

## 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 10 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

<b>Location</b>	<b>Justification</b>	<b>Recommendation</b>
Tollcross	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.	<b><u>Proceed</u></b> Progress with this Town Centre footpath widening scheme.

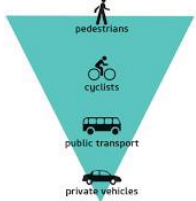
### Feedback

<b>Comment from</b>	<b>Comment</b>	<b>Response</b>
Councillor Joanna Mowat	Given the particularly difficult and dominant junction at Tollcross this is an area that has been looking for intervention to improve the pedestrian experience for many years. I am not sure that what is proposed takes full advantage of the current situation to squeeze the vehicle dominated junction at Tollcross to improve the pedestrian and cycling experience. The pavement widening is welcome but the real win here would be to squeeze the junction to reduce crossing widths and improve the route to school to Tollcross primary from Lauriston Place. This would also knit together the various shopping streets improving the experience for pedestrians.	This can be considered for future phasing.
Councillor Joanna Mowat	Seeing this highlights the importance of not making Lothian Road the main north south route across the city because that would increase traffic on this route which	Noted. This is being considered under review of all Safer for People Projects.

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	then leads into the shopping streets of Bruntsfield and Morningside which would be adversely affected.	
Councillor Susan Webber	I would like to reiterate my general concerns regarding the timing and scale. At the outset of lockdown, temporary measures to boost safety would have been 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 time of response the default position from the Scottish Government, in Phase 3 of the Lock-down remains with a 2 metre physical distancing rule.
Councillor Susan Webber	I have serious concerns that the impact on public transport and the Lothian bus network will be significant with these changes and I do hope you have consulted with them? The removal of bus lanes and bus stops will be a concern to many. As we move in phase 3 our bus network will be more and more cortical and we should be working with LB to validate the feasibility.	Acknowledged – the affected bus lanes in this Town Centre package will be closely monitored to consider the impact on public journey times and reliability.
Councillor Susan Webber	Further concern is the level of congestion that may be caused by these schemes in the context of its proximity of the Central Fire Station. I would need assurance from the Fire Service that they felt their ability to react to emergencies will not be impacted <u>in anyway</u> by this.	Scottish Fire and rescue are included in the Notification process, and have this information. As above these measures will be monitored closely to consider the impact on public transport services and emergency access.
Councillor Susan Webber	There are more palatable and pleasant routes we could chose to cycle. We seem to have a blanket approach to have segregated cycle paths on every route into and out of the city. Why do we need to have cycleways ON EVERY major route, we should be prioritising and investing appropriately so we can target routes and approach things fully and comprehensively. Also chose the routes that do not have such a concerning impact on public transport so we can maximise the benefit for ALL the residents of the city	These measures are generally for the provision of safe space for pedestrians.
Councillor Susan Webber	The location of the loading bays does raise issues as we have clearly seen elsewhere the decision made to park on pavements to unload etc seems to be preferred to using new / moved loading bays. So my challenge to you is what are you planning to do in terms of ensuring enforcement. Ultimately when pavements are blocked it is pedestrians that suffer and they seem to be forgotten in many of the measures	NSL and the Police can offer enforcement where appropriate.

