

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
Stockbridge	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. Town Centre proposals will 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.

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<p>Police Scotland TM Liaison & Road Policing</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.</p>
<p>Police Scotland TM Liaison & Road Policing</p>	<p>The closures/amendments should be subject to constant review with the possibility of altering/changing the Traffic Management layout if required whilst still affording access to all emergency services.</p>	<p>All schemes are to be reviewed.</p>
<p>Police Scotland Specialist Crime Division</p>	<p>In regard to the CT aspect Police Scotland wish to raise your awareness of the attached National Security guidance, entitled; Protection of pedestrian queues, against Vehicle as a Weapon (VAW) Attack published in May 2020 by the Centre for the Protection of the National Infrastructure (CPNI)</p> <p>CPNI consider the risk to pedestrians from VAW attack within the UK to remain a “realistic possibility” during the COVID-19 pandemic. Social distancing measures continue to require businesses to manage customer flow and numbers going into premises. This results in the formation of queues, often within open public spaces and busy streets. The possibility exists that we will see an increase in the amount of queues across the country and especially within our “local town centres” in Edinburgh.</p> <p>Under your proposals, we note that you are seeking to remove guard rails and street clutter within these areas, to help achieve safe physical distancing, from this date. The presence of street furniture (e.g. bus stops, signage posts, seating, telephone boxes, litter bins, cycle racks, and trees) affords some protection for members of the queuing public against VAW Attack.</p> <p>Whilst the presence of street furniture alone may not stop a determined VAW attack, there is evidence to suggest that it may cause an attacker to avoid the area or drive around such features. Furthermore an attacking vehicle colliding with street furniture may become immobilised, which provides people nearby the opportunity to safely escape.</p>	<p>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>	
Inverleith & Stockbridge Community Council	<p>Delivery to us and for us to be able to do deliveries has become very important. As it has to the butcher, fishmonger and local Costcutter, all of whom have continued working throughout this crisis.</p> <p>To turn now, 3 months after the crisis, and tell us that social distancing means we can't have customers park near us, can't have delivery drivers stop near the shops to deliver large or small deliveries, is a complete slap in the face.</p>	The phase 1 scheme will retain as many of the loading bays as possible. The aim is to create a safe space for pedestrians, support infection control and support the local businesses.
Inverleith & Stockbridge Community Council	<p>A small economic area such as Stockbridge relies on many aspects to make it thrive. There is a very delicate balance between business, residents and visitors to the area that makes it survive. Knock one aspect of this and it begins to collapse. There are at least 5 shops in the area that are vacant which is very rare for Stockbridge, but they are still sitting empty a few months down the line. Is this because of the SGN works? Who knows, but it is a worry. Who would want to invest in an area that becomes difficult to trade in?</p>	The Spaces for People project aims to help secure economic growth for all the town centres including Stockbridge.
Inverleith & Stockbridge Community Council	<p>I went to Stockbridge and talked to as many traders as I could, to find out what they thought. I also spoke to several residents and out of all the people I spoke to, 99% were very concerned. I myself was surprised by the amount of deliveries that happen to service the some 70 plus businesses in the area. All of them were concerned about access to deliveries and also to customer access to the shops. The option of a loading bay on Cheyne St was deemed unworkable. Many big lorries come down into Raeburn Place and for them access around to Cheyne St seems almost impossible. The turning corner at the top end is tight at the best of times. What we need is loading bays on Raeburn Place and parking spaces. Residents were concerned about pressure</p>	The scheme will maintain as much of the existing loading bays as safely as possible, but not all. As such the Cheyne Street temporary loading bay will not be required.

