

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 23/07/20. 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

| <b>Location</b>         | <b>Justification</b>   | <b>Recommendation</b>  |
|-------------------------|--|--|
| Queensferry High Street | To provide safe space for pedestrians to walk, exercise and access local shops. The proposed measures are part of an overall emergency requirement to re-designate key parts of the road network to facilitate safe access while meeting physical distancing requirements. Such measures are required promptly to help prevent people from becoming ill or coming to harm by infection from COVID-19 whilst implementing physical distancing requirements. | <u>Introduce this revised scheme to increase space for pedestrians on the narrow sections of pavements through the Town Centre.</u><br><u>The proposed layout has been revised to reflect feedback from local Councillors and the Community Council.</u> |

### Feedback

| <b>Comment from</b>                             | <b>Comment</b>  | <b>Response</b>   |
|---|---|---|
| Councillor Kevin Lang & Councillor Louise Young | <p>We have engaged extensively with our constituents since the draft proposals were published on 23 July.</p> <ul style="list-style-type: none"> <li>• As of today, we have heard directly from over 600 residents living in Queensferry and Dalmeny. This shows the level of interest which local people have for their High Street.</li> <li>• We have also spoken directly with the owners of a number of the small businesses on the High Street and who will inevitably be impacted by the proposed changes.</li> <li>• In terms of the views of residents, overall feedback on the proposals has been broadly favourable with 58% expressing support. 32% said they were opposed to the changes with the remaining 10% saying they did not have a strong view one way or another.</li> <li>• However, views vary significantly throughout the town. For example, from those we heard from and who live on the High Street, 84% were in favour compared to 16% opposed. For those residents living on or just next to</li> </ul> | <b>A site meeting was held with Community Council members and traders to discuss options to allow SfP plans to be progressed.</b> |

CIMT Wednesday 9 September 2020 - Spaces for People Project Approval

|   |   |   |
|---|---|---|
|   | Rosshill Terrace / Station Road, only 31% were in favour with 69% opposed.  |   |
| Councillor Kevin Lang & Councillor Louise Young | <p>It is clear the levels of traffic currently being seen on the High Street are causing significant challenges. The width of pavements and the requirement for social distancing is forcing people, including children, to walk onto the road. This creates unacceptable safety risks.</p> <p>Similarly, the current two-way flow of traffic along the narrow High Street causes substantial congestion, particularly at weekends. It is all too easy for the street to become completely gridlocked. This congestion is not new and has been an issue for many years. However, the need for pedestrians and cyclists to socially distance means the safety issues have become even more pronounced.</p> <p>To that end, we welcome the effort being made to try and create safer spaces for residents and visitors to enjoy the High Street. We also accept that removing vehicle traffic improves local air quality and make the High Street a much more pleasant area to visit.</p> | <b>In response to feedback a One-way proposal has been developed with widened footways (where practical) and new cycle lanes where the current road widths permit.</b>  |
| Councillor Kevin Lang & Councillor Louise Young | <b>The risk of added congestion</b> - We are concerned the proposals, as currently presented, may not deliver the outcomes intended. The plans involve a barriered closure in the centre of the High Street. This means vehicles will still be able to enter the High Street both from the east at Edinburgh Road and the west from The Loan. Drivers will have to turn around in the central parking area only to be likely faced by oncoming traffic as they try to leave the High Street. As such, we believe there is a serious risk the plan will increase rather than reduce the congestion currently being seen. This concern is shared by the business owners we spoke with. We are keen to understand what consideration has been given to this by officers or if any modelling was carried out.   | <b>The part time closure has now been revised to a One-way system in an easterly direction.</b>   |
| Councillor Kevin Lang & Councillor Louise Young | <b>On-street car parking</b> – it is not clear how many car parking spaces would remain along the High Street under the plans. Would the remaining on-street parking on the High Street be designated for residents and/or blue badge holders? Clarity on this point would be helpful.  | <b>There will be little change to the provision of on street parking. Approximately 5 spaces will be removed to allow footway widening from outside No.50 heading west. Two spaces will be left open in this section outside No.21.</b> |
| Councillor Kevin Lang & Councillor Louise Young | <b>Residents parking</b> - the proposals include dedicated residents parking on the south side of Edinburgh Road. However, it is not clear how this will be administered and enforced. Will residents living on the High Street be required to  | <b>This has been removed from the revised plan.</b>   |

