

CIMT 8/4/21 – Spaces for People Project Approval

From: **spacesforpeople** <[spacesforpeople@edinburgh.gov.uk](mailto:spacesforpeople@edinburgh.gov.uk)>

Date: Mon, 12 Apr 2021 at 13:54

Subject: Covid 19 Emergency Measures - Proposed footway expansion and segregated cycleways Broughton St to Canonmills

Dear Councillors and Stakeholders

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 8 April 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 3 May 2021.

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](http://www.edinburgh.gov.uk/spacesforpeople)

Kind Regards

Martyn Lings

On behalf of the Spaces for People Team

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Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, Edinburgh Access Panel and relevant Community Councils on 15 March 2021. Recipients were given five working 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
<p>Broughton Street - Canonmills</p>	<p>As part of overall emergency measures we are proposing, on Broughton Street running North to Canonmills, to re-designate key parts of the road network to help pedestrians and cyclists travel safely while meeting physical distancing requirements.</p> <p>The proposed measures are:</p> <ul style="list-style-type: none"> <li>• Introduction of sections of segregated cycleway and pedestrian buildouts on Broughton Street, Rodney Street, Bellevue and Canonmills.</li> <li>• Removal of one lane on approach to Broughton Roundabout from East and North. Removal of railings and extension of pavements at NE, SE and SW corners.</li> <li>• Relocation of some loading to side streets off Broughton St and Rodney St (marked by double yellow lines (DYL)with single blips.</li> <li>• Some existing parking altered to blue badge parking only on Broughton St using DYL with single blips.</li> <li>• Additional restriction of parking at all times alongside the segregation at certain sections</li> <li>• Retention of blue badge parking along the route</li> <li>• Retention of existing bus stops</li> <li>• Removal of railings at Canonmills junction excluding pedestrian island and corner at Warriston Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• Single Loading bay to be restored outside of the Barony Pub</li> <li>• Reallocation of parking to loading cancelled on Broughton Pl.</li> <li>• Rumble Strip paint to be used at Broughton Roundabout central markings to improve compliance.</li> <li>• Advisory cycle lane added to run across Broughton Rd junction to prevent left hooking.</li> <li>• 'SLOW' marking added to northbound lane at Broughton St.</li> <li>• 'KEEP CLEAR' added to prevent vehicles blocking pedestrian crossing island at Broughton St when stopped at lights.</li> <li>• Cycle logo added to Broughton St northbound lane.</li> <li>• Remainder of scheme implemented as designed.</li> </ul>

**Feedback**

<b>Comment from</b>	<b>Comment</b>	<b>Response</b>
Councillor Hal Osler	<p>I only have two outstanding comments to make and they both are concerned with the Canonmills/Eyre Place/Broughton Road junction:</p> <ol style="list-style-type: none"> <li>1) Disappointed that there is no extensions to the pavements for pedestrians in this area as it is a very congested space</li> <li>2) Concerned about the “no right turn” on Canonmills to Eyre Place and how this will be dealt with and enforced. Also whether Jewsons and The Yard on Eyre Place Lane have been informed or consulted on this change and the impact it might have for them?</li> </ol>	<p>1.The pavements at Canonmills are being extended on both sides around 1m on the east side and 0.7m on the west. The cycle lane of 1.5m makes an additional contribution on the east side when no bikes are coming up the hill as pedestrians can use this space too.</p> <p>2.The project leader contacted Jewsons and The Yard in order to find out their views. Jewsons close in May so it is not an issue for them. The Yard said it would mean a longer journey for some of their visitors until they found alternatives but it was something they could adapt to.</p>
Councillor Joanne Mowatt	<p>The process for designing this scheme was more constructive than many others having originated from local concern communicated via the Commonsense tool.</p> <p>There will always be compromises in apportioning finite amounts of space and whilst many of the changes are welcomed there are a few areas which remain of concern. I am in receipt of the update from Joe Taylor which addresses some of the issues but have the following comments.</p> <ol style="list-style-type: none"> <li>1. The removal of the right-hand turn into Eyre Place. I appreciate that the builders yard are going to close in May and that the Yard has said they can continue to operate</li> </ol>	<p>1. The New Town and Broughton Community Council (NTBCC) and Better Broughton were consulted concerning this scheme, it was one of their suggestions to remove the right turn to ease traffic here by preventing vehicles blocking the turn waiting to turn. Due to the emergency nature of the SfP project there is no time allocated to directly consult residents of specific streets. However, in this case efforts were made to include the NTBCC as mentioned above. Unfortunately, the temporary nature of this TTRO excludes civils work which would be required to improve the</p>