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	<p>on the side streets which are always busy at the best of times. I would also like to add that there are a number of flats and houses on Raeburn Place - they need access to deliveries, tradesmen etc as much as the rest of us. I heard from a local delivery driver for a national company that he can have up to 100 deliveries a day in Stockbridge - this can range from deliveries to shops and residents especially as more people are shopping online.</p>	
Inverleith & Stockbridge Community Council	<p>As restrictions ease for social distancing and access to the cafes etc opens up there will be less need for the space on the pavements. Currently walking around on a normal day during the week the pavements never seem crowded with people. There might be some pinch points and I also accept that the pavement on the south side is very narrow. You tend to find that people don't walk on that side so much as it is not sunny. The pavement on the other side seems currently wide enough to cope with the amount of people walking there. I was confused about the street clutter as there are now no A boards, so what exactly is the street clutter? I am not sure that opening up the pavements is going to dramatically increase footfall.</p>	<p>The footways are not wide enough to allow safe social distancing. The amount of people walking along the narrow footways, street furniture, queues outside certain shops, people stopping to talk to one another, passengers at bus stops all exacerbate the situation. Both north side and south side footways are very busy.</p>
Inverleith & Stockbridge Community Council	<p>One of the local traders started a petition on Wednesday which was put into 4-5 businesses. In 2 days he has gathered about 300 signatures. I have some of the sheets to send to you but sadly not all, as work pressures mean I am not able to collect the rest and send to you before 12 today. But I will do once I have them. The email would not go through with the petition attachments so they will be handed directly to you.</p>	<p>Noted.</p>
Inverleith & Stockbridge Community Council	<p>Whilst I realise that this money is earmarked for temporary projects, would it not make more sense to argue a case for funding more permanent projects that have been unable to go ahead due to a lack of funding, but which people have been asking for, such as a proper crossing at the Botanics west gate and one Broughton High.</p>	<p>The Scottish Government (Sustrans) funding has been provided under the terms of health management. The powers granted to the Council allow for the introduction of temporary intervention only, at this stage.</p>
Inverleith & Stockbridge Community Council	<p>I would just like to add that applying such extreme measures to a town centre without consultation and proper discussion is quite wrong. These are people's lives you are dealing with. Small shops and high streets are struggling as it is and to deliberately try to destroy them when, especially in our case when we have had a very hard year from January, is not right. Not only does it affect the business owners but also the staff they employ, the</p>	<p>Due to the urgent nature of the current Covid-19 situation wider consultation has not been possible. However, site meetings have been undertaken with Ward members and the Community Council.</p>

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	companies that supply them, the delivery drivers that deliver, the rubbish companies that collect the waste, the tradesmen that service them and ultimately the landlords when the shop becomes vacant	
Councillor Max Mitchell	I am disappointed at the lack of loading space made available for businesses. The majority of businesses are independent retailers who cannot dictate exact times of deliveries. With so few loading bays or parking spaces there will be enormous competition to get into it, and indeed more pressure to move out of it. Very nearly every trader has been in touch with me expressing their dismay and desire to retain more parking on Raeburn Place.	As above, the scheme will retain as much of the loading bays as safely as possible.
Councillor Max Mitchell	Residents have been in touch worried about the increased pressure on the nearby streets.	Displaced vehicles will naturally move to utilise the nearest available spaces. The scheme aims to retain as much of the loading bays on Raeburn Place as is safely feasible so should have minimum effect on side roads which are already full of parked cars.
Councillor Max Mitchell	I do not agree with the Cheyne Street loading bay suggestion. Firstly, there is already a lot of pressure on parking in this area and will be made worse – N3 has lots of room on Inverleith Place and East Fettes Avenue but not in Comely Bank/Stockbridge. This is a residential road that is not used to lorries (if they can fit round the corners to get in this is) residents will be disturbed by this and their amenity impacted. LifeCare is at the other end with vulnerable members of the public coming and going. Businesses have told my Ward colleagues and me that the size of loading bay proposed here (judging by the drawings) will not fit a proper lorry or more than one large van.	Concern noted. The scheme will maintain as many of the existing loading bays as possible, but not all. As such the Cheyne Street temporary loading bay will not be required.
Councillor Max Mitchell	The business owners have told my Ward colleagues and me that there is frequent turnover of customers arriving by car and what is in the proposals is not sufficient. Having suffered enormously from lack of trade through the SGN works after Christmas, and then entering a pandemic, they do not like this idea of the Council inhibiting their customers' ability (specifically those who do not live within walking distancing or have reduced mobility) to access the local shops.	The Spaces for People project aims to help secure economic growth for all the town centres including Stockbridge.

