

CIMT Friday 21 August – Spaces for People Project Approval

Covering letter...

Dear Councillors and Stakeholders

Covid-19 Cycling and Walking Emergency Response Measures

Proposed temporary narrowing of Carriageway / Pedestrian Improvements – Arboretum Place

Thank you for your comments regarding the proposed emergency road measures. Comments have been reviewed and a summary of comments is included in the attached assessment feedback form to the Council Incident Management Team (CIMT). Following consideration by the CIMT on 21 August the proposals have been approved for implementation.

Officers will be monitoring all the temporary measures and will make adjustments as necessary to mitigate any impacts.

We expect that these measures will be implemented from the **week commencing 5 October 2020** with temporary traffic management equipment, such as cones. Where deemed suitable, this equipment will then be replaced with more robust, semi-permanent materials once available.

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 30 July 2020. Recipients were given five days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

Project Proposal

Location	Justification	Recommendation
Arboretum Place	As part of overall emergency measures, we are proposing to narrow the carriageway to facilitate pedestrian crossing and the relocation of disabled parking spaces to enable socially distanced queueing at the Royal Botanic Garden.	<u>Proceed with the installation of the enhanced pedestrian crossing point.</u>

Feedback

Comment from	Comment	Response
Cllr Miller	I'm fully supportive of these changes.	Noted
Cllr Osler	<p>The plans for the carriageway narrowing and pedestrian improvements for Aboretum Place are very much needed. I have two questions/ concerns that I would like consideration given to.</p> <p>1) the drop off/pick up area how will that be enforced so that no vehicles park there?</p>	<p>Noted</p> <p>Parking restrictions are being enforced by NSL as the council's parking enforcement contractor. This is being done in addition to their enforcement of the other parking bays/ restrictions across the city so they are not able to be in all the locations continuously. We are working with colleagues in Parking Enforcement to ensure that everything is in place to enable enforcement action to be taken where contraventions are witnessed by parking attendants. Parking attendants are unable to work reactively to reports of vehicles parking in restricted areas but are carrying out regular patrols. We are also working with Police Scotland to ensure that other measures for Spaces for People schemes, such as closures, are not contravened.</p>

	<p>2) the area left open for the ice cream van, how will this be monitored so that other vehicles don't breach the area?</p> <p>I also have 5 suggestions</p> <p>1) Priority signs on the main carriageway giving priority to traffic moving from south to north as cyclists will also be using this area.</p> <p>2) Ice cream van placed as far north as possible within the arc, with clear queuing directions, to reduce possible conflict with cyclists.</p> <p>3) Very clear signs for the cycle entrance (both so people know to look, but to encourage cyclists to use it).</p> <p>4) Enforcement of parking restrictions so the area doesn't get parked in.</p>	<p>The area will be marked as a keep clear. Alternatively, this could be changed to double yellow lines with blips however blue badge holders may mistakenly park there. The enforcement measures outlined above also apply.</p> <p>Priority narrowing was considered however not progressed, in part, due to the bus and coach movements.</p> <p>This suggestion can be given further consideration by the designer however it is noted that the ice cream van requires to park on the south west corner as the owner pays for a power mains connection. How far the van can be placed from the mains will need to be established.</p> <p>This is a point that will be given further consideration by the designer in terms of type/appearance of signage and its positioning.</p> <p>See point on parking enforcement above.</p>
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	<p>5) Signs at the gate in Inverleith Park indicating sides for pedestrians and cyclists to match up to the ped crossing & cyclist crossing again to reduce possible conflict</p>	<p>Cyclists and pedestrians are not being demarcated/segregated from one another across the crossing point. A shared use area is being proposed and demarcation is not considered to be necessary from a design perspective.</p>
<p>Cllr Mitchell</p>	<p>I understand the narrowing of the road will help to reduce speeds... but, if possible, could some further speed reduction measures be looked at? I'm sure the original design for the permanent scheme is a raised zebra crossing - perhaps temporary speed bumps could be positioned (drilled in) on approach or at the narrowing, though the kind that allow bicycles, emergency vehicles etc to pass over/through easily? I ask as speeding can often be an issue here.</p> <p>Overall, I think this is an incredibly positive intervention and I warmly welcome it.</p>	<p>A raised table was considered, however was not progressed as it cannot be a zebra crossing under the TTRO.</p> <p>Given that buses travel along this route a temporary raised crossing was not considered to be appropriate.</p> <p>A future raised crossing will be delivered under permanent works.</p> <p>Noted</p>
<p>Cllr Webber</p>	<p>I was wondering if the budget might stretch to other speed reducing measures rather than purely narrowing the width of the road? From local feedback speed is an issue here</p> <p>But also I would like to note that the overwhelming feedback are that this is welcome BUT I have concerns with the overall appearance from what is a particularly spectacular part of the city and its proximity to the Royal Botanic Gdns, these measures will look frightful and out of kilter with the surroundings (but I will be saying this of all the schemes across the city, cosmetically and aesthetically they all look awful)</p>	<p>It is considered that the narrowing of the road to the minimum possible width will help achieve a reduction in speeds.</p> <p>Noted. Unfortunately, it must be accepted that the temporary materials are not aesthetically pleasing and are more functional in nature. The permanent scheme which will follow this one aims to deliver the creation of a high-quality public space.</p>