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	<p>but am concerned that no local residents appear to have been consulted or that there is no increase in area for pedestrians who have a very constrained pavement on the north east corner of the junction.</p> <p>2. The proposals for segregating the cycle lanes on Rodney Street and up to the roundabout are welcome, as is the work to remove railings and reduce radii on the roundabout.</p>	<p>NE corner. We could not place any segregators beyond the advanced stop line as they would impede the turning requirements of large vehicles.</p> <p>2. Noted</p>
<p>Councillor Joanne Mowatt</p>	<p>3. There were always going to be most compromises on Broughton Street because it is the busiest part of the route with shops, housing and a busy traffic route (all modes). Of most concern is putting the loading onto residential streets. Whilst this is situated in what is marked as pay and display spaces these have been available for permit holders at various points over the last year and that may still be the case. Could this be checked to ascertain whether this represents a loss of spaces.</p> <p>4. Loading will introduce a new use into these streets which is a “main road” type of use and these are not “main road” streets so this is a significant imposition in terms of traffic movements and noise being introduced into quieter streets.</p> <p>5. The introduction of loading needs to be assessed against any impact on the bins – the Forth Street loading shows the removal of a bin. I have been corresponding with officers about these bins for the best part of 10 years and removing a bin needs to be carefully considered in light of these problems. Any changes should not introduce additional problems which require officer time and management to address.</p>	<p>3. following comments received via the 5-day notification we have restored the loading on Broughton St outside the Barony pub. This will mean there will no longer be changes to parking on Broughton PI and will ensure larger scale deliveries required by the pub will be able to load more easily. A small reduction in parking of two permit parking spaces is still required on Forth Street in order to move loading from Broughton St but if this did not happen there would be no option for pavement widening on the narrowest, east side of Broughton street. It would not be possible to expand the footway without moving the loading to side streets.</p> <p>4. The major loading requirements for this area are from the Barony pub which will now keep its loading, there is also loading space opposite 29 Broughton St on the west of the street. As a result, we do not expect Forth St to be frequently used as a loading destination which will keep noise to a minimum. The</p>

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		<p>parking we are converting to loading on Forth Street is outside two commercial premises Fed! And Thomson House so we do not expect noise levels and traffic movements to be significantly raised for residents of Forth St.</p> <p>5.The bins on Forth St will be maintained but about 7m further east, this is marked by the green box on the latest plans.</p>
<p>Councillor Susan Webber</p>	<p>I have seen thorough and extensive detailed comments from Cllr Mitchell and Cllr Mowat, and I fully endorse and echo their comments.</p> <p>I would like to make one crucial observation regarding the ongoing pursuit of the Spaces for People programme. We now have a route map and timeline for coming out of lockdown and we have a world class vaccination programme where 50% of adults have been vaccinated across the country at the time of my writing this feedback. The use of COVID 19 emergency legislation and the continued justification of the “stakeholder engagement” process is now nearing the end of its legitimacy and it is time we stopped designing and planning for new schemes. Our officer resource at the very least should be used to improve some of the lesser schemes that we are all receiving copious volumes of feedback from, where we are responsible for new conflicts being introduced into people’s lives, some 12 months now since the initial lockdown. And further pedestrians remain an afterthought with the priority of projects disproportionately favouring cyclists over walking. We should not be progressing forward with ANY additional schemes. This should be halted now.</p>	<p>See response to Cllr Mowatt, above.</p>

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<p>Councillor Max Mitchell</p>	<p>Many thanks for seeking my views on this scheme, and my apologies for the late response. I hope you will be able to consider them.</p> <p>There are a lot of positive aspects, removing of railings – fine. Majority of cycleway on Rodney Street/Bellevue – fine. Pavement build-out at Cornwallis Place – fine. Pavement build-out at end of East Claremont Street – fine. Pavement build-out at the end of East/London Street by Broughton St – fine.</p> <p>1.Removing the right-hand turn into Eyre Place. Please retain this for the businesses and residents. Residents in Eyre Place/Terr/Cr and Canon Street are unlikely to be aware and ought to be consulted properly as well as the businesses. I felt like the reasons for keeping it were understood on the Teams meeting but you're doing it anyway.</p>	<p>1.The project leader contacted Jewsons and The Yard in order to find out their views. Jewsons close in May so it is not an issue for them. The Yard said it would mean a longer journey for some of their visitors until they found alternatives, but it was something they could adapt to. Swept path analysis of larger vehicles were produced by AECOM which showed that although large vehicles could make the right turn, they would need to take up two lanes to do so and run the risk of mounting the narrow kerbs at Eyre Pl making this a dangerous manoeuvre. If smaller vehicles had no choice but to approach from the north, they could continue along the B901 to turn their car in the broad junction at East Claremont St which is around 300m away. On balance it was felt the improvements to traffic flow were greater than issues created by the right turn removal. If we did not remove it, it would be difficult to remove a lane here and so do anything to improve the footway widths.</p>
<p>Councillor Max Mitchell</p>	<p>2.I do feel the need to question the indicative markings at the roundabout. This has been done at Orchard Brae/Comely Bank roundabout, and they're mostly ignored. Oddly, it makes crossing trickier as well because every vehicle looks as though it's coming off at the exit you're waiting to cross over.</p> <p>3.They aren't my constituents, but based on the experience of a friend living off Fountainbridge where you introduced loading</p>	<p>2. Compliance at Broughton rdbt ought to be better than Orchard Brae as the approaches have been narrowed and the corners built out using segregators with bollards. This should visually tighten the area and discourage speeding. If possible, we will use rumble strip paint on the outside edge of the central hatching to encourage vehicles not to cross it.</p>