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Councillor Max Mitchell	Deanhaugh Street – glad to see a loading bay kept and the bus stop. The pavement on the Soderberg, paint shop, Pizza Express side is wider than others in this area. Could this be a location next to the retained loading bay be for additional parking bays? The extension of footways on bridge are welcome. Are you satisfied the bus/a lorry can easily turn into and out of the bridge?	This loading will be maintained. Unfortunately widening of the footway on the bridge will not be possible due to the carriageway width.
Councillor Max Mitchell	On Hamilton Place, I actually think this is sensible especially when considering this is a route to school. There is some permit parking kept by the crossing – would it be wiser to cone off this bay entirely and instead allow the whole permit bay outside numbers 42-46 and 48-52 to be in operation? Allows a little bit more space for the pressed 5A parking zone, frees up more space when approaching the crossing where this is a small café and shop and therefore potential for queuing and more space is required as it may conflict with groups of parents and children arriving/departing? Will the bus stops both continue to operate?	This may be possible and can be explored further once works start on site. The bus stops (and shelters) will remain as is.
Councillor Max Mitchell	Thank you for extending the corner where Baker Place comes round onto St Stephen Street. Excellent to see	Noted.
Councillor Max Mitchell	Overall, this would have been more appropriate a few months ago when there were fewer shops open, more queuing, fewer people wearing masks, more anxiety amongst people, and, indeed, a higher infection rate. I want the businesses particularly on Raeburn Place to feel like the Council is listening to them and supporting them. I am told many feel they are being told “things need to improve” but nobody has been round to ask the businesses what would help to improve the situation. Gradual change, take everybody with you.	Agreed.
Councillor Max Mitchell	A separate but nearby point. A rat run has become much worse in recent weeks on West Silvermills Lane. I know Cllr Barrie would be very grateful if this could be looked at.	Noted. Does not form part of the Spaces for People project but I will discuss with colleagues from the North West Locality Team.
Councillor Gavin Barrie	The lack of unloading/loading spaces left in this design is very concerning. Many shops, in the midst of trying to get the economy going again, will be detrimentally effected if they cannot receive deliveries throughout the day. From the florists, whose van does deliveries throughout the day from the shop, to the charity shops who will find that donations are to difficult to make	As above, the scheme will retain as much of the loading bays as safely as possible.


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	<p>if the donor cannot unload in the immediate area of the shop. Many of the shops in this area are supplied by specialist producers and will not be serviced by large logistic companies that other shopping areas of the city may be able to use.</p> <p>The proposed single additional 'loading bay' cannot possibly accommodate all the shops on Raeburn Place, and its placement at the bottom of Cheyne Street will see the attraction of LGV's to this narrow almost wholly residential street which has a difficult entrance at the at its southern end. I suspect gridlock shall ensue in this area.</p> <p>I believe other areas for loading and unloading on the North side of Raeburn Place must be identified and enforced accordingly.</p>	
<p>Councillor Gavin Barrie</p>	<p>I also note that throughout the shopping area no disabled parking appears to be designated. I find this to be unacceptable, particularly in an area which has a high propensity of elderly people including several sheltered housing complexes.</p>	<p>As above, the scheme will retain as much of the loading bays as safely as possible which can be used by Blue Badge holders.</p>
<p>Councillor Gavin Barrie</p>	<p>In a meeting with one of your engineers I suggested that the loading bay at Deanhaugh Street be moved eastwards to be outside the commercial properties nearer the bridge and away from the flats whose only windows are street facing and near able to touch the roofs of LGV's when they are unloading in the current bay. Their parking also obstructs the traffic lights and crossing as demonstrated in the attached photograph. These include ones with relatively noisy refrigeration units left running whilst they unload. This simple measure would bring relief to the long suffering residents in these flats and relieve congestion in this area. See attached pictures of the current unacceptable situation.</p>	<p>This suggestion will be incorporated into the design.</p>

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<p>Councillor Gavin Barrie</p>	<p>I also sought that consideration be given to widening the area of traffic measures to include West Silvermills Lane, which has become a rat run for vehicles, including LGV's who are trying to avoid holdups at the Bridge Hamilton Place – Kerr Street Junction. My suggestion is closing it as a through-road outside number 8 and removing the one way designation from the St Stephen Street end. To the North & West of West Silvermills Lane every street has been protected becoming a rat run in this area, West Silvermills, the narrowest of them all has been neglected. I attach mock ups of what my envisaged change would look like. Please note the narrowness of the lane at the North end where it exits close to the entrance to Edinburgh Academy. I have been contacted by residents in this area who have complained of near misses to both pedestrians and building caused by large vehicles using the lane. Closure as a through road would also make it a less busy and therefore safer route for cyclists to use in this area.</p> 	<p>Noted. This would not form part of the Spaces for People programme but will be passed to the North West Locality Team for consideration/response.</p>
<p>Councillor Gavin Barrie</p>	<p>Again, away from the area indicated on the map, allow a left turn from North Charlotte Street in to St Colme Street. Traffic coming from Lothian Road seeking to get to, as an example the Western General Hospital or any part of the western end of Stockbridge or the West End itself, have to know that they have to go via the Western Approach Road and Haymarket/Torphican Street junction (this is counter intuitive) or that the Hope Street junction is negotiable. Lack of knowledge sees large amounts of traffic driven through</p>	<p>Noted. This would not form part of the Spaces for People programme but will be passed to the South East Locality Team for consideration/response.</p>

