

CIMT [insert date] 2021– Spaces for People Project Approval

From: **spacesforpeople** <spacesforpeople@edinburgh.gov.uk>

Date: Fri, 19 Feb 2021 at 16:14

Subject: Covid-19 Cycling and Walking Emergency Response Measures Feedback on proposals for Corstorphine High St, Featherhall Avenue, Kirk Loan and Dovecot Road

Covid-19 Cycling and Walking Emergency Response Measures

Proposed footway widening and pedestrian improvements, Corstorphine High St, Featherhall Avenue, Kirk Loan and Dovecot Road.

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 18 February the proposals have been approved for implementation. We expect that these measures will be implemented from 1st March 2021.

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

Further information about how the Council is implementing temporary road measures to support safe walking, wheeling and cycling is available at www.edinburgh.gov.uk/spacesforpeople

Kind Regards

Martyn Lings

On behalf of the Spaces for People Team

Martyn Lings

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Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 08/02/21 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
Featherhall – Corstorphine High Street	<ul style="list-style-type: none"> • Introduction of footway widening along Corstorphine High Street, particularly along key areas around the primary school entrance, in readiness for the staggered re-opening of the school. Space for loading for businesses and blue badge parking is retained. • To aid with footway widening and create a safer space for people pedestrians, traffic calming build outs are also included along the High Street. • On Featherhall Avenue, parking restrictions have been introduced to deter pavement parking and thereby provide safer more accessible pavements for physical distancing when walking. • At all side roads along the High Street, including Kirk Loan, corner radii have been tightened so that there is more space for pedestrians. • Cycleways have been introduced at the west end of the High Street and Ladywell Road to provide safe space for cycling, these will tie into further cycleways along Ladywell Road that are due to be brought forward under notification in a few weeks' time through the SfP Meadow Place Road scheme. • On Dovecot Road, at the junction with Ladywell Avenue and at the entrance to St Margaret's Park, footways have been widened to help create safer spaces for pedestrians. • Bus stops have been retained. 	<p><u>Implement the scheme as design with the following alteration:</u></p> <p><u>Alter the blip restriction to mirror the blip restrictions that are currently in place around the school, thereby permitting blue badge drop off and pick up whilst still restricting all other parking/drop off.</u></p>

Feedback

Comment from	Comment	Response
Councillors	No councillor comments received	
Community Council		
Corstorphine Community Council	<p>We would like to thank CEC for taking the time to collaborate with CCC on the formation of the proposals. It’s been very positive to see CEC officers being proactive in addressing safety in this area, as Covid-19 is still a very real threat. This area in particular is well-travelled by people walking and wheeling to the local primary school, several churches and community halls, St Margaret’s Park and other local businesses and amenities. It is also well-traversed by people moving north/south, using Featherhall Avenue and Manse Road as pedestrian thoroughfares.</p> <p>The locations targeted have very narrow pavements (as confirmed by a pedestrian audit we conducted several years ago) - for example the south pavement at the Kirk Loan junction is only 1.8m wide, the north pavement at Kirk Loan only 1.9m wide, and the south pavement at Dovecot Road is only 1.5m wide. Some stretches of Corstorphine High Street and Featherhall Avenue are even narrower than this and Manse Road pavements are often well below 1m width. All these narrow pavements make safe social distancing impossible without having to step onto the road.</p> <p>It is also worth noting that all of these pavements fall considerably short of the “absolute minimum width of 2m, with a general min of at least 2.5 m or wider” which is defined by CEC’s Street Design Guidance.</p> <p>So, with this in mind, general feedback is that these temporary improvements will help with social distancing and give people more space to stay safe.</p>	

