

CIMT 19 June 2020 – Spaces for People Project Approval

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 8 June. 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
South Bridge	To provide safe space for pedestrians to walk, exercise and access local shops, To provide safe cycling routes and prioritise public transport as an alternative to driving.	<u>Following feedback further design work is required to manage the impact of North / South traffic routes.</u>

Feedback

Location	Comment from	Comment	Response
South Bridge	Cllr Burges	I am supportive of these measures and that they be implemented as soon as possible.	Noted
	Cllr Miler	(Blair St) How will large vehicles turn around?	Loading restrictions are proposed to allow safe space for vehicles turning. This proposal was in place during summertime streets and no issues were identified.
		(South Bridge) Where? The road looks to be not wide enough to provide a loading bay. I'm not clear where loading could take place?	Bus lanes are in place 07:30am to 6:30pm any loading out with these times will be done on the main carriageway.
		What does "and business use" mean? (ref. extended 2.5m footway note – 2.5m created for pedestrian and business use.	This was to highlight that to support local businesses during the next phase of easing lockdown we may allow T&C to be placed on the footway – subject to individual assessment.
		How will bus gate be enforced?	Temporary bus lane cameras are being proposed.

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		(chamber st loading area) Can more information be shared about how this will operate and where is the zone that it covers?	It is proposed that loading space be created to accommodate deliveries to businesses on South Bridge that need to happen during the bus lane operational hours. At present it would extend to the junction of Guthrie Street, but this will be reviewed and extended if required.
	Cllr Mowat	Loading the covering email notes that that hours that loading is permitted will be changed to 1830 to 0730 although there is a small amount of loading on Chambers Street which I presume will operate outwith these hours. I am concerned about how this will be enforced and communicated to the businesses and whether there is any understanding about these small independent businesses operate. Many of these are licensed premises and without understanding the requirements of the business it is difficult to make as assessment of how this will impact on their trading. I don't see any consultation with the Licensing Department of the Council who would be able to provide more information on this and indeed contacts for individual businesses to better understand this.	It is proposed that loading space be created to accommodate deliveries to businesses on South Bridge that need to happen during the bus lane operational hours. At present it would extend to the junction of Guthrie Street, but this will be reviewed and extended if required. 30mins loading will be permitted and enforcement will be carried out by NSL.
		These proposals are brought separately from the proposals to install a bus gate on North Bridge, close Waverley Bridge to traffic and there is no indication that the cumulative effect of these closures has been assessed or modelled. Without this information it is impossible to comment on the overall effect this will have on the network. .	The additional disruption to vehicle traffic is necessary to create safe space for more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport. All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government.

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			<p>It should also be noted that it is necessary to reduce traffic volumes on these routes in order to widen the footways to create safe spaces for pedestrians, as without these traffic restrictions it is likely that congestion would occur. Therefore it is about finding the right balance to suit all users</p>
		<p>Under the proposals access to the station from the south of the city is preserved but it is essentially prohibited from the north without a significant detour which will add traffic to what is likely to be congested streets. The only option is to use Calton Road which will significantly increase traffic on this route. The cost of taxis will also be significantly increased for trips to the north and east of the city.</p>	<p>The additional disruption to vehicle traffic is necessary to create safe space for more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport.</p> <p>All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government.</p> <p>It should also be noted that it is necessary to reduce traffic volumes on these routes in order to widen the footways to create safe spaces for pedestrians, as without these traffic restrictions it is likely that congestion would occur. Therefore it is about finding the right balance to suit all users</p>
	<p>Cllr Mowat / Cllr Webber</p>	<p>Has any consideration been given to making the Mound/ Bank St / George IV bridge and North and South Bridges one way in each direction so a single lane of traffic can move through the centre of the road with additional provision for pedestrians and cyclists at the sides which would permit slow traffic through the centre and prevent</p>	<p>This is one of many proposals that are currently being considered and a further review of North/South Bridge is being carried out.</p>