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	Stockbridge when the drivers have no intention of seeking to be in that area but are wanting to be to westward end of the Stockbridge Comely Bank area. This measure would relieve traffic pressures in Stockbridge and see a more pleasant environment for both pedestrians and cyclists.	
Councillor Claire Miller	We need to remove the bollards that are currently on the pavements because these are taking up massive amounts of space in the middle of what will be a pedestrian area now (on the south side).	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. There is no plans at this stage to remove the many bollards along both sides of Raeburn Place.
Councillor Claire Miller	All signage for the proposals should be on the carriageway and not on the footways (temporary or permanent).	To minimise unnecessary pinch points signage will be kept to an absolute minimum but will be as per Chapter 8. It will also be located to avoid creating a hazard.
Councillor Ian Whyte	I am supportive of measures in Stockbridge to assist pedestrians. However, the blanket approach suggested goes against the discussions had by the four ward councillors and officers recently when we requested a scheme that dealt with pedestrian pinch points rather than a blanket pavement widening approach. This must be reconsidered.	The design aims to retain as much of the existing parking/loading bays as possible.
Councillor Ian Whyte	The vast reduction in parking will be a major impediment to local businesses – especially for receipt of deliveries but it will also impact their ability to deliver to customers. More loading space must be provided. The selection of Cheyne Street for a loading bay is inappropriate because of the narrow nature of the street.	The design aims to retain as much of the existing parking/loading bays as possible. The loading bay on Cheyne Street has been removed from the design.
Councillor Ian Whyte	Traders have extreme concerns about the inability of customers to reach them – particularly the elderly or less able who require to travel by car or taxi. Can more provision be made for this?	The design aims to retain as much of the existing parking/loading bays as possible.
Councillor Ian Whyte	The general layout of the measures is likely to look like road works rather than an enhanced pedestrian scheme. Can the measures be improved to make them look more attractive and encourage shoppers rather than the opposite?	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	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	The design aims to retain as much of the existing parking/loading bays as possible.

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	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.	
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 request will be passed on to our Active Travel team. The purpose if these Phase 1

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		interventions are to create safe physical space for pedestrians, and all road users
Edinburgh Living Streets	Monitoring of schemes must collect robust data on walking/footfall.	Sustrans have been appointed to undertake before and after studies on many of the Town Centre projects.
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	The provision of loading and parking bays in Stockbridge is challenging. These facilities will be provided to accommodate all drivers where possible.
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.
Cllr Hal Osler	I did not find it very easy to understand the map (and I know I am not alone in this) as there was no Legend, very small and quite confusing. I was disappointed to find that aside from the loading bay on Cheyne St and the confirmation that the bus stops are remaining there is very little difference from the broad brush plan that was sent to us a few weeks ago.	Noted.
Cllr Hal Osler	There is strong desire for change in the area but there is also a delicate balance between the residential and commercial side of things that is going to be very disturbed by this plan if it goes ahead. My biggest concern is rather	The aim of the scheme is to secure economic recovery and allow social distancing (currently at