	<p>areas off the main stretch, you're doing this here as well. It's an introduction of loading into residential streets (Heriothill Terr, Broughton Place, Forth Street) where there wasn't loading before. You're pushing noise and larger vehicle movements to outside people's homes, which I don't support. Additionally, I note you're removing some parking in residential streets with existing parking pressures. Much like Fountainbridge, I don't think this is wise.</p> <p>4. I have concerns that you're ignoring public opinion regarding extended pavements on Broughton Street. My understanding was that the Commonplace tool supported larger pavements on Broughton Street rather than a cycleway. Am I mistaken?</p>	<p>The city centre location should also encourage a more cautious approach to the roundabout. Speeding cars at the roundabout were one of the main issues raised by the commonplace study which these traffic calming measures seek to address.</p> <p>3. following comments received via the 5-day notification we have restored the loading on Broughton St outside the Barony pub. This will mean there will no longer be changes to parking on Broughton PI and will ensure larger scale deliveries required by the pub will be able to load more easily. A small reduction in parking is still required on Forth Street in order to move loading from Broughton St but if this did not happen there would be no option for pavement widening on the narrowest, east side of Broughton street. It would not be possible to expand any of the footway without moving the loading to side streets. The major loading requirements for this area are from the Barony pub which will now keep its loading, there is also loading space opposite 29 Broughton St on the west of the street. As a result, we do not expect Forth St to be frequently used as a loading destination which will keep noise to a minimum. The parking we are converting to loading on Forth Street is outside two commercial premises Fed! And Thomson</p>
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		<p>House so we do not expect noise levels and traffic movements to be significantly raised for residents of Forth St.</p> <p>4. It would not be possible to extend the pavements on Broughton St without moving the loading into the side streets. Where it was possible, we have extended the pavement by around 0.7m followed by a 1.5m cycle lane. Cyclists will be coming up the hill here slowly so pedestrians can also use this space when it is clear. The alternative would mean no provision for cyclists on Broughton St and forcing them into a narrower carriageway uphill. Regarding the narrowest part of pavement at the junction of B st and Picardy PI – unfortunately we were told we would not be able to remove the additional southbound lane here due to expectations that tram works would increase traffic in the near future. As much as this would be desirable to the SfP project it was strongly recommended we don't remove it. Regrettably, therefore, there was very little we could do to extend the pavement at this section.</p>
Edinburgh Access Panel	We are pleased to see you considering the access requirements of blue badge holders by establishing loading areas in side streets round the corner from new cycle lanes and by restricting	Noted



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	<p>some parking areas with DYLS and single blips.</p> <p>Please remember that for many disabled people their only option for getting about is to use a private car and their blue badge. It's therefore important to ensure that the availability of parking opportunities for them after the measures have been implemented is comparable to the current availability.</p>	
Edinburgh Living Streets	<p>The benefits to pedestrians in the proposal seem to be very limited (but welcome) mostly apparently at the East London St roundabout.</p> <p>1.The proposals should include extra pedestrian space on Broughton Street. At the top (Picardy) end of the street, there are sections of pavement on the east side (the busiest part of a busy street) where the pavement is less than 2 metres wide. This is below the councils 'absolute minimum' standard for *any* street, let alone a busy one like Broughton and this must be addressed if the 'spaces for people' objectives are to be achieved.</p> <p>2.We also would like to see removal of street clutter (for example, there are several unnecessary signage poles) as part of the scheme, and review of pedestrian phases at signals to provide better pedestrian priority. The opportunity should also be taken to carry out some basic repairs to the paving where it is particularly poor.</p>	<p>Noted</p> <p>1. Regarding the narrowest part of pavement at the junction of B st and Picardy PI – unfortunately we were told we would not be able to remove the additional southbound lane here due to expectations that tram works would increase traffic in the near future. As much as this would be desirable within the SfP project it was strongly recommended we don't remove it. Regrettably, therefore, there was very little we could do to extend the pavement at this section.</p> <p>2. The designers have been instructed to remove street clutter wherever possible as part of this project. Most notable will be the removal of most of the railings at Broughton Roundabout and the Canonmills Junction.</p>
SPOKES	<p>Spokes strongly supports these proposals for safer cycling. This route is extremely important for cycling and is much preferred to</p>	<p>noted</p>

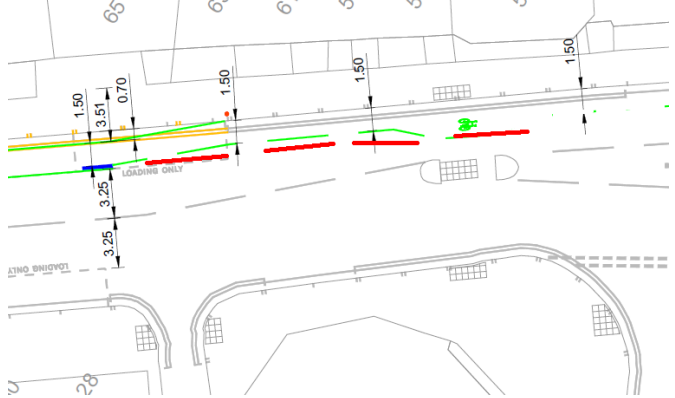
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	<p>alternative routes that others have suggested as alternatives. It brings people on bikes to the local facilities as well as offering the route with the least steep gradient and an excellent surface, linking directly to the cycleways connecting to Picardy Place and beyond.</p>	
<p>SPOKES</p>	<p><b>1.It is disappointing that the scheme does not include cycle segregation on the West side of Broughton Street and extremely disappointing that the segregation on the East side does not extend to the top of the street.</b></p> <p>2.We are grateful for the opportunity that we have had to work with the local community and proposers on the development of this scheme. This has enabled us to understand and accept the restrictions and challenges to the scheme, as well as being able to suggest several detail improvements that have been agreed and have resulted in a scheme that still offers significant safety improvements.</p> <p>We are pleased to see large sections of segregated cycleway along this key route. This will give a great opportunity to trial the reallocation of road space and increased prioritisation of active travel in the area, making walking and cycling a more attractive option and helping with social distancing. We also welcome the speed reducing measures of narrower traffic lanes along the route in general and especially at the dangerous Broughton Street roundabout.</p>	<p>1.Given the reasons cited above, namely the inability to remove the extra southbound lane at the junction of Picardy PI and opposition to moving loading bays onto side streets it was sadly not possible to create a consistent cycle lane with the dimensions we had to work with. With public approval it will possible to build on these alterations in the future with a formal TRO process to make permanent changes and carry out civils works.</p> <p>2. noted</p>
<p>SPOKES</p>	<p>In addition to our main point above, about insufficient segregated provision, we have a few more detailed comments which we think would improve the scheme, and we hope these can be considered (apologies that some have not been raised before,</p>	<p>1.Following these suggestions we have added ‘SLOW’ markings to the northbound lane at B St. Monitoring will be carried out as standard across all SfP schemes.</p>