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<p>Spokes</p>	<p>We are pleased to welcome the extended-footway provision for pedestrians, which are very comprehensive, reflecting the top of the hierarchy.</p> 	<p>Noted.</p>
<p>Spokes</p>	<p>The cycling interventions are insufficient in relation to private vehicles, in contravention of the hierarchy; they will not encourage people to use bike instead of bus or car. Thus, the Council risks inadequate spacing inside buses and a shift from bus to car, which would be disastrous for congestion. Nor will they encourage families to shop locally or accompany their children to school by bicycle.</p> <p>We are extremely concerned that:</p> <p>3.1 the cycle lanes lack continuity and physical segregation, both of which are essential for encouraging modal shift and for keeping moving and stationary traffic out of the cycle lanes. We recommend that this should be urgently reviewed.</p> <p>3.2 a northbound cycle-lane on Earl Grey Street is not included. People will look in disbelief at the current 6.5 lane width of Earl Grey Street and be shocked that it is not considered wide enough to accommodate a cycle lane on both sides, especially when the part-lane width of hatching has been retained in the middle. We appreciate that for this type of intervention the central signal islands must remain in place, but is our view that that does not prevent the repurposing some of the central hatched area (opposite the loading bays) and including it in the area occupied by northbound lanes by slewing them. We recommend that this be reviewed urgently, with the objective of including a northbound cycle-lane.</p> <p>3.3 here is nothing in these proposals to make cycling through the complex 5-way Tollcross junction (and its associated gyratory system) a less daunting prospect . The challenges are a combination of traffic volumes and the sheer size and complexity of the exposure. As such, it will continue to present a significant</p>	<p>These points will be considered, all designs will be reviewed. Alterations or additions can be introduced during reviews or future phasing.</p>

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	<p>deterrent to encouraging new people to transfer to cycling. We recommend that this be the subject of a comprehensive review in the next phase.</p> <p>3.4 nothing in these proposals appears to make walking and cycling access to Tollcross Primary School, located adjacent to the busy West Tollcross gyratory system, any safer; or to encourage active travel to school. We recommend that all of these proposals are reviewed with specific reference to how walking and cycling access can be improved, by making it safer and more attractive; including a review the whole gyratory system.</p>	
Spokes	<p>Detailed Points and Other Recommendations</p> <p><u>Earl Grey Street - Northbound</u></p> <p>4. If this street’s design is not changed in accordance with our recommendation in point 3.2 above, cyclists will be sharing a single traffic lane with all traffic, 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><u>Earl Grey Street – Southbound</u></p> <p>5. The new southbound cycle lane has the potential to work well, except that it stops short of Tollcross, having to yield to a Brougham Street/Lauriston Place left-turn traffic lane, giving potential left-turning traffic conflict and danger.</p> <p>6. Cyclists will have to make an advance choice as far back as Lothian Road at the Fountainbridge junction depending on their desired route to exit the Tollcross junction. Choosing either, the new cycle lane for Lauriston Place or Brougham Street or the centre bus lane for Home Street. (Accessing the bus lane, can be quite difficult as one needs to be in the centre of the ASL box on exiting Lothian Road, or, if not stopped at the signals, to cross a lane of traffic to get over to it).</p> <p>7. Our recommendation to address all this is to extend the new Earl Grey Street cycle lane, as a segregated lane, all the way to the full-width ASL at the Tollcross Junction and, importantly, give cyclists an advanced signal phase during which they</p>	<p>4. This will be considered during the review process.</p> <p>5. Cycle lanes have been shown where these are possible on the existing road lay outs with temporary measures.</p> <p>6. Noted.</p> <p>7. This can be considered in future phasing.</p>