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Corstorphine Community Council	<i>Some general supportive comments about the full scheme:</i>	
Corstorphine Community Council	I'm happy with the proposed plans (although I'd like them to go further but that's a discussion for another time!).	
Corstorphine Community Council	Delighted to support... and happy to with the try then modify as this is a really important approach. Supportive comments regarding the High Street pavement widening:	
Corstorphine Community Council	We are supportive of the plans and are particularly pleased about any extra pavement space to help with social distancing at school drop off and pick up times.	
Corstorphine Community Council	Delighted to support... I have been very worried about this stretch of road for many years. In fact it was, after seeing a van and car on separate occasions mount the pavement to undertake cars turning right into Ladywell avenue, that I originally contacted the council many years ago before joining the community council.	
Corstorphine Community Council	Wider pavements are helpful. Pavements are narrow along here and to keep your distance you often have to step onto the road.	
Corstorphine Community Council	The other speed restrictions on Corstorphine High Street seem to address the speeding problems reported and I'd be happy to have these 'triated' with full commitment to change/removal if they do not make a difference.	
Corstorphine Community Council	<i>The proposed junction tightening received predominantly positive feedback, but also some concern. Some supportive comments regarding the junction tightening:</i>	
Corstorphine Community Council	The narrowing of all junctions noted in the plan is also much appreciated as these can be very difficult and dangerous for children to cross on their way to school.	
Corstorphine Community Council	I am particularly pleased to see the Kirk Loan and Dovecot Road junctions narrowed as these are difficult routes to school.	
Corstorphine Community Council	Kirk Loan and Dovecot Road junctions are too wide for people crossing the road and trying to keep apart is too hard - you have to step onto the road to walk around them. This should make it easier.	

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Corstorphine Community Council	<i>The concern regarding the Kirk Loan junction tightening was as follows:</i>	
Corstorphine Community Council	I believe that widening the footpaths on the corners of Saughton Road North and Kirk Loan are completely unnecessary (pavements already wide enough) could present a problem for vehicles coming onto Saughton Road North from Kirk Loan going east/west. Due to the 'chicane' in the road there are blind bends in both directions and could cause great difficulty/danger for vehicles exiting Kirk Loan.	The swept paths have been reviewed to ensure access for all vehicles.
Corstorphine Community Council	<i>The build outs on Corstorphine High Street received mixed feedback. Concerns were as follows:</i> <ul style="list-style-type: none"> I believe that the road narrowing (build-out) at the private access road will be extremely dangerous for traffic travelling west on Saughton Rd North towards Corstorphine high Street. It is too close to the blind bend, so that any backed up traffic could be very close to the bend and unseen/expected to those vehicles approaching the bend. I also believe this will present a restricted view for vehicles exiting the private access road especially when attempting to turn right onto Corstorphine High Street. 	We understand this point of view, however the road is currently 20mph and there will be 'new road layout ahead' signs to warn drivers to be aware of potential changes ahead. Under the existing layout and loading restrictions, it could be possible for a vehicles to be loading in the same location creating the same risk. Drivers should always drive to the existing road layout and conditions.
Corstorphine Community Council	Positive feedback on the build outs was also received:	
Stakeholders		
Robin Wickes Edinburgh Access Panel	Please ensure the availability of parking for blue badge holder is comparable to current availability both on the High Street and on the other affected roads.	This will be comparable
Robin Wickes Edinburgh Access Panel	Please ensure drop-off and pick-up outside the school are possible for blue badge holders.	We will alter the design to retain the current 'blip' restrictions, which determine when and where blue badges can park.
Robin Wickes Edinburgh Access Panel	Please ensure the widened pavements, tightened radii and build-outs are suitable for wheelchair users and others with mobility difficulties.	We will ensure access through them, such as at junction crossings. Where the footways are widened, someone with mobility difficulties can