CIMT Wednesday 9 September 2020 - Spaces for People Project Approval

|   |  |  |
|---|--|--|
|   | pay for parking permits? If so, for what period of time? How many permits will be available and, if there are more residents parking permits required than space available, will residents be entitled to park in the Hawes car park without penalty (which is currently closed overnight until mid-August)?   |  |
| Councillor Kevin Lang & Councillor Louise Young | <b>The time period for visitor parking</b> – It is not clear the basis for the two-hour time limit for visitors/shoppers to park within or next to the Hawes car park. With a unique collection of shops, cafes and restaurants, Queensferry offers a fantastic experience for visitors. We are concerned the two-hour limit will not provide sufficient time for visitors to both to enjoy a meal and spend time and money in local shops. This could be a particular issue for those with young children or those with reduced mobility. As such, we believe the time limit should be extended to at least three hours.  | <b>There will be no adjustments to existing time limits or pay &amp; display parking under the revised proposals.</b>  |
| Councillor Kevin Lang & Councillor Louise Young | <b>Showing the High Street is ‘open for business’</b> - we realise any temporary road closure requires diversion signage to be put in place. However, we are concerned that high impact red signage indicating “road closed” can act as a significant deterrent for visitors and business customers. This view is born from previous experience amongst High Street businesses. We would suggest the precise wording of the temporary signage is carefully reviewed to ensure it is made clear that the High Street is very much open for business. The signage at the junction of Bankhead Road and Hawes Brae could usefully include “Parking ahead for High Street”. Any ‘road closed’ signs should consider more positive wording such as “road closed to through traffic to support safe spaces for people” or similar – thus focusing on the positive. | <b>All signage used will be in accordance with Chapter 8 traffic management requirements. Intrusive signage will be kept to a minimum, however, some traffic management signs will be required.</b>                        |
| Councillor Kevin Lang & Councillor Louise Young | <b>One-way system</b> – the £2 million project to improve the High Street over the long term settled on a scheme which would have involved moving to a one-way system. This was only dropped when advice from officers confirmed a substantial element of the external funding would be at risk due of the time required to progress the traffic regulation order and likely public inquiry. What consideration was given to introducing a one-way system on a temporary basis as a ‘spaces for people’ initiative? If this was considered, why was it rejected?   | <b>This is part of the revised proposals.</b><br><br><b>Originally, the One-way proposal was not promoted as a temporary traffic management scheme due to the quantity of cones etc required in the Conservation area.</b> |
| Councillor Kevin Lang & Councillor Louise Young | <b>The opportunity of a trial</b> – the changes being proposed would present a significant change to the town, with number of potential unintended knock-on impacts. To that end, what consideration has been given to the option of trialling the proposed changes over a weekend or two weekends when visitor numbers, pedestrian footfall and congestion are at their greatest? A trial would provide an  | <b>All Town Centre projects are being reviewed at regular intervals. This will allow any system being installed to be monitored.</b>   |