	<p>but we have had new feedback from colleagues):</p> <ol style="list-style-type: none"> <li>1. The proposed measures do not sufficiently address concerns about the existing danger from traffic speeding down Broughton Street. The narrower lanes will help to reduce speeds at these locations, but where there are unoccupied loading and parking bays, a large open space will remain as now, with nothing to control traffic speed. The implementation should be monitored to see whether further measures are necessary.</li> <li>2. Sheet GA1 notes a 20m gap in the defenders to allow refuse vehicles to make required manoeuvres. We presume that this is for emptying the bins at the bottom of the lane. Could the bins be moved so that this manoeuvre is not required?</li> <li>3. Sheet GA2 We suggested at our last discussion that cyclists heading from Canonmills to Rodney Street need protection from drivers “left-hooking” them when turning into Broughton Road. As the lane bends to the right, cyclists need to be in a primary position so that their direction is clear. One suggestion is a short red strip along their “desire line” like the implementation at Jock’s Lodge on the A1 (although the junction geometry is more straightforward there and the red strips a bit too far to the nearside.)</li> <li>4. Sheet GA2 Please confirm that the sign at the stop simply marked “existing bus stop” will be moved further down the road to a lamppost.</li> <li>5. There is a segregated cycle contraflow at this end of Eyre Place. Can any space be created to allow cyclists to stay on the carriageway or somehow share space with pedestrians so that they do not have to dismount to turn left?</li> </ol>	<ol style="list-style-type: none"> <li>2. There is currently no alternative location for these bins given the requirements for bins to be within a set distance of residents and the fact that they can’t be placed on the B901.</li> <li>3. Following this suggestion we have added an advisory cycle lane marking to run across the junction in order to warn drivers of the left hook and to discourage cyclists from hugging the kerb line. Red Screed was not felt to be appropriate here as it would quickly be worn off by the volumes of traffic.</li> <li>4. Yes</li> <li>5. There is nothing we can do here without civils work which are not possible within a temporary scheme.</li> <li>6. Considering that cyclists will be protected by segregators and the pavement here is narrow at only around 2m it was felt that the balance of gains to pedestrians and cyclists</li> </ol>
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	<p>6. Sheet GA3 and elsewhere. Where the carriageway is narrow, only 3.25m in some places, vehicles are likely to pass awfully close to cyclists in a fairly narrow cycleway (1.5m). In some of these locations, the footway has been significantly widened, eg by 1.75m on this sheet. Would it be possible to reduce the footway widening at such locations by 0.5m and add a buffer space of 0.5m between the cycleway and the traffic lane?</p>	<p>here was adequate and not necessitating alteration.</p>
<p>SPOKES</p>	<p>7. Sheet GA6 At the pedestrian refuge to the North of Albany Street, the cycleway shouldn't deviate to the nearside and should start to widen sooner and more gradually up to the refuge pinch point. Also, we would suggest terminating the lane at the refuge, so that cyclists can maintain a primary position in the lead up to the subsequent junction, rather than returning to the kerbside for the junction. See diagram for both these suggestions.</p> <p>Furthermore, when traffic is queuing back from the signals at the top of the street, vehicle often block the carriageway at the pinchpoint, making it impossible for cyclists to pass and for pedestrians to cross. Could a yellow box be painted on the carriageway on the east side of the refuge? If the cycle markings start further back (as suggested) and the cycle logo was moved further back, perhaps the markings would not need to continue through the pinch-point, so as not to clash with the yellow box markings.</p>	<p>7. We will be adding KEEP CLEAR lettering between the island and the kerb to prevent stationary vehicles blocking the drop kerb for pedestrians and preventing cycles from filtering.</p>