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		use them via existing drop kerbs, however we are unable to provide additional drop kerb points (beyond what is currently in place) in order to access the footway areas. This is because the scheme is temporary and we do not have budget to provide additional civils work for new drop kerbs.
Robin Wickes Edinburgh Access Panel	Where required, please provide dropped kerbs and/or ramps.	See above, however all existing drop kerbs won't be impeded. We are also looking to cut back vegetation to help use of existing footways.
Spokes	<i>Introduction of footway widening along Corstorphine High Street, particularly along key areas around the primary school entrance, in readiness for the staggered re-opening of the school. Space for loading for businesses and blue badge parking is retained.</i>	
Spokes	We understand the benefit that this footway widening has for pedestrians, especially around Corstorphine Primary School and access to St Margaret's Park and other local amenities. However, we would like to note that this narrows the carriageway which predominantly has no provision for cycling. This may deter less confident cyclists from choosing this route, due to less space available on the road. We note that the narrower carriageway could potentially help to slow vehicle speeds, thus making the road feel a bit safer. So this is a mixed bag for cycling provision.	
Spokes	This could be improved for cycling by re-evaluating the scheme and including temporary cycle lanes along the full stretch of the High Street, ideally protected. We appreciate this may be difficult due to space constraints.	Given the very limited space, on balance it was felt that providing footway space was the highest priority. The narrow street space may help cycles to take the primary opposition, however we appreciate that many cyclists may not feel confident enough to do so.
Spokes	<i>To aid with footway widening and create a safer space for people pedestrians, traffic calming build outs are also included along the High Street.</i> These build-outs could help to slow speeds along the High Street, which is	

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	a known blackspot for speeding and has endured a range of collisions and serious incidents over the last few years.	
Spokes	The build outs on the High Street create a pinch point and potential danger for cycles, whilst less confident cyclists might find this intimidating and be put off. To address this we suggest the following modifications.	
Spokes	<p>Make both build outs completely on the left hand side of the road and within them incorporate a bicycle by-pass. This has benefits</p> <ul style="list-style-type: none"> • less confident cyclists do not need to move out to the other side of the road • cyclists can keep going even when oncoming vehicles have priority because they are keeping to the left and not in conflict 	We understand the advantage to cycles of what you propose, however to due to the narrowness of both footways we wanted to provide as much width as we could on both sides of the street.
Spokes	On the down side by-passes can be omitted from the road cleaning regime and over time can become strewn with debris, so if this were to be taken forward the bypasses would need to be swept to keep them attractive and safe.	Cleaning of these areas ahas been discussed with the cleansing team.
Spokes	<i>On Featherhall Avenue, parking restrictions have been introduced to deter pavement parking and thereby provide safer more accessible pavements for physical distancing when walking.</i>	
Spokes	This is good news. This is a common route for cyclists travelling north/south and it's improved with the parking prohibition. This stretch is a dangerous pinch point and blind spot; clearer sightlines and more space will be an improvement for people cycling.	
Spokes	<i>At all side roads along the High Street, including Kirk Loan, corner radii have been tightened so that there is more space for pedestrians.</i>	

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Spokes	This should help to slow vehicles down at the tightened junctions and ensure that drivers are more mindful of their maneuvers. Hopefully this will provide minor improvements for people cycling, as junctions are dangerous spots for cyclists. Drivers will be less likely to swing out of junctions at speed with these changes. The Dovecot Road junction is especially welcomed, as this is a designated Quiet Route.	
Spokes	<i>Cycleways have been introduced at the west end of the High Street and Ladywell Road to provide safe space for cycling, these will tie into further cycleways along Ladywell Road that are due to be brought forward under notification in a few weeks' time through the SfP Meadow Place Road scheme.</i>	
Spokes	While we welcome consideration for the provision of cycles at the junctions of Ladywell Avenue and Featherhall Avenue, it is very piecemeal and looks to be painted cycle lanes only from the plans. We understand that this temporary lane is to join with protected cycleways further to the west along Ladywell Road, towards Meadow Place Road. This is an improvement, but only really benefits cycle journeys that exit/enter Ladywell Road at Ladywell Avenue and Featherhall Avenue.	We understand the limitations, however for a temporary scheme this was as much cycle provision along the street that could be achieved at this time.
Spokes	We note that extra-wide cycle lanes are provided at the central island pinch point, to reduce the chances of drivers attempting to close-pass at or just before the island. For maximum effect at these danger points, the lanes need to have coloured surfacing.	
Spokes	We know that the road surface at this section of road is very poor. If temporary painted cycle lanes are to be provided, we would expect the road surface to be improved significantly due to potholes, drains and other defects making it dangerous to cycle.	We will assess to see if patching work can be undertaken within the budgets available.
Spokes	The south side of the cycleway looks very narrow heading westwards after the Ladywell Avenue junction. Is there any scope to improve this?	The cycleways are a minimum of 1.5m wide