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	<p>can take any of the 3 route options. Less confident cyclists need no longer use the bus lane and this solves a number of existing and potential problems.</p> <p><u>King's Theatre Junction</u></p> <p>8. We recommend that full-width ASLs with long lead-ins are provided on all legs of this busy and space constrained junction. Currently, there are none southbound in Home street and only in the inside lane northbound at Leven Street. Without an ASL, the right turn from Home Street to Gilmore Place is very difficult. We also recommend cycle advance-start signalling being provided at all three junctions. See also points 19 &amp; 20.</p> <p>9. Please note that assisting the right-turn into Gilmore Place will also be important as there is an opportunity for Gilmore Place/ Polwarth Terrace/ Colinton Road to be developed as a segregated cycle-lane alternative to a busy stretch of the Union Canal towpath.</p> <p><u>Tollcross Junction</u>  <i>This is a very busy junction desperately needing to be made safe. No novice cyclist would be safe in it. You need to be confident, assertive and fairly fast to get through it.</i></p> <p>Comment from Spokes member</p> <p>10. Eventually, we would like to see the Council move towards replacing junctions such as this with much more pedestrian and cycle friendly junction designs, such as the Cyclops design being introduced in Manchester.</p> <p>11. In this phase we recommend that all of the signals be altered to give cyclists an advance start ahead of the general traffic. Some of the transit distances are very long.</p> <p><u>Home Street - Northbound</u></p> <p>12. We recommend moving the remaining west-side loading bays to Lochrin Place, which could become a local delivery hub; and continuing the cycle-lane further north, perhaps past floating a bus stop.</p>	<p>8.This can be considered in future phasing.</p> <p>9.This can be considered in future phasing.</p> <p>10.Noticed.</p> <p>11. This cannot be considered in phase 1, this suggestion will be considered in future phasing.</p> <p>12. This is included in phase 1. Further consideration can be provided during the review process and further phasing.</p>
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	<p>13. We recommend that the inside lane approaching the West Tollcross junction (proposed for coning off because of the footway build out at the junction), instead be repurposed to become a lead-in lane to the ASL, which will make it easier and safer to approach the junction out of the main traffic lane. See also points 19 &amp; 20.</p> <p><u>Home Street – Southbound</u></p> <p>14. Whether arriving from Earl Grey Street or from Lauriston Place, negotiating the first stretch of Home Street is usually desperate jockeying for position with buses entering bus stops, cars entering and leaving loading bays and space for two further lanes for traffic. Will a single bus stop not just mean buses queueing to enter, so perhaps no advantage?</p> <p><u>Thornybark</u></p> <p>15. We recommend that consideration be given to restricting the Thornybark / Home Street junction to fire lane use only, to simplify that area for walking and cycling.</p> <p><u>Leven Street</u></p> <p>16. We recommend that traffic management and use of cones etc relating to the construction work at the Scotmid should be done so as to still permit northbound cyclists to easily turn right into Valleyfield, because this route to the Meadows and Lauriston Place by-passes the main Tollcross junction (where the approach from Home Street to the Tollcross junction, if turning right, takes courage when it's busy).</p> <p>17. We recommend that the existing southbound advisory cycle-lane be upgraded to a segregated lane.</p> <p><u>Lauriston Place</u></p> <p>18. We recommend that dropped kerbs be provided to facilitate cycling connections to Grassmarket via High Riggs at the 2 white plastic bollards west of the taxi rank.</p>	<p>13. This will be considered for future phasing.</p> <p>14. This will be reviewed during the review process for each Town Centre Project. This will be taken into consideration.</p> <p>15. This can be considered in future phasing.</p> <p>16. This will be discussed with the locality team co-ordinating the works to establish if this is feasible for future phasing.</p> <p>17. This will be considered in future phasing.</p> <p>18. This is currently no part of the works planned within the Town Centre improvements.</p>
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	<p>Provide ASL lead-ins at all junctions and review ASL lengths</p> <p>19. The main roads covered by these proposals are arterial bus routes and so even the reduction in general traffic will still mean that it is typical for there to be several buses queued on junction approaches, often in two lanes. It is vital that ASL lead-ins are provided so that cyclists can safely access the ASL where they can be visible ahead of the queueing buses rather than hidden amongst them.</p> <p>20. Indeed, the need for social distancing makes clear access to the ASL even more important. Without a lead-in lane, cyclists are forced to filter through the queuing traffic (intimidating in the first place) and cannot see if the ASL is clear. They may filter through only to find that the ASL is full and they're forced to compromise on social distancing. An ASL lead-in allows for cyclists to queue one behind each other, naturally 2m apart. Additionally, ASLs should be lengthened to increase capacity while social distancing.</p> <p><u>Bike Parking</u></p> <p>21. We recommend that every opportunity should be taken to introduce additional cycle parking facilities. Our members have particularly highlighted:</p> <ul style="list-style-type: none"> <li>• Lochrin Place as a location which would encourage family trips to “shop-local” because of its accessibility from the canal</li> <li>• Tarvit Street, because of its accessibility from the east and the Meadows cyclepath network</li> <li>• at High Riggs</li> <li>• at Realfoods on Brougham Street where there are many bikes on railings and on lampposts.</li> </ul> <p><u>Guardrail</u></p> <p>22. 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. We recommend that alternative cycle parking is provided 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</p>	<p>19.This can be considered in future phasing.</p> <p>20.This will be considered in future phasing of the projects.</p> <p>21.These suggestions will be considered in future phasing of the projects. Our colleagues in the Active Travel team are considering additional bike parking in all the Town Centre schemes (where appropriate).</p> <p>22. Only street furniture which is causing a hazard and not a benefit will be removed.</p>
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	<p>positions on the footway. The railings outside the King’s Theatre are heavily used for bike parking.</p> <p><u>Temporary Signage</u>                  23. We recommend that all advance warning signs, such as where bus lanes are split be carefully located such as not to impede safe passage by bicycle.                  Cyclelane Surface Treatment (including at Crossing Junction Mouths)</p> <p>24. Please note that, for reasons of safety, it is vital that temporary cycle lanes crossing junction mouths are as prominent as possible. They absolutely must be red-screeded (as is already planned in some but not all schemes) and where possible they should also be widened. The example at the West Woods junction on Crewe Road South, with just white dots delineating the cycle lane across the junction is unacceptable.</p> <p>25. Secondly, all stretches of unsegregated cycle lane should be either red-screeded or redchipped, and this should also be done on segregated sections where schemes would not be delayed as a result.                  Interface with Other Schemes</p> <p>26. It is important that these proposals interface with the Meadows to Canal project and any upcoming proposals for (the 6-lane wide) Lothian Road.</p>	<p>23. Signage will be located to avoid pedestrian areas.</p> <p>24.This will be considered in future phasing.</p> <p>25.This will be considered in future phasing.</p> <p>26. Internal process and procedures have been put in place to provide an overview and co-ordination of all SfP Projects.</p>
<p>Edinburgh Living Streets (Scheme Specific Comments)</p>	<p>We welcome the range of improvements to be made around Tollcross – not least the widening the footway at some (although not all) of the junctions – but wish to draw your attention to seven omissions / concerns (listed from North to South):</p> <ol style="list-style-type: none"> <li>1. The busy narrow pavement on the south side of Fountainbridge between Lothian Road and Semple Street should be widened.</li> </ol>	<ol style="list-style-type: none"> <li>1. Discussions will be required with the Council’s Transport Design &amp; Delivery Team as this section is part of an existing scheme. The temporary measures do not extend to this section.</li> </ol>