	 <p>8. The single yellow line outside numbers 19 to 29 Broughton Street should have no loading added to keep the space clear during the day. A single vehicle stopped here not only blocks the lane for cyclists, but often leads to a single line of queuing traffic all the way down Broughton Street.</p> <p>9. We note that there is currently an arrow beyond the ASL at the top of Broughton Street to indicate access to the segregated cycleway on Picardy Place. Could a feeder cycle lane to the ASL be added and extend it towards the left arrow to the segregated lane. Cycle access to the Picardy Place island is not straightforward and should continue to be reviewed further during the lifespan of this project.</p> <p>10. On the west side of Broughton Street near the top, add a cycle logo in the centre of the traffic lane at the refuge before Albany Street to encourage cyclists to “Take the lane” and to advise drivers to watch out for cyclists.</p>	<p>8. We will be changing this to double yellow lines and single blip to prevent all but disabled parking and loading only at restricted times.</p> <p>9. Noted</p> <p>10. I will instruct the designers to add the cycle logo in addition to the SLOW lettering mentioned above.</p>
<p>Spokes</p>	<p>Additional comments: 1. Please can you include fixing some of the poor road surfaces</p>	<p>1. noted</p>

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	<p>especially on Rodney St - I can highlight if necessary.</p> <p>2. A point for pedestrians, can the existing protected space on the west side of the junction with York Place be better utilised as a footway extension?</p>	<p>2. This is not possible with the spaces available and looking at vehicle swept paths</p>
<p>New Town and Broughton Community Council</p>	<p>While we welcome some aspects of the current plans, we wish to express our disappointment with the overall package of measures. The current proposals do not address many of the points highlighted in the feedback from the Commonplace Mapping conducted last year and make too few meaningful improvements to pedestrian and cyclist safety in line with the aims of the Spaces for People programme.</p> <p>We do recognise that there are significant constraints on what can be implemented at present due to the Trams project both in terms of current traffic diversions and the future plans for the relocation of the tram stop from York Place to Picardy Place scheduled for later this year. We understand that the traffic management plans for the tram stop work are due to be published by the end of this month. Given that this critical information is imminent it would appear sensible to defer any decisions on the Broughton Street end of the route until that is available.</p>	
<p>New Town and Broughton Community Council</p>	<p>As noted, there are some aspects of the measures that we would like to see implemented as soon as possible including:</p> <p>1. <b>Widening of the pavement from Canonmills to the junction with Broughton Road particularly on the east side where the space for pedestrians is extremely limited.</b> We recognise that this has required a</p>	<p>1.noted</p> <p>2.noted</p>

	<p>reduction in the number of southbound lanes which will inevitably lead to increased saturation at this junction. The stopping of the right hand turn into Eyre Place may partially offset the loss of a lane but it is important that the consequences of these changes are subject to close monitoring once implemented to confirm that any increase in congestion is acceptable.</p> <p>2. <b>The build out of the pavements at the junctions with Cornwallis Place and Barony Street.</b> These changes will make these junctions safer for pedestrians and in the latter case provide some welcome additional outside space for hospitality businesses. We understand that the original proposals to build out the island at the East Claremont Street junction have had to be revised to meet the needs of Lothian Buses. As a alternative, perhaps the measures could include a raised table at this junction to slow down traffic especially that turning into East Claremont Street in order to improve pedestrian safety.</p>	
<p>New Town and Broughton Community Council</p>	<p>There are though some aspects of the proposals that we don't support as we regard them as having a negative effect on pedestrian and cyclist safety as well as an adverse impact on residents and local businesses including:</p> <p>1. <b>While we support changes to the Broughton Roundabout to slow traffic and improve pedestrian access we do not agree with the removal of the railings without changes to the position of the crossings as we believe this will actually make the junction more dangerous for pedestrians</b> including the children walking to the nearby Drummond High School</p>	<p>1.A dynamic risk assessment was carried out and a Guardrail Assessment completed with the assistance of the Road Safety Team. It was felt that guardrails were overall detrimental to safety as they corral pedestrians into crossing points far from the desire lines. This tempts pedestrians especially nearby school pupils to walk around or vault the railing whilst momentarily taking their attention from oncoming traffic. They could then be pinned against the railing</p>