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		the displacement of vehicles onto smaller ancient streets?	
	Cllr Webber	loading is permitted will be changed to 1830 to 0730 1. how this will be enforced and communicated to the businesses and whether there is any understanding about these small independent businesses operate. 2. Many of these are licensed premises so have you asked how this will impact on their trading.	It is proposed that loading space be created to accommodate deliveries to businesses on South Bridge that need to happen during the bus lane operational hours. At present it would extend to the junction of Guthrie Street, but this will be reviewed and extended if required. 30mins loading will be permitted and enforcement will be carried out by NSL.
		These proposals are brought separately from the proposals to install a bus gate on North Bridge, close Waverley Bridge to traffic. I have flagged this concern on numerous occasions and also a “network impact study” is often referred to by officers as having been carried out, yet this is yet to be shared with me or anyone from my group at the Council. I have serious concerns and have made these representations consistently at committee. Please can I see the impact analysis. What is cumulative impact of these closures? Ultimately traffic will then all be funnelled onto Lothian Road and use various circuitous routes to try and find its way north.	The additional disruption to vehicle traffic is necessary to create safe space for more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport. All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government. It should also be noted that it is necessary to reduce traffic volumes on these routes in order to widen the footways to create safe spaces for pedestrians, as without these traffic restrictions it is likely that congestion would occur. Therefore it is about finding the right balance to suit all users
		Can PHC use the various bus gates as black cabs can	No, only black cab taxis are permitted to use bus lanes under current guidance.
		All of these measures force traffic off the roads designed to connect the north and south of the city and onto the	The additional disruption to vehicle traffic is necessary to create safe space for

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		roads that are the smaller, and on narrower streets, unsuitable for the larger volumes	<p>more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport.</p> <p>All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government.</p>
	Living Streets	We are unsure of the traffic implications of the bus gates, not only on the Mound but also on South Bridge, and want to be assured that there will not be adverse unintended consequences for pedestrians and their safety as a result of diverted traffic (for example on Market Street, Cowgate, Jeffrey Street etc).	<p>The additional disruption to vehicle traffic is necessary to create safe space for more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport.</p> <p>All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government.</p> <p>It should also be noted that it is necessary to reduce traffic volumes on these routes in order to widen the footways to create safe spaces for pedestrians, as without these traffic restrictions it is likely that congestion would occur. Therefore it is about finding the right balance to suit all users</p>
		We are also unsure of the impact of the bus gates on disabled people using their private cars, private hire cars etc. We want to be assured that access to/from the normal footway to temporary footways is planned carefully to maximise accessibility, especially at bus stops.	<p>Dispensation for blue badge access through bus gates will be considered.</p> <p>Only “black cab” taxis are permitted to use bus lanes under current guidance</p>

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		We would like to be sure that pedestrians get real priority at all signalled junctions such as Mound/Hanover St/Princes St and at the High Street.	Traffic signal timings will be adjusted where possible to provide this request.
		We assume full decluttering will take place (especially on problematic areas like Hanover Street) including excessive and poorly maintained phone kiosks	Decluttering will be carried out on all streets. However it may not be possible to remove items such as phone boxes at this time.
	Spokes	In most respects this is a welcome and well thought-out set of proposals, which have given consideration to walking, cycling and public transport. In particular, we welcome the reduction in general traffic provided by the bus gates across these proposals and the segregated cycle lanes on most of the roads affected.	Noted
		Our main concern in these proposals is the lack of segregated cycle lanes on South Bridge and we ask the Council to consider our alternative proposal. We consider the present proposals to be possibly dangerous, and certainly a deterrent to many novice, nervous and/or potential cyclists.	Whilst the majority of the footway along South bridge is 3m wide, the footways are often heavily congested with pedestrians, this is also an issue at the bus stop locations. Therefore it was agree that widening the footways was the priority at this location. By introducing a bus lane this will reduce the volume of vehicles using the route during peak hours.
		Please lengthen the ASL box to maintain capacity at the Chambers Street junction	This will be considered during the detailed design.
	Edinburgh Access Panel	Pedestrians and wheelchair users must be protected from cyclists with as much segregation as possible.	The proposed cycle lane is located on the carriageway along side an extended footway. This leaves the existing footway available for disabled users to travel safely.