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	<ol style="list-style-type: none"> <li>2. Consideration should be given to creating an ‘all pedestrian’ crossing phase at the Fountainbridge and Tollcross junctions. Also, the Fountainbridge junction is currently missing a crossing on one arm and another arm has no ‘pedestrian button’ to initiate the crossing phase.</li> <li>3. To fully realise the walking benefits of widening the pavement on the east side of Earl Grey Street the current railings will need to be removed.</li> <li>4. As bus usage rebuilds, the removal of the southernmost southbound bus stop on Home Street would cause unacceptably long socially-distanced queues, with more people forced to wait without shelter in inclement weather.</li> <li>5. Pedestrians inevitably accumulate in numbers at the busy Gilmore Place / Leven Street / Tarvit Street / Home Street junction – this should be a priority for pavement widening, particularly on the Home Street corners.</li> <li>6. The area outside 9 to 21 Leven Street (ScotMid) – where building works are taking place – needs to be validated for the space available for pedestrians once works are completed.</li> <li>7. The northbound bus lane should not be removed from Leven Street – the bus companies need all the help they can get to help rebuild business, and bus lanes are crucial to speed and reliability.</li> </ol>	<ol style="list-style-type: none"> <li>2. This can be considered in future phasing of the Town Centre Projects.</li> <li>3. This will be reviewed and if required railings will be removed.</li> <li>4. This will be closely monitored, if required a revision will be made to the plans.</li> <li>5. This will be considered in future phasing of the Town Centre Projects.</li> <li>6. This has been considered and plans are in place for when the works have been completed.</li> <li>7. Schemes will be reviewed at 3 weeks and an agreed frequency beyond.</li> </ol>
<p>Edinburgh Living Streets (General Comment)</p>	<p>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, may of</p>	<p>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.</p>