CIMT Wednesday 9 September 2020 - Spaces for People Project Approval

|  |  |   |
|--|--|---|
|  | <p>opportunity to see if the changes meet the spaces for people policy objectives, to development key learning points, and consider possible further changes.</p>  |   |
| <p>Councillor Kevin Lang &amp; Councillor Louise Young</p> | <p><b>Station Road / Rosshill Terrace</b> – As we have already explained, the greatest concern expressed by our constituents has been around the diversion of traffic along Rosshill Terrace / Station Road. Amongst those residents who were opposed to the changes, more than 50% gave the proposed diversion as their most significant concern.</p> <p>As councillors, we are anxious about diverting more traffic along narrow roads which are already handling far greater levels of traffic than they were built to accommodate. It is important to emphasise that Station Road includes two primary schools and one secondary school. With the schools confirmed to restart next month, we are extremely worried about the Council actively diverting traffic past areas with high levels of walking and cycling children.</p>  | <p><b>These comments will be taken into consideration. The installation of a raised table on Rosshill Terrace will be progressed as soon as reasonably possible.</b></p> <p><b>Additional “SLOW” signs will be installed at various locations on Rosshill Terrace/Station Road as part of the measures for the SfP project.</b></p>   |
| <p>Councillor Kevin Lang &amp; Councillor Louise Young</p> | <p>If these changes are progressed then we believe further action is required urgently to discourage and, in some cases, restrict drivers from entering and departing the town via Station Road. This must be carried out prior to the proposed changes being implemented.</p> <p>We would suggest;</p> <p>a) stopping HGV traffic along Rosshill Terrace / Station Road through a temporary traffic regulation order which introduces an appropriate weight restriction on these roads. This should exempt local buses.</p> <p>b) installing the long promised and considerably overdue speed-table on Rosshill Terrace as an urgent priority.</p> <p>c) writing to the Scottish Government to press, once more, for the FRB A90 slips roads to be reopened to cars. We note how locality transport officers at the Council have previously accepted the merits of re-opening these slip roads. Given the changes being proposed, coupled with the even great pressure expected from the Scotstoun and Echline housing developments, we believe the case for re-opening these slip roads is now overwhelming.</p> | <p><b>These points can and will be considered in future phasing on the project under the review process. In response:</b></p> <p><b>a) As a first stage advisory signage will be installed.</b></p> <p><b>b) The proposed raised table is currently being progressed by our Roads operations team.</b></p> <p><b>c) Transport Scotland have confirmed a response following a review of the Public Transport Priority Scheme is concluded (expected soon).</b></p> |
| <p>Councillor Claire Miller</p>                            | <p>I'm fully supportive of this scheme.</p>  | <p><b>Noted.</b></p>  |
| <p>Queensferry &amp; District Community Council</p>        | <p>QDCC spent some time discussing the Spaces For People proposals for Queensferry High Street whilst at the same time taking into account the</p>   | <p><b>This proposal has now been revised. The plan now proposes a one way set up with footway widening using a</b></p>  |

CIMT Wednesday 9 September 2020 - Spaces for People Project Approval

|  |  |  |
|--|--|--|
|  | <p>ongoing the High Street Improvement Project and the potential impact these may have.</p> <p>Cutting to the chase it is our considered view that the Spaces For People proposal as a response to COVID-19 is not a suitable or desirable option - all be it on a temporary basis - to provide a socially distancing solution during these troubled times.</p>  | <p><b>Rosehill product to segregate the vehicle lanes to the widened footway or cycle lanes. This product is a rubber kerb with an upright reflective bollard.</b></p> |
| Queensferry & District Community Council | <p>There are a number of issues as we see it relating to the proposed layout, namely:</p> <ul style="list-style-type: none"> <li>• The impact of the planned road closure which would push traffic onto Station Road and Rosshill Terrace - already a known problem under separate consideration, (not withstanding the consequences of increasing traffic passing Queensferry High as well as St Margarets and Queensferry Primary Schools)</li> <li>• The projected loss of on street parking</li> <li>• What appears to be excessive street furniture/signage</li> <li>• The likely disruption/confusion due to the introduction of a central turning point amongst others.</li> </ul>  | <p><b>All the points made have been taken into account when revising the proposed design for South Queensferry TC Project.</b></p>                                     |
| Queensferry & District Community Council | <p>We are of the opinion that this situation is a real time opportunity to put in place an already tried and tested alternative option, namely a one way through route (West to East) supplemented with enhanced and controlled pavement/walking space... We firmly believe this is an excellent opportunity to properly trial a one way system that after all was the initial desired outcome of the earlier project consultation.</p> <p>Interestingly enough a straw poll organised locally on Facebook yesterday very quickly gathered almost 350 responses to the following options as offered up on the High Street:</p> <ul style="list-style-type: none"> <li>• One-way system with widened walking areas</li> <li>• Pedestrianise in part or whole noon - 6am</li> <li>• Access only no through road noon - 6am</li> <li>• Status quo</li> <li>• Other</li> </ul> | <p><b>Option 1 is now proposed under the revised design. The other points will be considered as the project progresses.</b></p>  |