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Spokes	There is no additional cycle provision further along the High Street, which we have already mentioned, meaning east/west journeys will be of two halves.	
Spokes	<p><i>On Dovecot Road, at the junction with Ladywell Avenue and at the entrance to St Margaret's Park, footways have been widened to help create safer spaces for pedestrians.</i></p> <p>Cyclists use St Margaret's Park to avoid Saughton Road North (a busy road) and Ladywell Avenue (a rat run) - will these footway build outs be permeable for cycles? We would like to see dropped kerbs here or some kind of access that means cyclists do not have to dismount to enter the park from the south.</p>	<p>To create a safe space for pedestrians, especially children and older people, we are not providing a cycle cut through of the build out.</p> <p>We are not proposing civils works, like drop kerbs, as part of this temporary scheme.</p>
Spokes	<p><i>Bus stops have been retained.</i></p> <p>This is not a regression and is unlikely to impede cyclist movement. Should the scheme become permanent at a later date, bus stop bypasses should be installed if feasible, using the designs which we understand the council is developing under the Street Design Guidance</p>	Noted
Corstorphine Primary School Travel Action Group	Please see response below from the Corstorphine Primary School Travel Action Group in response to SfP proposals for Corstorphine High Street.	
Corstorphine Primary School Travel Action Group	We believe that these plans are very positive and will create beneficial change in our local area. We would like to thank the Spaces for People and School Travel team for listening and responding to requests for further help outside our school.	
Corstorphine Primary School Travel Action Group	We are particularly pleased about the introduction of bollards outside St Margaret's park – a crucial addition which will prevent pavement parking and prevent collisions with pedestrians entering and exiting the park.	
Corstorphine Primary School Travel Action Group	The placement of wands down the centre of the road in the current SfP provision has been extremely positive in slowing traffic and preventing inappropriate parking and we hope that these will remain in situ.	This will be taken under review.

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Corstorphine Primary School Travel Action Group	The narrowing of junctions listed in the plans will make it much easier for pedestrians to cross safely and we hope it will also slow vehicles turning into and out of these roads. We understand the constraints but would very much have liked to see more pavement space being created on Manse Road at the High Street end as this is a very narrow pavement and particularly difficult for wheelchair users and families with young children and buggies. Hopefully a solution can be found in due course.	Noted
Corstorphine Primary School Travel Action Group	The build outs will provide extra pavement space which is much appreciated and we hope that they will also have the effect of slowing traffic.	
Corstorphine Primary School Travel Action Group	We support the introduction of the new parking restrictions (double yellow lines) and hope that there will be increased monitoring and enforcement of parking and loading bay areas to ensure that inappropriate/problem parking is minimised.	
Corstorphine Primary School Travel Action Group	If at all possible, could the east bound signage be replaced if not already in plan? The school warning triangle and 20 sign was lost after the most recent crash and means that there is currently no warning of the school for people travelling eastbound along Corstorphine High Street.	We will add for this signage to be replaced
Corstorphine Primary School Travel Action Group	Whilst we appreciate the proposal to introduce cycling provision on Corstorphine High Street, we are unsure how these lanes will work in practice. If the lanes are indicated using paint only, families with young children and novice cyclists may not feel confident enough to use them as paint does not offer protection from vehicles. We hope that true, safe segregation from vehicles can be achieved to enable safe door to door cycling to school in the future.	The cycleways will extend along Ladywell Road, and where ever possible w will segregated them,
Corstorphine Primary School Travel Action Group	Many of our cycling families currently use the Ladiebridge/Ladywell Avenue/Dovecot Road/St Margaret’s park route to the school and have noted that this is a challenging section – anything that can be done to assist here would be appreciated and some of our parents would like to extend the offer to Council officers to meet to discuss onsite to fully understand the issues.	A meeting would be welcomed. However any intervention would likely have become to form part of the recently launched LTN process.