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<p>Spokes</p>	<p>Although a very welcome first step, we consider that the proposals need to go further if they are to achieve their primary objective. We recommend that for this scheme to fully succeed in its stated primary objective, being to <i>“facilitate pedestrians crossing the road”</i>, that it must address why the road is difficult to cross which, in our view, is because of:</p> <p>1.1.1 the overall crossing distance (see 2), and 1.1.2 the volume and speed of the traffic (see 3). 1.3 We also have concerns about the proposed route for cycling to and from Inverleith Park (see 4)</p>	<p>Noted and responses outlined below</p>
<p>Spokes</p>	<p>Addressing the overall crossing distance: 2.1 We consider that reducing the carriageway is welcome, but that a 6 meter gap remains unnecessarily wide and insufficient deterrent to reduce the speed of the traffic. High traffic volumes and speeds are a danger for both those walking and cycling. We recommend narrowing the crossing distance to 3.5 meters, using a directional-priority pinch-point; as is successfully used on MacDonald Road, with “Priority Over Oncoming Vehicles” signs and Zebra road markings.</p>	<p>Consideration was given to the width of the carriageway at the crossing. Due to the presence of the tour bus and other larger vehicles reducing the width under 6m was not accepted.</p> <p>A priority style ‘give and take’ arrangement was also considered however under the scope of the temporary measures this will not be implemented. It will be considered under the permanent solution.</p>
<p>Spokes</p>	<p>2.2 We also recommend increasing the width of the actual crossing point. 2.3 Both these measures serve to give increased emphasis of pedestrian importance in the travel hierarchy.</p>	<p>Under the scope of the temporary measures a formal crossing arrangement is not possible therefore it is not considered to be necessary to make the crossing point so wide as it could cause confusion to drivers about where to expect a pedestrian to cross the road.</p>

	<p>2.4 There is currently pedestrian congestion on the east-side pavement to the north of and around the current temporary Gardens entrance and this pavement needs to be widened to permit safe spacing and queueing. We recommend relocating the proposed drop-off spaces further south and using that space instead for extending the pedestrian space.</p>	<p>The drop off area has been placed to take advantage of the large circular area as much as possible. Moving this further south would reduce the available space.</p>
Edinburgh Access Panel	<p>Since the Royal Botanic Garden is a favourite place for disabled people to visit, it's essential to continue to provide good accessibility.</p> <ul style="list-style-type: none"> Please ensure that the new arrangements for blue badge parking are at least equivalent to now. We note that blue badge parking will be allowed on the double yellow line on other side of the road from the main entrance. This and the other new arrangements must be made obvious to blue badge holders. 	<p>Double yellow line areas have been designed for blue badge holders and space is provided for 8no. cars which is no reduction in current disabled parking provision.</p> <p>TTRO limits options in markings available such as bay markings</p> <p>The designer will give further consideration to additional signage that highlight these arrangements.</p>
	<ul style="list-style-type: none"> Please ensure that the planters do not turn out to be the sort of obstructive pavement clutter that the Council are (rightly) keen to remove. We are pleased to see that the road will be narrowed by the build-outs but there must be plenty of room for two wheelchairs to pass each other without colliding with the planters. 	<p>It is considered that the planters have been considered to not hinder the movement of people (including wheelchair users) or to reduce visibility. They are being used to emphasise the crossing location and to improve the visual quality of the temporary measures.</p>
	<ul style="list-style-type: none"> Please consider installing a pedestrian crossing. Take into account the probable increased volumes of traffic due to people's preference to use their cars rather than risking public transport. 	<p>A zebra crossing could not be provided under a TTRO and there are also issues with providing beacon lighting on a temporary basis. This will be provided as part of the permanent scheme in the future.</p>
Public	Improve crossing between Botantics and Inverleith Park.	This is being delivered as part of the

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<p>(Commonplace)</p>	<p>Reduce volume/speed of traffic.</p> <p>Restrict/suspend vehicle parking.</p> <p>Add protected cycle lanes.</p>	<p>scheme.</p> <p>The build out will reduce traffic speed.</p> <p>The build out will and reduce parking around the two entrances.</p> <p>This was initially considered however not progressed due to the layout of the space and the competing users who interact within it.</p>
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