CIMT Wednesday 9 September 2020 - Spaces for People Project Approval

|                        |   |  |
|------------------------|---|--|
|                        | Perhaps not surprisingly Option 1 relating to the one-way system proposal gathered support from almost 2/3rds of the submitted responses.   |  |
| Edinburgh Access Panel | <p>While we are supportive of your proposal to close High Street during afternoons, evenings and overnight, we would express the following caveats.</p> <ul style="list-style-type: none"> <li>• Given the size and ambience of High Street, please place "Cyclists dismount" signs at both ends of the extent to be closed. This will make it a far safer and more attractive area for pedestrians in return for a trivial concession by cyclists. Similar signs have had this beneficial effect in Quatermile.</li> <li>• Please ensure there are adequate dropped kerbs to allow wheelchair users to enjoy the pedestrian area.</li> <li>• Please ensure access for blue badge holders is included in the scope of the "essential access" that you mention.</li> <li>• Please ensure there is parking provision for blue badge holders in Hawes Brae carpark and on Edinburgh Road.</li> </ul> <p>As Station Road becomes busier because of the diversion, please take into account the likely requirement for additional parking provision for blue badge holders and the possible requirement for enhanced pedestrian crossing facilities.</p> | <b>The proposed closure has now been revised to a one-way system. The comments regarding wheelchair access and parking will be taken into consideration in future phasing.</b> |
| Spokes                 | We are pleased to welcome the proposed improvements in South Queensferry High Street. These will greatly improve the quality and safety of visiting this historic location. However, we are extremely concerned that the proposed diversion route along Rosshill Terrace and Station Road will significantly increase there the existing difficulties and danger for people walking and cycling.  | <b>Noted.</b>  |
|                        | <p><b>1. High Street</b></p> <p>1.1 It is normal for road closures in Edinburgh to commence at 10.30am and <b>we recommend</b> that this should be adopted here. This street will already be busy with visitors and shoppers well before the proposed 12 noon start time.</p> <p>1.2 There are some short sections in the High Street where the setts have been laid parallel to the direction of travel as a decorative feature. Unfortunately, these areas are extremely hazardous when cycling, as the long grooves have a tendency to channel bike wheels. As these are due for replacement in the upcoming <i>South Queensferry High Street and Waterfront Public Realm</i></p>  | <b>Comments will be taken into consideration and where possible accommodated.</b>  |

|  |  |  |
|--|--|--|
|  | <p><i>Improvement Plan, we recommend</i> that they be lifted and relaid, or covered, with tarmac as a temporary fix.</p> <p>1.3 <b>We recommend</b> that the road closure signage should specifically make it clear that the closure is only to vehicles and that through access remains for walking and cycling at all times.</p> <p>1.4 <b>We recommend</b> that all signage should be on the road, not on the pavement.</p>   |  |
|  | <p><b>2. Diversionary Route Rosshill Terrace / Station Road</b></p> <p>2.1.1 <b>We have extremely serious concerns about the local impact on the chosen diversionary route and strongly recommend that significant addition interventions be implemented there, on the same timescale as those on the High Street, before it is brought into use. This is because there are already serious concerns about these streets, shared by local Spokes members, Councillors and the Dalmeny Station Residents Association, which will be made worse by introducing the extra diverted traffic.</b></p> <p>2.1.2 Rosshill Terrace and Station Road run through the middle of the residential area of Dalmeny Station and have a speeding problem, with many vehicles considerably exceeding the 20mph limit. This has become an increased problem during the lockdown period and is posing serious road safety problems for pedestrians and cyclists. They also comprises part of the 43 bus route between Edinburgh City Centre and Queensferry, which suffers congestion due to the narrow width and weekday commuter parking for Dalmeny railway station.</p> <p>2.1.3 The road safety problems which were already evident here have become more serious due to the need to maintain physical distancing as a result of the pandemic. Due to the very narrow width of the pavement (less than 1m), pedestrians must venture on to the road to ensure safe physical distancing when passing. This results in people emerging from between parked cars and coming into conflict with motor vehicles and cyclists.</p> <p><i>My concerns about this situation were considerably amplified by an incident at the beginning of May 2020 when an elderly gentleman, attempting to provide me with adequate space to pass safely was almost hit by a car travelling at what we estimated to be around 50mph. Comment by local Spokes member</i></p> | <p><b>Comments noted. The speed table is still planned, but it may not be in place before the SfP measures are implemented.</b></p> <p><b>Additional SLOW signage will be installed on Rosshill Terrace and Station Road. Advisory signage will be placed to suggest local access only.</b></p> <p><b>We will assess whether placing signs on the A90 is feasible. As this is a 70mph road we will need to explore whether motorists will have time to read detailed text (could potentially be a danger to drivers being distracted by the signs).</b></p> <p><b>Signs on the B924/Bankhead Road will have the wording altered to make it clear that vehicular access is only permitted to Hawes Pier.</b></p> <p><b>The other measures requested would be for projects out-with the scope of SfP and should be considered when designs for the</b></p> |