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Corstorphine Primary School Travel Action Group	Additional Requests Whilst we understand that there is limited budget and the scope for this Spaces for People project, we would like to note the following which we think would be particularly helpful to families and residents in the area:	
Corstorphine Primary School Travel Action Group	Corstorphine High Street/Ladywell Road Could further safe crossing points be introduced on Corstorphine High Street and Ladywell Road? There is currently only one crossing directly in front of the school.	We don't have scope to introduce new signal controlled crossings, however please do highlight such feedback through the Corstorphine Connections LTN engagement, which has just launched.
Corstorphine Primary School Travel Action Group	Signage Replacement of the school warning triangle and 20 sign that was lost after the most recent crash.	Noted
Corstorphine Primary School Travel Action Group	We would very much support the introduction of speed activated signage to reduce vehicle speeds. We would also like to see clear signage of the 'Quiet Route' at all junctions so that cyclists unfamiliar with the route are able to clearly see which direction to take at each junction.	As above – please do highlight such feedback through the Corstorphine Connections LTN engagement, which has just launched.
Corstorphine Primary School Travel Action Group	Manse Road Could wands be introduced on Manse Rd up to/ beyond the snooker Hall to prevent the pavement parking which regularly takes place there. Many families have experienced being 'driven at' as they are walking this section to the school.	We understand the desire for wands here, however when discussed at with designers there was concern around the wands potentially being a trip and visual hazard for people crossing the road.
Corstorphine Primary School Travel Action Group	We would like to extend our thanks once again to the team and look forward to seeing the improvements in place soon.	
Low Traffic Corstorphine	Whether you walk, cycle, wheel or drive in our neighbourhood, Low Traffic Corstorphine aims to provide a focus for residents, school children and carers, business owners, people who work in the area and regular visitors who want safer, healthier, less congested streets. To this end, we would like to respond to the Council's Spaces for People proposal as noted above. We strongly support interventions in our local area to improve provision for people walking,	

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	<p>wheeling and cycling. We feel this proposal provides some positive temporary improvements for those on foot in particular with respect to social distancing. As a bonus, there are some good gains for general safety for those walking and wheeling, and would advocate for this scheme to be made permanent and iteratively improved, should it be implemented via SfP. We do not feel this proposal makes cycling significantly safer, but appreciate that there are still improvements. Points regarding specific elements as follows:</p>	
Low Traffic Corstorphine	<p><i>Introduction of footway widening along Corstorphine High Street</i> We support this improvement. It will ensure better social distancing for school children and families around Corstorphine Primary School, as well as provide more space for people visiting the park, local nurseries and businesses along this stretch. The pavements along the High Street are chronically narrow – any space gained will help people feel safer walking/wheeling and provide a small buffer from traffic (which is unfortunately often over the speed limit).</p>	
Low Traffic Corstorphine	<p><i>Traffic calming build outs are also included along the High Street.</i> We support this improvement. The buildouts will give more pedestrian space, as well as help to slow traffic. Slower traffic speeds will enable more people to walk, wheel and cycle locally as the environment should feel safer and more accessible.</p>	
Low Traffic Corstorphine	<p><i>On Featherhall Avenue, parking restrictions have been introduced.</i> We support this improvement. The pavements along this stretch are extremely narrow (especially the west pavement) and it is very difficult to socially distance due to parked cars and obstructed views. Currently, people sometimes have to walk in the middle of the road to appropriately distance due to parked cars and those with wheelchairs and scooters also fare terribly due to the pavement narrowness. These temporary restrictions will provide better sightlines as a bonus, making collisions and conflict between vehicles and pedestrians less likely.</p>	
Low Traffic Corstorphine	<p>We'd love to see some wider pavement on the west side – not just the parking restrictions.</p>	
Low Traffic	<p><i>At all side roads along the High Street, including Kirk Loan, corner radii</i></p>	

