APPENDIX 1) remain valid. We have offered to work with you to find mutual solutions. We don't believe the Council are listening to our concerns or have made any meaningful concessions.</p> <p>We have agreed that a few pinch points need to be targeted and might accept the loss of 10 parking spaces but not 50.</p> <p>The stakes could not be higher and the businesses in Morningside are clear that this proposal will cost the local community; jobs, services and businesses.</p> <p>If we get this wrong there will be plenty of Space for People there just won't be any businesses left for those people to visit.</p> <p>I have attached (APPENDIX 2) questions seeking clarification and detail on the vague map descriptions and we would be happy to work through these in order that we can find the right solutions that suit the needs of the businesses whilst keeping pedestrians and our community safe.</p> <p>Secretary Morningside Traders Association</p> <p><u>Appendix 1</u> <u>Morningside Traders Association – Suspension of Parking Response</u></p> <p>Morningside Traders Association are an organisation of local business partners who have long contributed to the continuing success of Morningside as an interesting and vibrant shopping destination providing employment to over 4500 in Morningside alone.</p> <p>We note that your plan outlines the suspension of all parking on Morningside Road/Bruntsfield Place with the exception of loading bays and disabled parking.</p>	
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	<p>As a key stakeholder, Morningside Traders Association are disappointed and very concerned at the failure to share the COVID-19 phase 1 proposals outlined for Morningside with us.</p> <p>Two local councillors expressed surprise we were not formally engaged in the process. One has alleged incorrectly that we were engaged and supported the proposals. Names are available if needed.</p> <p>It is hard not to draw the conclusion that this failure to properly engage with a major stakeholder representing businesses in the area is part of a wider agenda to stifle alternative views.</p> <p>This is even more difficult to understand given that the proposals aim to support the recovery of the High Street but place very little value on the views and expertise of those very businesses.</p> <p>We fully support:</p> <ul style="list-style-type: none">• The need for a bold initiative to aid the recovery of the Morningside/Bruntsfield “local High Street”.• The need to manage risk and protect our staff, customers and community. <p>However, this proposal seems to assume a one size fits all approach rather than targeting the key areas where there are issues.</p> <p>We would prefer options targeting:</p> <ul style="list-style-type: none">• Widening the pavement to 2 meters where required which would minimise loss of parking.• Protecting the bus stops by widening the pavements where necessary – most bus stops are already projected out and should not be a problem. <p>As the representative body of businesses in Morningside, we would like to formally object to the suspension of all parking on Morningside Road/Bruntsfield Place.</p> <p>We feel obliged to confirm we have never been engaged nor endorsed these proposals.</p> <p>We outline our objections to the proposal below but are puzzled no options are included in the consultation. The consultation on a single proposal and the short timescales have limited opportunity for stakeholders to respond with fully developed proposals. We are concerned this work has already been instructed.</p>	
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	<p>1. This recovery phase should not be seen as an opportunity to pursue other agendas and the focus should be on:</p> <ul style="list-style-type: none">• Protecting customers, staff and the community.• Minimising the number of business failures, and preserving jobs and community services at risk of closure, as a consequence of COVID-19.• Minimising additional street furniture by painting distance markers on the road/pavement rather than physical barriers. <p>Morningside businesses know the impact of reduced parking and access to Morningside Road. Businesses reported a 20% loss of turnover in 2006 when there was a combination of gas works and resurfacing works that restricted parking and access. This level of additional impact will add to the failure rate of fragile businesses trying to recover.</p> <p>2. It is clear that public transport remains an area of high risk as the medical evidence suggests social distancing in confined spaces like buses is challenging. It seems counter intuitive to force people out of cars and into that situation.</p> <p>3. Loss of parking will reduce the opportunity of passing trade. Morningside Road/Bruntsfield Place are arterial routes in and out of the city from which our businesses pick up a lot of trade from people passing through.</p> <p>4. During lockdown, many of our businesses deemed essential have seen a steep rise in 'click & collect', many of these orders are invariably large and bulky and customers require to collect these goods by car and will require to park close to businesses to do so.</p> <p>5. Local businesses are very important to our local community and our wider catchment namely, Buckstone, Caiystane, Swantson, Hunters Tryst, Oxgangs, Colinton Mains, Craiglockhart etc. Many of these customers are elderly, infirm or</p>	
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	<p>vulnerable and will not be able to cycle or walk any great distance and may not be eligible to park in the disabled bays.</p> <p>6. We appreciate the Council strategy is to reduce car usage in the city.</p> <p>However, difficulties in customer parking will make Morningside less attractive and drive our regular customers to city retail parks with virtually unlimited free parking such as Gyle centre, Hermiston Gait, Fort Kinnaird, Edinburgh West Retail Park at Chesser, Craigleith, Meadowbank, Ocean Terminal, Westside Plaza. Straiton Retail park is outwith the city boundary but only 4½ miles from Morningside.</p> <p>7. The same challenges will drive more of our customers to make use of online retailers namely Amazon which hurts local business and will counterintuitively increase local delivery traffic.</p> <p>8. The current proposals will remove 127 parking bays on this corridor excluding disabled parking bays. Parking is currently permitted from 09.15 until 16.30. A total of 7 hours and 15 minutes per day. Assuming the average car using these spaces has two occupants and parks for one hour, this proposal would reduce footfall in Bruntsfield/Morningside by around 275 customers per hour. These vital customers could make the difference of profit or loss, survival or failure for businesses and their employees.</p> <p>Many of our businesses have been deemed essential and already have significant experience of working under social distancing requirements. They have successfully deployed queue management and hygiene strategies and understand how to operate while protecting their community.</p> <p>We are now in our 14th week of lockdown and from what we have seen on Morningside Road/Bruntsfield Place, pedestrians do not appear to have had any difficulties distancing themselves from others even as things have eased and pedestrian numbers increased in recent weeks.</p>	
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	<p>Our customers have shown a willingness and ability to comply with government guidance and as a business community we will continue to support them in doing so.</p> <p>The ‘blanket ban’ approach seems ill conceived and simplistic taking little or no account of economic impact. We urge you to give consideration to a more targeted and balanced approach.</p> <p>Secretary Morningside Traders Association”</p>	
<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. 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>Footway widening is be delivered within phase 1 of the Town Centre Projects. Pedestrians cannot be instructed to cross a live carriageway without a controlled crossing point.</p> <p>This has been proposed.</p> <p>This will be taken into consideration for future phasing.</p> <p>Specific suggestions –</p> <p>These will be taken into consideration for future phasing if it has not already been incorporated into the phase 1 design proposals.</p>

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	<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 'public right of way' at McLaren's.</p>	
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