|  |   |   |
|--|---|---|
|  | <p>A high number of elderly residents take access between facilities in Queensferry and their homes along this narrow footway. Accordingly, measures to increase pedestrian space to permit safe-passing will be required.</p> <p>2.1.4 In addition, it is of particular concern that this is a key walking and cycling route for the pupils of :</p> <ul style="list-style-type: none"><li>• Queensferry High School</li><li>• Queensferry Primary School and Nursery</li><li>• St Margaret's Primary School</li><li>• Dalmeny Primary School (pupils walking and cycling to Dalmeny Primary School access the cycle-footpath at the steps at the east end of Rosshill Terrace)</li></ul> <p>2.1.4.1 Currently, very few children cycle to the three Queensferry schools along Station Road, probably due to the perceived road safety issues, particularly at busy drop off/pick up times, although many children do walk to school. Traffic congestion is already a problem at drop off/pick-up times and this will be likely to considerably increase as the entrance for the new replacement High School, which will open for the first time this August, has been moved from Ashburnham Road on to Station Road. The additional congestion will certainly add to overall road safety issues for pedestrians and cyclists during the afternoon pick-up period and we recommend that restrictions on parking and drop-off are introduced outside the schools; particularly the High School.</p> <p>2.1.4.2 Part of the catchment area of Dalmeny Primary School includes the eastern end of Station Road and pupils have to cross and/or walk or cycle along Rosshill Terrace to reach the cycle-footpath access at the east end of Rosshill Terrace, which then provides a direct off-road link to Dalmeny Primary School, around ½ mile to the south. A high proportion of children access Dalmeny Primary School this way by cycle and walking rather than car and it would be very unfortunate if this declined due to safety issues arising from increased traffic on Rosshill Terrace.</p> <p><b>2.2 Background to Existing Concerns</b></p> <p>2.2.1 Following submission of a petition to the Council regarding road safety on Rosshill Terrace co-ordinated by <i>Dalmeny Station Residents Association</i> in June 2018, the Area Transport Manager confirmed that <b>the road is recognised as a</b></p> | <p><b>longer term future of the High Street are progressed.</b></p> |
|--|---|---|



|  |   |  |
|--|---|--|
|  | <p><b>problem street</b> and the Council <b>agreed to install a speed table</b> at the junction of Rosshill Terrace and Forth Terrace “in the first weeks” of the 2019 school summer holidays. The installation was then delayed until autumn 2019, and then again until spring 2020. As a consequence of these repeated delays, the safety risk to cyclists and pedestrians remains high on Rosshill Terrace.</p> <p>2.2.2 The Council had also promised the Residents Association that HGVs would be banned from using Rosshill Terrace / Station Road as a through route at the same time as the speed table was offered.</p> <p>2.2.3 Although not articulated in the recent <i>Queensferry and Kirkliston Traffic and Active Travel Study</i>, the accompanying report to the <i>Transport and Environment Committee</i> in December 2019 noted that the survey data for the Study found “<b>a significant change in route choices following the opening of the Queensferry Crossing</b>”. The report notes that with the closure of the Echline Junction, the majority of journeys into and out of Queensferry now make use of residential streets. <b>Displacement of traffic from the A90 to Station Road/Rosshill Terrace</b>, further exacerbated by residential development at the former <i>Agilent</i> site and South Scotstoun, <b>has resulted in increased traffic congestion and reduced safety for cyclists and pedestrians on this corridor.</b></p> <p><b>2.3 Effect of Extra Diverted Traffic</b></p> <p>2.3.1 The closure of the High Street to through traffic will further increase traffic flows on Station Road/Rosshill Terrace, because it will form the most direct route for traffic entering/leaving Queensferry towards Edinburgh, further exacerbating the existing road safety problems.</p> <p>2.3.2 Furthermore, the temporary closure of the High Street, as part of the <i>Spaces for People</i> initiative, is likely to be continued to enable the planned refurbishment of the High Street, resulting in the diversion continuing for at least two years and possibly longer.</p> <p>2.3.3 It is therefore urgent that the long-overdue installation of the <b>previously promised</b> measures are carried out in advance of this closure of the High Street to through traffic, to ensure against a further increase in risk to cyclists and pedestrians, which would be entirely contrary to the objectives of the <i>Spaces for People</i> initiative.</p> |  |
|--|---|--|