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Corstorphine	<p><i>have been tightened.</i></p> <p>We support this improvement. More space for pedestrians is welcomed to enable better social distancing, and it will make crossing these junctions easier for anyone on foot or wheeling.</p> <p>This will be especially good news for vulnerable pedestrians on foot such as elderly and disabled people as well as young families, who need more time to cross.</p>	
Low Traffic Corstorphine	<p>We would ask if there is any way to pull more space for pedestrians at the access point to Manse Road. This is another chronic pinch point and conflict zone for vehicles and people – huge volumes of traffic use this road as a rat run and the pavements are incredibly narrow. Any more space gained for people here would be welcomed, particularly as this is a desire line for families travelling to and from Corstorphine Primary School.</p>	<p>We recognise the desire for this, however with temporary materials we are unable to narrow the junction any further without restricting current vehicle access.</p>
Low Traffic Corstorphine	<p><i>Cycleways have been introduced at the west end of the High Street and Ladywell Road to provide safe space for cycling.</i></p> <p>We are not enthused by the temporary cycle lanes, as they disappear once you approach the primary school and are not protected. We would have much preferred to see a continuous protected cycleway along the whole stretch of the High Street.</p> <p>However, we appreciate the limitations with space and budget, and understand that these lanes will dovetail into temporary protected infrastructure further westwards towards Meadow Place Road. Certainly, people heading to and from Tesco by bike and peeling off at Featherhall Avenue or Ladywell Avenue will find these temporary improvements helpful to a degree. On-road painted cycles will also be a reminder for drivers to be aware of cyclists.</p>	<p>Noted</p>
Low Traffic Corstorphine	<p>We note the very poor quality of road surface at the junctions for Ladywell and Featherhall Avenues. The proposed cycleways go straight through some very poor road surface and huge potholes. We would expect these defects in the road to be addressed before allocating it to a cycle lane.</p>	<p>We will review these and highlight defects for improvement.</p>
Low Traffic	<p>We would hope that the road diet and build outs would slow traffic down along the High Street, so that people cycling would feel safer along it (but</p>	<p>We note the desire for further cycling improvements, please do highlight such</p>

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Corstorphine	we're not convinced). We don't think improvements are great for cycling with respect to this SfP intervention generally, but we still support the scheme and would love to see iterative improvements to help make the space safer for cycling going forward.	feedback through the Corstorphine Connections LTN engagement, which has just launched.
Low Traffic Corstorphine	<i>On Dovecot Road, at the junction with Ladywell Avenue and at the entrance to St Margaret's Park, footways have been widened.</i> We support this improvement. The junction at Dovecot Road is badly in need of tightening and the extra pavement will make a big difference for social distancing (especially on the south side).	
Low Traffic Corstorphine	Parking restrictions and pedestrian space around the south access to the park is also welcomed, meaning people are not squeezed onto narrow pavement and having to dodge parked cars in order to socially distance.	
Low Traffic Corstorphine	<i>Bus stops have been retained.</i> We support this retention and believe there is likely to be no detrimental impact for people using public transport.	
Low Traffic Corstorphine	<i>Other</i> We note the introduction of parking restrictions along the High Street and are in support of this improvement. We think this will be especially helpful for the primary school, which suffers from a lot of inconsiderate parking during drop-off and pick-up times. The restrictions will make the space safer for school children and ensure that families have the space they need without being boxed in by vehicles.	
Pastor at Corstorphine Community Church	I am emailing on behalf of a church which has an access lane from the High Street. Our church building hosts the Corstorphine Primary School After School Club plus the primary's breakfast club. I don't know exactly which pavements on the High Street are being widened but I would request that the pavement between Corstorphine Primary and the Corstorphine Community Church access lane is widened. This will make things safer for the children as they walk each day between the church and school and for others using the pavement.	Wherever possible this footway is being widened.
Lord Provost	My understanding of the discussions I was involved in was that the footpath intervention on Corstorphine High street , near the corner of the	On balance, following feedback from local roads engineers, it was agreed that that the