	<p>and St Mary’s RC Primary School. We believe that further work is required to redesign the crossings to make them safer for pedestrians allowing for movement along desire lines and ensuring that they meet the priority intended for pedestrians from the Spaces for People programme. The crossings on this roundabout were highlighted as one of the primary concerns in the Commonplace mapping and at present the proposed measures do nothing to address this issue.</p> <p>2. <b>While we suggested a reduction in the number of loading bays and further restrictions in the operating hours for these bays on Broughton Street to reduce congestion we do not agree with moving these bays into the adjoining residential side streets.</b> The size of delivery vehicles, the width of the side streets, loss of the already limited resident parking bays and the nuisance created for residents from these loading operations often at unsocial hours makes this proposal unworkable. Given that there are no longer plans to reduce the number of lanes of traffic along Broughton Street the need to reduce the loading bays is less critical. We suggest that the focus should be on enforcement of the restrictions for these loading bays to ensure that they are not being used at peak traffic times. Wherever possible single yellow lines outwith designated bays should be replaced with double yellow lines. There is no point retaining two southbound lanes of traffic at the top of Broughton Street if traffic is prevented from getting there as a result of unregulated loading and parking.</p> <p>3. <b>We do not agree with the plans for a fragmented segregated cycle lane along part of one side of Broughton Street as this does nothing to help</b></p>	<p>in a crash. Cyclists can also be pinned against the railings without the option to escape in a collision. Studies also suggest the presence of railings encourages drivers to increase speeds. Unfortunately, if was not possible to move the crossings as this would require civils work not appropriate for a temporary scheme but this could be considered in a later package of work to make the alterations permanent.</p> <p>2. following comments received via the 5-day notification we have restored the loading on Broughton St outside the Barony pub. This will mean there will no longer be changes to parking on Broughton Pl and will ensure larger scale deliveries required by the pub will be able to load more easily. A small reduction in parking is still required on Forth Street in order to move loading from Broughton St but if this did not happen there would be no option for pavement widening on the narrowest, east side of Broughton street. It would not be possible to expand any of the footway without moving the loading to side streets. The major loading requirements for this area are from the Barony pub which will now keep its loading, there is also loading space opposite 29 Broughton St on the west of the street. As a result, we do not expect Forth St to be frequently used as a loading destination which will keep noise to a</p>
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	<p><b>the less experienced cyclists that such measures are intended to help.</b> The current proposals ignore a nationally recognised safe cycle route that is just one street away from Broughton Street. Given that there is not space for a cycle lane along the whole length of Broughton Street and with the proximity of National Cycle Route 75, the priority should be to ensure improved connectivity with this designated route. This would allow cyclists to connect with the installed and planned cycle infrastructure through the centre of Edinburgh and beyond. Specifically we have proposed that a new segregated cycle lane should be installed from north of the Broughton Roundabout, along London Street to connect with NCR 75 along Dublin Street. This route is much quieter and we would support reconfiguring the parking to allow a two-way cycle lane to be installed further enhancing its safety.</p>	<p>minimum. The parking we are converting to loading on Forth Street is outside two commercial premises Fed! And Thomson House so we do not expect noise levels and traffic movements to be significantly raised for residents of Forth St.</p> <p>3. Although a cycle lane on the East side of Broughton St running all the way south to the junction was the initial intention, due to the inability to remove the second southbound lane at the Picardy Place junction and concerns about relocating a significant amount of loading onto side streets this was no longer possible. Dublin St was outside the scope of this project although the steepness of the incline might make an uphill cycle lane difficult to use. These are valid points for discussion regarding future, more permanent projects.</p>
<p>New Town and Broughton Community Council</p>	<p>Finally, the plans have overlooked many of the priorities identified by the Commonplace mapping and we urge that they are further considered before any plans are finalised, including:</p> <ol style="list-style-type: none"> <li><b>1. Increase the width of the pavement on the east side of Broughton Street particularly at its junction with Picardy Place to provide a safe route and waiting area for pedestrians and wheelers wanting to cross the road at this junction.</b> We understand that any widening of the pavement has been blocked by the Trams project as they are concerned at the impact on congestion if a southbound lane at the top of Broughton Street is</li> </ol>	<p>1. Unfortunately this was not possible without moving all the loading onto side streets which has proved unpopular. In addition to the option being removed to pedestrianise one of the southbound lanes at the S end of Broughton St. The remaining alterations are considered to make a positive impact to this location even if they fall short of the initial ambitions and therefore should continue. The impact will be monitored and assessed going forward.</p>

	<p>removed. Given that the Trams project will itself be closing Broughton Street in a few months it would appear reasonable to allow the partial closure now in order to address the top priority for the Broughton Street Spaces for People programme. If it is decided, however, that it is not possible to remove one of the lanes of traffic then we question whether other work on Broughton Street should be delayed until the Trams project is completed.</p> <p>2. <b>Install new zebra crossings at the existing Broughton Street crossing points to enhance the safety of pedestrians crossing the road and reduce speed of traffic heading downhill.</b> Also introduce traffic calming measures to reduce the speed of downhill (northbound) traffic on Broughton Street and Bellevue/Rodney Street as well as traffic accessing London Street roundabout from all directions. The speed of traffic was one of the main concerns identified in the Commonplace mapping - reducing traffic speed would have clear benefits for the safety of both pedestrians and cyclists.</p> <p>3. <b>In addition to these specific proposals we believe that the measures should include further removal of street clutter, a review of the timings of pedestrians crossing as well as repairs to damaged pavements and the road surface especially where damaged by pot holes to improve safety for both pedestrians and cyclists.</b></p> <p>We recognise that the Traffic Engineer responsible for these plans has worked hard to engage with different stakeholder groups in developing the proposed measures. The NTBCC is very appreciative of his efforts. We look forward to continuing</p>	<p>2. This is a reasonable suggestion but out with the powers of a TTRO. It is something to be considered at a permanent redesign of the street in the near future. 'SLOW' will be painted on the downhill lane of Broughton St to help to reduce speeds here.</p> <p>3. We aim to remove all the street clutter we can as part of this project. The removal of railings at Broughton Rdbt and Canonmills should make a noticeable difference in this regard. We will also move bus stop posts to better locations where necessary plus combine and remove signposts. Assessments will be carried out on the route as for all SfP locations and repairs arranged where necessary.</p>
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	involvement in the implementation and monitoring of any measures that are finally agreed.	
Better Broughton	<p>Better Broughton considers that the proposals produced by the Council Spaces for People team are a welcome first step towards the objective of making our streets safer and more attractive for those who live, work, or volunteer in the Broughton area, along with visitors to our community.</p> <p>The current proposals would have the following beneficial results:</p> <ul style="list-style-type: none"> <li>• increase in pedestrian space at a number of junctions</li> <li>• wider pedestrian space on a number of stretches on the eastern (uphill) side of the Broughton St – Rodney St corridor</li> <li>• protected cycle lanes for a substantial distance on both sides of Bellevue and Rodney Street, and on the eastern side (uphill direction) of the steepest section of Broughton Street</li> <li>• making the dangerous London Street roundabout safer</li> <li>• discouraging speeding as a result of the measures described above</li> </ul>	Noted
Better Broughton	<p>There is much more that could and needs to be done, both in the shorter and longer term, and we will continue to work for that. We hope that the Council will continue to engage in a dialogue with the local community to achieve that. However, we believe that it is important that interim measures, along the lines proposed by Spaces for People, are put into effect without extensive further delay. If any of the measures do not prove to be practical, the Council has the power to speedily amend and change the measures.</p>	