2.3.4 Whilst there is no locally available alternative to using Station Road as the local diversionary route, measures should be included to discourage its use by longer distance traffic, by giving motorists advance warning of the High Street closure. Accordingly, advance diversionary signage should be introduced to advise motorists of the High Street closure before they leave the A90. The diversionary signage on The Loan should be altered to show: the left turn into Station Road as being for “Hawes Pier and Local Access Only” and a straight on diversionary route sign showing “Edinburgh/A90”, to encourage diverted Edinburgh/A90-bound traffic to use The Loan and the A904 instead of Station Road.

2.3.5 Please closely monitor traffic on Station Road and the surrounding streets post implementation, with a view to the need for further interventions, including the possible creation of a Low Traffic Neighbourhood, akin to your current proposals at East Craigs. These are neighbourhoods with similar characteristics.

#### **2.4 Diversion Route Recommendations**

We therefore **strongly recommend** that the following measures are included in this phase on Rosshill Terrace and Station Road, **as prerequisites before the High Street is closed.**

2.4.1 Differentiate eastbound diverted traffic at The Loan between between “Hawes Pier/Local access only”, signed to turn left into Station Road, from “Edinburgh/A90” traffic, being signed to continue on south on The Loan, with further signage at subsequent junctions to the A90/A904 junction.

2.4.2 Install diversion advance warning signage on the A90 westbound for South Queensferry traffic; indicating that the B924 is for “Hawes Pier/Local Access Only” and diverting main South Queensferry traffic to use the A904.

2.4.3 Install the previously promised speed table at Rosshill Terrace and also consider other strong contender locations, such as the junction of Station Road and Ashburnham Road.

2.4.4 Implement the previously promised ban on HGVs

2.4.5 Install other speed calming measures, such as pinch points (e.g. similar to those on High Street), speed-sensor warning signs and reducing certain stretches to a single carriageway at strategic points.

2.4.6 Introduce restrictions on parking and drop-off are outside the schools; particularly the High School.

CIMT Wednesday 9 September 2020 - Spaces for People Project Approval

|   |   |   |
|---|---|---|
|   | <p>2.4.7 Introduce measures to increase pedestrian space to permit safe-passing.</p> <p>2.4.8 Prior to the next phase, closely monitor traffic on the diversion route, with a view to further interventions, including creating a Low Traffic Neighbourhood, akin to the current East Craigs proposals, encompassing the area east of The Loan.</p>   |   |
| Police Scotland<br>TM Liaison & Road Policing | <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><b>The proposal has been changed from a road closure to one way system. Police Scotland will be made aware of any alterations to access via the TTRN notifications.</b></p>  |
| Police Scotland<br>TM Liaison & Road Policing | <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><b>All traffic management will be in accordance with Chapter 8 Traffic Management.</b></p> <p><b>Footway widening will be installed using a product from Rosehill which is a rubber kerb with an upright reflective bollard.</b></p> |
| Police Scotland<br>TM Liaison & Road Policing | <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><b>Schemes will be reviewed following installation and at a 2 monthly frequency beyond.</b></p>  |
| Police Scotland<br>TM Liaison & Road Policing | <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</p>  | <p><b>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.</b></p>  |