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	<p>Old Kirk, was to be made on the North side not the south as shown in the diagrams. Reasons for this was that the north footpath is currently very narrow and there was concern that an intervention on the south side was increase the risks for all due to vehicles (including buses) having to stop suddenly having come round the blind corner.</p> <p>There also appears to be no mention of cutting back vegetation to the correct pathway line potentially gaining up to 0.3 M.</p>	<p>faster and heavier traffic was coming from the east, so a build out on this side would be more effective to increase safety for pedestrians. We will warning signage to advice drivers of the changes in the road layout</p> <p>We have requested for the vegetation along the High Street, especially at Manse Road to be cut back.</p>
Public Responses		
	How will emergency vehicles cope?	There should be no significant impact on their services
	The only thing which is lacking is a wider pavement buildout they've requested on the corner of High Street and Manse Road to enable pedestrians to see traffic coming from the west.	We recognise the desire for this, however with temporary materials we are unable to narrow the junction any further without restricting current vehicle access.
	There doesn't appear to be a new crossing point (zebra?) proposed for the southern end of Manse Road - vital for the safety of pedestrians, particularly children.	We don't have scope to introduce new signal controlled crossings, however please do highlight such feedback through the Corstorphine Connections LTN engagement, which has just launched.
	How are council vehicles able to access the park with the proposed extended kerb?	We will check this with colleagues in parks and greenspaces
In Support	23 emails received in support summarised below	
	This will make Corstorphine High Street much safer for pedestrians.	
	Hopefully this will help create the much needed change which is often blocked by vocal residents and clearly change is needed.	
	I have been very worried about the traffic volume and speed including cars regularly mounting the pavement at the accident hotspot at the top of Ladywell Avenue.	
	I am particularly pleased to see the Kirk Loan and Dovecot Road junctions narrowed as these are difficult routes to school - I am sad this doesn't go as far as Castle Avenue the junction as this is also a problem for	This is beyond the current scope, however please do highlight such feedback through the Corstorphine Connections LTN engagement,

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	pedestrians at the west end.	which has just launched.
	I am content with the 'try then modify' approach as the surrounding streets will experience displacement e.g. Castle Avenue which is already a rat run for through traffic. This approach will allow data collection as well as making it safer in the short-term.	
	Such narrow streets were not designed for such a high volume of traffic and if priority on the High Street and side roads could eventually be given to pedestrians/bikes/wheels with resident car, blue badge, bus and emergency vehicle access a close second and through traffic removed through roads being blocked and vehicles being diverted along St John's Road, then the area would be far safer and more pleasant for residents.	
	Manse Road often has cars turning onto it at speed with little regard for pedestrians.	
	Cars are often speeding	
	Roads too narrow to support the amount of traffic	
	The junction with Kirk Loan is so wide that it is difficult to cross	
	The bollards down the middle of the road appear to have reduced speeds along the high st. They've also helped prevent parking. I hope they will be retained/ replaced when the new middle of the road line goes in. If they are not retained, speeds and inconsiderate/ illegal parking will increase again.	We will consider this.
	the stretch of pavement just outside and along from the manse snooker club is regularly used for parking, offering no opportunity to keep distance between people when using the pavement. Can bollards maybe be used there too? Although there is no room to extend the pavement, the bollards would help limit parking along that bit of road.	We understand the desire for wands/bollards here, however when discussed at with designers there was concern around the wands potentially being a trip and visual hazard for people crossing the road.
	fill in pot holes at side of road so cyclists don't swerve into road to avoid them	We will assess these for treatment
	I wish that the council would be courageous and go further and simply close C High Street to through traffic outside the primary school at the start and end of the school day	This is beyond the current scope, however please do highlight such feedback through the Corstorphine Connections LTN engagement, which has just launched.