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			Proposals are being developed to resolve these concerns at bus stops.
		Measures must be in place to slow cyclists down at places where segregation from pedestrians is impossible - eg at floating bus stops and pedestrian crossing points.	It is proposed that cyclists use the existing carriageway on South Bridge. Proposals are being developed to resolve these concerns at bus stops.
		Blue badge holders who have no practicable option but to use their cars must be provided with a level of access to destinations in restricted roads at least equal to the level of access available to them before these emergency measures. This is particularly important on George IV Bridge and South Bridge. Blue badge holders must have equal access to the shops, cafes etc compared with everyone else.	Dispensation for blue badge access through bus gates will be considered.
		Please ensure that road and pavement surfaces are well maintained.	Footways and carriageways are being inspected and defects will be repaired in line with our code of practice
	Public	<p>The proposals you have suggested for The Mound will almost certainly have significant traffic consequences across the wider city which must be formally reviewed before implementing these measures. For example, :</p> <ul style="list-style-type: none"> • If vehicle traffic is severely restricted going from Hanover Street to The Mound and beyond, the only routes available for North to South (and vice versa) traffic will be : • Up Broughton Street and around Picardy Place - I presume this will be closed for years to facilitate the tramworks. • Along Queen Street, around Charlotte Square and up Lothian Road - in the recent past, Lothian Road has been the subject of traffic calming proposals. 	<p>The additional disruption to vehicle traffic is necessary to create safe space for more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport.</p> <p>All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government.</p> <p>It should also be noted that it is necessary to reduce traffic volumes on these routes in order to widen the footways to create safe spaces for pedestrians, as without these traffic</p>

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		Based on my understanding, you are effectively making it impossible to cross the city by car despite there being obvious requirements for such transport	restrictions it is likely that congestion would occur. Therefore it is about finding the right balance to suit all users
	Public	reduced to two lanes and with widened pedestrian space, is acceptable, although I would be interested to see the associated predictions for traffic displacement which presumably have been undertaken as part of the exercise	It has not been possible to traffic model these temporary measures at this stage however all temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any changes made by the Scottish Government that will impact on the road network.

Project Proposal

Location	Justification	Recommendation
Forrest Road	To provide safe space for pedestrians to walk, exercise and access local shops. To provide safe cycling routes and prioritise public transport as an alternative to driving.	Proceed with temporary measures

Feedback

Location	Comment from	Comment	Response
Forrest Road	Cllr Burges	I am supportive of these measures and that they be implemented as soon as possible.	Noted
	Cllr Miller	We will need more than bolt down kerbs on this street because it already suffers from vehicles using the cobbled areas as places to put vehicles both cars and vans. We have to install more segregation in this street to prevent vehicles from driving across the cycle lane and endangering those using it. I expect to see a change in the design here to using something that is not possible to drive over or move, for example water filled plastic or planters. I accept that this will require space in the road but this is a requirement to ensure that the lane will be respected.	The proposed segregation units will have bollards/wands incorporated into them.
		What is being done to remove or relocate or at least harmonise the placement of items on the footway in this street which has a lot of items placed on it currently.	Decluttering will be carried out on all streets.
		(North of ped crossing) This cycle lane should be changed to mandatory and segregated with kerbs and wands. If not then people in the lane will be at risk from vehicle drivers entering the lane.	This will be reviewed during the detailed design stage.
	Living Streets	We would like to be sure that pedestrians get real priority at all signalled junctions such as Mound/Hanover St/Princes St and at the High Street.	Traffic signal timings will be adjusted where possible to provide this request.

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		We assume full decluttering will take place (especially on problematic areas like Hanover Street) including excessive and poorly maintained phone kiosks	Decluttering will be carried out on all streets.
	Spokes	Appropriately located gaps will require to be provided in the segregation barrier: a) at the south end of Forrest Road to allow cyclists coming from Teviot Place to enter the cycle lane b) for cyclists heading from Candlemaker Row to Bristo Street.	This will be reviewed during the detailed design stage.
		Please apply kerb segregation to mandatory lane between bus stop and the traffic signals	This will be reviewed during the detailed design stage.
	Edinburgh Access Panel	Pedestrians and wheelchair users must be protected from cyclists with as much segregation as possible. We are particularly concerned about the layout for George IV Bridge which apparently involves a cycle path separated only by a painted line from the footway. This sort of design is unsafe for pedestrians, especially those with a vision impairment who rely on a level-change in order to be able to use a guide dog safely. As a comparison, blind pedestrians are effectively excluded from the Leith Walk pavements because they are separated from the cycle paths only by a tactile strip, not by a level-change. In summary, cycle paths must be on the roadway, not the pavement.	The proposed cycle lane is located on the carriageway along side an extended footway. This leaves the existing footway available for disabled users to travel safely. Proposals are being developed to resolve these concerns at bus stops.
		Measures must be in place to slow cyclists down at places where segregation from pedestrians is impossible - eg at floating bus stops and pedestrian crossing points.	Proposals are being developed to resolve these concerns at bus stops.
		Blue badge holders who have no practicable option but to use their cars must be provided with a level of access to destinations in restricted roads at least equal to the level of access available to them before these emergency measures.	Dispensation for blue badge access through bus gates will be considered.
		Please ensure that road and pavement surfaces are well maintained.	Footways and carriageways are being inspected and defects will be repaired in line with our code of practice