CIMT Wednesday 9 September 2020 - Spaces for People Project Approval

|   |   |  |
|---|---|--|
|   | <p>see an increase in the amount of queues across the country and especially within our “local town centres” in Edinburgh.</p> <p>Under your proposals, we note that you are seeking to remove guard rails and street clutter within these areas, to help achieve safe physical distancing, from this date. The presence of street furniture (e.g. bus stops, signage posts, seating, telephone boxes, litter bins, cycle racks, and trees) affords some protection for members of the queuing public against VAW Attack.</p> <p>Whilst the presence of street furniture alone may not stop a determined VAW attack, there is evidence to suggest that it may cause an attacker to avoid the area or drive around such features. Furthermore an attacking vehicle colliding with street furniture may become immobilised, which provides people nearby the opportunity to safely escape.</p> <p>We would strongly advise against the removal of street furniture as described within your proposal, to promote some level of protection for queuing members of the public.</p> <p>In support of this we would urge you consider the last line of the CPNI guidance, which states, “Do Not remove any security features / useful street furniture items without considering protective security in the round.”</p> |  |
| <p>General Public (Response to Proposals)</p> | <p>There were 31 responses – 4 from businesses and 27 from residents. From residents there was 1 positive response, with 4 generally neutral and 22 negative. All 4 business responses were negative.</p> <p>The themes which were contained in the feedback were as follows:</p> <ul style="list-style-type: none"> <li>• The main source of concern was the displacement of traffic onto Station Road/Rosshill Terrace as a diversion route with the resulting concerns of;             <ul style="list-style-type: none"> <li>○ Narrow footways and difficulty in socially distancing if traffic volumes increased.</li> </ul> </li> </ul>   | <p><b>Rosshill Terrace and Station Road will be monitored to assess the impact of the temporary measures.</b></p> <p><b>Very limited reduction to parking on High Street.</b></p> <p><b>Products to be used for widened footways will be a Rosehill product which consists of a rubber kerb and an upright reflective bollard.</b></p> |

CIMT Wednesday 9 September 2020 - Spaces for People Project Approval

|                                 |   |   |
|---------------------------------|---|---|
|                                 | <ul style="list-style-type: none"> <li>○ Increased pollution and traffic near 3 local schools and the negative impact on pupil's health and safety.</li> <li>○ Increase in congestion and speeding vehicles.</li> <li>○ Effect on residential parking</li> </ul> <ul style="list-style-type: none"> <li>● The time limit on shopper and visitor parking at 2 hours presenting a barrier to viable trading, affecting staff who commute by car and making the town centre a less attractive place to visit for leisure.</li> <li>● Potential effect on response times for RNLI/ HM coast guard staff who travel from the west of the High Street (no official view given by either agency).</li> <li>● Concern over the use of temporary TM equipment and the way this has been misused in the past.</li> <li>● The delay in providing measures for social distancing and fact that Scotland is easing from lockdown.</li> <li>● A lack of publicity of the proposals and limited period to comment on the proposals.</li> <li>● Concern over the way in which residents parking would be administered.</li> </ul> <p>There was some confusion evident surrounding the extents of the High Street closure with some of the responses mentioning the impact on access to Gote Lane and also deliveries to areas of the High Street that would be available throughout. There seemed to be an assumption that the whole High Street was closed during the hours of operation rather than a central point (i.e. that through traffic is prevented but not access).</p> <p>Due to the timing of the proposals there was also confusion with the advertising of the TRO (TRO/19/91) for proposed permanent measures included in a local improvement scheme.</p> | <p><b>One-way system will now be implemented, two-way access for Gote Lane will be maintained at the west end of the High Street.</b></p> |
| <p>Public<br/>(Commonplace)</p> | <p>Pavements need to be widened and de-cluttered to support pedestrians and create more space for queuing outside shops/bus stops. Marked pavement areas outside shops/bus stops to assist waiting/queuing.</p> <p>Parking should be restricted/suspended to create more space to extend pavements.</p>   | <p><b>These comments will be taken into consideration.</b></p>  |

CIMT Wednesday 9 September 2020 - Spaces for People Project Approval

|  |  |  |
|--|--|--|
|  | Slow/reduce/remove traffic and improve crossings. Enforce 20mph speed limits.<br>Add protected cycle lane. |  |
|--|--|--|