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	Traffic also needs slowed at the blind corner near the library.	
	Narrowing the junction with Ladywell Road will improve safety for pedestrians as it will be easier to cross	
	The build out at the entrance to St Margaret's Park will also stop motorists stopping or parking there.	
	Is it possible to change the priority for pedestrians over cars ie zebra crossings to allow the flow of pedestrians over vehicles?	This is beyond the current scope, however please do highlight such feedback through the Corstorphine Connections LTN engagement, which has just launched.
	This is wonderful news, prioritising people over cars	
	Can we have some speed reducing measures on Meadowhouse Road which gets used as a rat run out to the Gyle also?	This is beyond the current scope, however please do highlight such feedback through the Corstorphine Connections LTN engagement, which has just launched.
	we would like to see more railings in more areas especially outside the school and possibly flashing speed indicator signage to warn motorists.	This is beyond the current scope, however please do highlight such feedback through the Corstorphine Connections LTN engagement, which has just launched.
	the wands in the centre of the road outside the school have been really good as cars no longer try to overtake at this pinch point. My experience has been they wait until the road widens.	
	Thanks very much, keep up the good work.	
	My preferred long term solution is to make the whole area stretching from meadow place road, east to Carricknowe Avenue a next huge LTN.	This is beyond the current scope, however please do highlight such feedback through the Corstorphine Connections LTN engagement, which has just launched.
	Modal filtering on Broomhall Avenue, Ladywell Avenue, Broomhall road would be a great help long term.	This is beyond the current scope, however please do highlight such feedback through the Corstorphine Connections LTN engagement, which has just launched.
Not in favour		
	No consultation	We understand your concern, this is following Council process as a response to the COIVD-19 pandemic

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	Waste of money	
	No need for Covid measures now	The guidelines from the Scottish Government regarding these type of measures to respond the COVID-19 pandemic remain.
	This is all part of an anti-car creep undertaken by this council and will not succeed.	The guidelines from the Scottish Government regarding these type of measures to respond the COVID-19 pandemic remain.
	Cycling neither popular or possible all year round so these measures not merited.	The guidelines from the Scottish Government regarding these type of measures to respond the COVID-19 pandemic remain.
	There is a need for more parking	
	I find the biggest problem in this area is the inconsiderate parking by parents who drive their children to school. It is often unsafe and I feel that the council should concentrate on encouraging parents to walk their children to school rather than these short sighted schemes	The council has a programme in place to help encourage more parents to walk to school. This scheme also include parking restriction outside the school.
	The widened footpath at the entrance to the park on Dovecot Road is good in principal but there is a recurring significant flooding issue across the park entrance, often blocking access altogether.	We will highlight this to the cleansing team
	With the calming measures proposed there is likely to be even worse traffic issues at the junction of Corstorphine High St and Manse Road.	The scheme will be reviewed every 2 months to assess whether any issues are occurring that require alternations
	This is an entirely unnecessary measure which will have a detrimental impact on the people of Corstorphine. It smacks of a Council that wants to be seen to responding to the COVID crisis but has no actual useful ideas about how to do that so pounces on something that ticks a few boxes	The guidelines from the Scottish Government regarding these type of measures to respond the COVID-19 pandemic remain, helping to provide for physical distancing is a key part of this.
	I am disabled, and therefore rely on my car to access my doctors on Corstorphine High Street and pharmacy on Featherhall Avenue, and these proposals will severely limit my ability to receive vital medication and medical care.	There will still be plenty of opportunities for blue badge parking along the High St, access to the Doctor's and pharmacy on Ladywell Road and Featherhall Avenue are unchanged.
	By implementing traffic calming on Corstorphine High Street, this is likely to push traffic on to Dovecot Road.	Two way traffic is still maintained. The scheme will be reviewed every 2 months to assess whether any issues are occurring that require alternations