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	whom arrive on foot or by public transport. Too much space in high streets is occupied by stationary vehicles.	
Edinburgh Living Streets (General Comment)	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 Comment)	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 Comment)	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 Comment)	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 (General Comment)	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 Comment)	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 Comment)	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 (General Comments)	We are supportive of your proposal to widen pavements, to establish cycle paths on the carriageways and to ban parking while continuing to provide "Disabled persons' parking places". We would express the following caveats.	Please see responses below to the points raised:

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	<ul style="list-style-type: none"> <li>• We suspect the main roads included in the scope of this proposal will become extremely busy because of the traffic-restrictions on North Bridge, Waverley Bridge and the Mound. In fact traffic volumes are likely to increase even further because people will prefer to use their cars rather than risk infection by using public transport. Please therefore take steps to deter cyclists from riding on the footways either because they are in a hurry or because they feel unsafe. Before the lockdown cycling on the pavement was very common on Clerk Street and Nicolson Street for these reasons, with cyclists mounting the kerb to jump the queue or to "undertake" stopped buses. Let's try to prevent the same problem occurring at Tollcross, especially at those areas where there's no cycle lane.</li> <li>• Can we assume that floating bus stops are not being proposed? If they are in fact being proposed, please put effective measures in place to slow cyclists right down as they approach - eg with chicanes, rumble strips, zebra crossings and signage.</li> <li>• Please ensure that access and parking provision for blue badge holders are maintained at least at current levels.</li> </ul> <p>Please ensure surfaces are safe and properly maintained.</p>	<ul style="list-style-type: none"> <li>• This will be taken into consideration and cycle lanes have been proposed where they can be introduced.</li> <li>• There is on-going reviews of designs for bus stops areas, these will be included in future phasing.</li> <li>• Parking for blue badge holders is being maintained where possible.</li> <li>• Footways and carriageways will be inspected and any defects repaired as per the code of practice.</li> </ul>
<p>Police Scotland TM Liaison &amp; Road Policing (General Comments)</p>	<p>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.</p>	<p>There are no road closures as part of this scheme.</p>

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<p>Police Scotland TM Liaison &amp; Road Policing (General Comments)</p>	<p>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.</p>	<p>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 Traffic Management requirements.</p>
<p>Police Scotland TM Liaison &amp; Road Policing (General Comments)</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 (General Comments)</p>	<p><b>In regard to the CT aspect</b> Police Scotland wish to raise your awareness of the attached National Security guidance, entitled; <b>Protection of pedestrian queues, against Vehicle as a Weapon (VAW) Attack</b> 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>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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	<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>	
Public (Commonplace)	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.	Footways are widened as detailed in the plans made available.
Public (Commonplace)	Slow/reduce remove traffic and improve pedestrian crossings i.e. length of time between pedestrian phases at the traffic lights. Potential to close road.	This can be considered for future phasing of the Town Centre Projects.
Public (Commonplace)	Parking should be restricted/suspended to create more space to extend pavements.	This has been where it is required.
Public (Commonplace)	Add protected cycle lane and create more cycle parking. Improve road surfaces.	This will be considered in phase 2.
Public (Commonplace)	<p><i>Specific suggestions:</i></p> <p>At junction where Morrison Street (one-way, eastbound) joins Lothian Road add 'Forward Stop' line for cyclists.</p> <p>Earl Grey Street – remove southbound left &amp; straight-ahead lane to allow larger pavement area on the east of the street. On west side, road could be re-marked to move the existing traffic lane and bus lane east in to the hatching to create wider pavement.</p> <p>Tollcross junction could accommodate segregated bike lanes and a public plaza.</p>	These suggestions can be considered for future phasing of the Town Centre Projects.