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	than making Stockbridge a lovely vibrant place to visit it will become gridlocked by double parking, noise and bad levels of conflict.	2 metres) which the current footways do not allow.
Cllr Hal Osler	I agree that the pavements should be made wider and this can easily be accommodated in pinch points but I do not agree with the total removal of parking as it will cause conflict. This is a balance and my deepest concern is that this will tip that balance and everyone will lose	The design does aims to achieve just that. The plans did not reflect that the proposal will create a number of loading bays in locations where it is safe to do so.
Cllr Hal Osler	No Loading Bay on Raeburn Place – I believe this is a missed opportunity and could easily be accommodated along Raeburn Place and would make sense for the businesses that are mainly on that side	As above, there will remain a number of loading bays on both sides.
Cllr Hal Osler	No Disabled Parking – this again is another missed opportunity as this also does not exist on Raeburn Place and could also be accommodated	Blue Badge Holders will have access to the loading bays.
Cllr Hal Osler	Loading Bay on Cheyne St – this is a very narrow road and I am concerned by the idea of encouraging delivery vehicles down Dean St as that is also narrow and the turn to Cheyne St is not very wide. The remainder of Dean St is one way (the opposite way) and this could see more vehicles going the wrong way down it.	Noted and as requested, this has been removed.
Cllr Hal Osler	Raeburn St – it is not clear on this drawing if this street is to remain closed, which is vital as there is no pavement on it, a couple of very vulnerable individuals live there and has been used as a rat run. There is a TTRO at present closing the street that is supposed to remain in place for the length of time of the Gas Works. I would like confirmation that this is to remain in place.	It is not part of the Spaces for People project at present. This can be added if felt necessary/beneficial.
Cllr Hal Osler	West Silvermills Lane – I would like to echo the comments and suggestions made by my colleague Cllr Barrie, I appreciate by imposing a barrier in the middle will be a minor inconvenience to residents but that is outweighed by the very significant rat running that will only increase once the social distancing measures are in place.	See original response.
Spokes	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	Where appropriate segregation will be provided during phase 2 of each Town Centre project. Through traffic will be maintained through Stockbridge as a key route into the city and the existing speed limit of 20mph will remain unchanged.

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	<p>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> <ol style="list-style-type: none">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>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> <ol style="list-style-type: none">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.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.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.	
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	<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 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. 	
<p>General Public (Response to proposals)</p>	<p>34 emails received with a mix of local residents and businesses,</p>	<p>See other responses. The pandemic hasn't allowed the usual consultation.</p>

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	<p>The resident responses were a rough 20/80 split of positive and negative (with 2 neutral)</p> <ul style="list-style-type: none">• Happy with additional footway space but feeling there were other areas which should have been included.• The negative impact of loss of parking, loading ability and on ability for property maintenance works.• Reduction in air quality due to greater levels of stationary traffic.• Lack of meaningful consultation.• Concern for the impact on businesses• Lack of blue badge parking and reduction in single yellow lines and parking pays that are also used by blue badge holders. <p>The business responses were 100% negative, the comments focussed on:</p> <ul style="list-style-type: none">• The loss of parking presenting a significant barrier to viable trading and business sustainability• The described loading arrangements being impractical for the street and having a knock on effect on Raeburn Place with double parking/ stopped vehicles etc.• The delay in providing measures for social distancing and fact that Scotland is easing lockdown.• No blue badge holder parking included in the plan.• The need to remove CEC street furniture (pavement bollards etc) to create additional space.• Concern about the appearance of TM equipment on street being a visual deterrent to visitors.• Lack of meaningful consultation. <p>Stockbridge Traders Association gave a lengthy response which focussed on:</p> <ul style="list-style-type: none">• Loss of all parking and loading on the south side will have significant affect on the viability of businesses.• Having a loading bay in Cheyne Street being inconcieved and will be impossible to use for the larger delivery vehicles.	
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	<ul style="list-style-type: none"> The significant impact of the SGN works/ Covid-19 Lockdown/ Loss of parking through SFP proposals resulting in damage to the Stockbridge economy. <p>Deidre Brock MP raised concern that:</p> <ul style="list-style-type: none"> Residents and business premises on these roads have not been notified of the proposals (my office, in fact, is on one of the roads affected) and I have been informed that residents have, likewise, not been informed - I was informed by a community council. The timescale for responses is very tight, even considering the extraordinary circumstances. This timescale does not allow for meaningful consultation with stakeholders, and constituents have already been in touch regarding concerns over the effects this proposal will have on residents and businesses. The Council is well-intentioned and the broader aims are appreciated, but it should pause its proposals for now in order to allow for further discussion and more comprehensive consultation. 	
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.	Incorporated in design.
Public (Commonplace)	Parking should be restricted/suspended to create more space to extend pavements. Enforce illegal parking.	Incorporated in design.
Public (Commonplace)	Slow/reduce/remove traffic – potential for one-way traffic system. If road is closed this could negatively impact access for people with disabilities. Improve pedestrian crossings.	There are no roads closures or one-way systems being introduced as part of this scheme. Through traffic will be maintained through Stockbridge as a key route into the city and the existing speed limit of 20mph will remain unchanged.
Public (Commonplace)	Add protected cycle lane and create more cycle parking	Where appropriate cycle segregation will be provided during phase 2 of each Town Centre project.

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Public (Commonplace)	<i>Specific suggestions:</i> South side of pavement is obstructed by bollards resulting in pedestrians having to move along pavement in single file.	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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