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	<p>In addition, we have already explained our reasons why we do not support the proposals from the New Town &amp; Broughton Community Council regarding encouraging cyclists to use London Street and Dublin Street as the principal cycle route southwards into the city centre in this post on our website. We would be grateful if you would take this into account also.</p> <p><a href="https://betterbroughton.wordpress.com/">https://betterbroughton.wordpress.com/</a></p>	
<p>Picardy Residents</p>	<p>I set out my comments below. I have restricted my comments to the Broughton Street part of the proposals.</p> <p>1. I find that the proposals lack ambition in creating a safe and inviting environment for those of us who use Broughton Street which will also do little to assist local businesses in these difficult times. It appears that they are being progressed with an eye on costs, leading to limited, almost incomplete, proposals.</p> <p>The provision for pedestrians is notably disappointing. There is limited widening of pavements, and in particular there is nothing at the top of Broughton Street where the pavement is very narrow, and needs are greatest. I appreciate that there are difficulties with the layout at the top Broughton Street. Therefore, more fundamental – and probably longer-term - change is required. The new arrangements for pedestrians in the middle part of Broughton Street will have little or no impact. I have observed in other parts of the City that people only use the extended pavement area to step on and step off the main pavement to pass others which a number already do in Broughton Street without the new walkway. The added advantage seems very limited. More generally, if Stockbridge is anything to go by, the additional pedestrian walkways are not</p>	<p>1. Unfortunately our initial ambitions for Broughton St were not able to be realised due to the reasons detailed above which were: the inability to remove one of the southbound lanes at the southern extent of B St. Local opposition to the relocation of loading bays onto side streets. Not being able to move the no.8 bustop at the southern extent of B St due to its importance as a tram interchange and the distance to the next stop to the south being over 400m. Cost was not a factor in these decisions but the limited powers available for a temporary scheme was. The extension of the pavement as you say is likely to be used by peds stepping off the footway to get around other people – this is considered a positive gain and part of the intention of SfP in order to enable social distancing on a narrow pavement. The build-out will also remove parked and loading vehicles so this space will be guaranteed to be free making stepping off the kerb safe. In addition, the short section of cycle lane can</p>

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	<p>really used at all.</p> <p>2.Positive suggestions for new pedestrian crossings and traffic calming which would contribute to safety are nowhere. There is also no commitment to repair pavements and remove pavement clutter. These are serious omissions and would be a better use of funds than the extended walkway.</p>	<p>be used by pedestrians sometimes as the cyclists will be travelling slowly uphill.</p> <p>2.We were not able to make alterations to Pedestrian crossings as part of the TTRO we will investigate making more generous crossing times where there are lights. We aim to remove all the street clutter we can as part of this project. The removal of railings at Broughton Rdbt and Canonmills should make a noticeable difference in this regard. We will also move bus stop posts to better locations where necessary plus combine and remove signposts. Assessments will be carried out on the route as for all SfP locations and repairs arranged where necessary.</p>
<p>Picardy Residents</p>	<p>3.The proposals for a cycleway in only part of Broughton Street will only be of limited benefit to cyclists and does not deal with the challenges of the top of Broughton Street and disposal into the Picardy Place gyratory. Surely there are better alternatives using the nationally recognised safe cycle route that is just one street away from Broughton Street. Given that there is not space for a cycle lane along the whole length of Broughton Street and with the proximity of National Cycle Route 75, the priority should be to ensure improved connectivity with this designated route. This would allow cyclists to connect with the existing and planned cycle infrastructure through the centre of Edinburgh and beyond. A new segregated cycle lane should be installed from north of the Broughton Roundabout, along London Street to connect with NCR 75 along Dublin Street. This may not be entirely ideal but is vastly superior to the ineffective solution on</p>	<p>3.unfortunately, for the reasons mentioned above we were not able to include more cycle lanes at this time. But this will be considered at future more permanent projects in the area. Dublin St was not within the scope of this project and a cycle lane here might be difficult given the steep gradient. Definitely worth considering at future assessments of cycling in the area.</p> <p>4. following comments received via the 5-day notification we have restored the loading on Broughton St outside the Barony pub. This will mean there will no longer be changes to parking on Broughton PI and will ensure</p>

	<p>Broughton Street.</p> <p>4.The loading bays in residential streets are completely unacceptable, especially as deliveries are made by large lorries and not just vans. This is a serious imposition on two residential streets and reflects that the proposals have been developed with essentially a road engineering approach with no thought to the overall environment in which people live. Instead, the focus should be on enforcement of the restrictions for these loading bays to ensure that they are not being used at peak times for traffic.Bizarrely the loading bay at the top of Broughton Street is to be retained when it is the most problematic causing congestion and crating impediments for cyclists. (I attach a recent picture of the size of lorries that use that loading bay.)</p> <p>5.The wands that will be used to mark off segregated cycleway and pedestrian buildouts will be aesthetically unpleasing, giving the street a feel of permanent roadworks.</p>	<p>larger scale deliveries required by the pub will be able to load more easily. A small reduction in parking is still required on Forth Street in order to move loading from Broughton St but if this did not happen there would be no option for pavement widening on the narrowest, east side of Broughton street. It would not be possible to expand any of the footway without moving the loading to side streets. The major loading requirements for this area are from the Barony pub which will now keep its loading, there is also loading space opposite 29 Broughton St on the west of the street. As a result, we do not expect Forth St to be frequently used as a loading destination which will keep noise to a minimum. The parking we are converting to loading on Forth Street is outside two commercial premises Fed! And Thomson House so we do not expect noise levels and traffic movements to be significantly raised for residents of Forth St.</p> <p>Parking will be restricted to all but disabled people at the top of B St by making the single yellow line a double yellow with single blips. Loading here will be restricted.</p> <p>5.The wands are necessary to prevent vehicles parking or making short stops over</p>
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		<p>the top of the segregator blocks. They also increase visibility to prevent vehicle strikes or people with visual impairments from tripping over the blocks. They are a temporary addition and will be reviewed at the end to the TTRO period.</p>
<p>Picardy Residents</p>	<p>6.The changes to the roundabout at the bottom of Broughton Street are to be welcomed and would constitute a positive improvement. However, further work is required to provide safer crossing points for pedestrians and give pedestrians the priority Spaces for People is supposed to entail. This was all highlighted as one of the primary concerns in the Commonplace mapping and it is puzzling that this has not been picked up.</p> <p>7.Suggested changes to parking controls in principle are welcome, but the overall impact will be very limited on traffic levels in Broughton Street. Any changes to parking must be made in discussion with local businesses.</p> <p>8.The fact that around the end of year Broughton Street will be closed for an extensive period for the Tram Works further reduces the impact of the proposed changes. It is also absurd that the consultation on making the Spaces for People changes permanent is to be concluded before any of the changes in Broughton Street have even been introduced.</p> <p>9.The proposals overall have virtually nothing to commend them. Broughton Street presents challenges for improving the lot of pedestrians and cyclists. The proposals for whatever reason – funds? time available? – fall well short. To address these properly requires something more radical and is dependent upon reducing traffic in the area which the Picardy Place gyratory acts</p>	<p>6.Unfortunately the temporary nature of this scheme does not grant CEC powers to undertake the civils work required to bring the crossings closer to the ped desire lines or make them into zebra crossings. However, the local demand has been noted and this will be considered at the next opportunity as part of permanent improvements. In the meantime, the removal of railings will allow pedestrians to choose more efficient crossings when it is safe to do so, aided by the new traffic calming measures at the roundabout.</p> <p>7.Noted. Unfortunately, given the timeframes inherent within SfP consultation was only possible with a select number of the larger businesses and at the discession of the project lead.</p> <p>8. noted</p>

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	<p>against. Instead, we are presented with something that is tokenistic and appears to have the feel of ‘being seen to be doing something’ and using up funds already allocated at the expense of local people.</p>	<p>9. Noted. Hopefully the above points go some way to explaining why we were not able to match the ambitions of sections of the local community.</p>
<p><b>Public Against (9 emails received)</b></p> <p><b>Public For (9 emails received)</b></p> <p><b>Public Neutral (4 emails received)</b></p>	<p>Summary of comments received from the public:</p> <ul style="list-style-type: none"> <li>• Measures don’t go far enough and lack ambition</li> <li>• Measures do not respect the results of previous consultations (such as that done by the Community Council and Commonplace)</li> </ul>	<p>Points addressed in responses, above</p>
	<ul style="list-style-type: none"> <li>• Pedestrians             <ul style="list-style-type: none"> <li>○ There should be more provision/priority for pedestrians</li> <li>○ limited pavement expansion (especially at the Broughton Street roundabout and towards Picardy Place)</li> <li>○ removal of guardrails</li> </ul> </li> </ul>	<p>Points addressed in responses, above</p>



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	<ul style="list-style-type: none"> <li>○ provision of crossings</li> <li>● Measures don't create a safe and inviting environment</li> <li>● Loading bays             <ul style="list-style-type: none"> <li>○ Reconsider placing in unsuitable residential streets (in terms of both traffic movement and pedestrian safety)</li> <li>○ Consideration should be given to further rationalisation of loading bays</li> </ul> </li> <li>● Broughton St roundabout             <ul style="list-style-type: none"> <li>○ Roundabout needs to be radically changed – mini-roundabout such as at Market Street suggested</li> </ul> </li> </ul>	<p>Points addressed in responses, above</p>
	<ul style="list-style-type: none"> <li>● Cycle Lane – Broughton Street             <ul style="list-style-type: none"> <li>○ Bike lane stops halfway up Broughton St – could consideration be given to extend this the entire length of the street</li> </ul> </li> <li>● Current parking provision for Bellevue Chapel remaining should be considered</li> <li>● Nothing to stop speeding cars – can consideration be given to adding crossing and/or traffic calming</li> <li>● How does this fit in with wider city plans, such as George Street and the tram works</li> </ul>	<p>Points addressed in responses, above</p>