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	Public	seems to have no genuine pedestrian improvement. The plan takes no account of the trees which would obstruct what is somewhat misleadingly indicated (though unlabelled) as additional space. There would need to be a parallel exercise to suspend A-boards, outside tables etc which currently obstruct the footway (or move them between the trees	Decluttering will be carried out on all streets. A-boards are not permitted on Edinburgh Streets. T&C permissions are being reviewed to ensure that pedestrians can pass safely under current physical distancing guidance
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Project Proposal

Location	Justification	Recommendation
George IV Bridge	To provide safe space for pedestrians to walk, exercise and access local shops. To provide safe cycling routes and prioritise public transport as an alternative to driving.	Proceed with measures

Feedback

Location	Comment from	Comment	Response
George IV Bridge	Cllr Burges	I am supportive of these measures and that they be implemented as soon as possible.	Noted
	Cllr Miller	More generally I would prefer that the design is created pedestrian first, bike second and vehicles 3 rd as per the transport hierarchy. This would mean a widened pavement of a consistent straight edge and ramps. The bike lane would be clearly separated from it and prevent people on bikes from entering the area designated for pedestrians. The remaining space would then be allocated to vehicles with buses having priority in the remaining space. If that means single lane then that's what it means.	The footways have been widened by 1m and 1.5m consistently along the length of the street. A 1.5m segregated cycle lane has also been provided along the length of the street. The carriageways have been reduced down to a single lane in each direction and utilise the existing setted central island to provide passing places to ensure that public transport is not delayed.
		(Opp Radisson Hotel) How will people know that there is a cycle lane if they aren't able to see the white line? Are there ways in which this change to the streetscape will be indicated to people who cannot see the white line?	The proposed cycle lane is located on the carriageway along side an extended footway. This leaves the existing footway available for disabled users to travel safely. These are temporary measures and should not be confused with a full streetscape approach so that they can be delivered quickly and be cost effective.

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		Low bollards on the pavement edge need to be removed to provide this space for pedestrians without any trip hazard	These will be temporarily removed whilst these measures are in place.
		What are the passenger numbers that Lothian buses are estimating at these stops. I would like to understand the capacity of space provided for queuing. Behaviourally we usually tend to see that once the space in the bus stop has been used up, people tend to also congregate at the edge of the building, effectively taking up another amount of street width. I want to understand what the passenger expectations are so that we can judge if this is likely to occur here.	<p>It is not possible to predict these passenger numbers at this time.</p> <p>Bus stops are being relocated to a more suitable locations that have wider footways to reduce the risk of the footways being blocked by queuing.</p> <p>This will be monitored and All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government</p>
		Can we please add pedestrian priority crossing points e.g. zebra – I'm open to officers advice on where these are best located but I'd suggest the top of Victoria street and the top of candlemaker row going towards chambers st are the key points in terms of desire lines.	<p>Temporary zebra crossings are not permitted under current legislation.</p> <p>Existing traffic islands allow for safe crossing points and with increased footway width crossing distances are reduced.</p>
		(Junction of Chambers Street) Looks like plenty of space here to relocate to bike and pedestrian spaces. Lets tighten this up	Due to existing traffic island and requirements for bus turning it is not possible to widen the footways or cycle lanes any further.
	Cllr Mowat	Traffic will then all be funnelled onto Lothian Road and use various circuitous routes to try and find its way north. This does seem to have been designed with no consideration of where the traffic that might use George IV bridge (numbers of private cars would be helpful – but in my experience it is not that significant compared to taxis and PHCs) is trying to go – which is likely to be	The additional disruption to vehicle traffic is necessary to create safe space for more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport.

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		<p>Trinity, the New Town or Leith. Leith bound traffic from further south will be forced round the park or down the Pleasance , St Mary’s street, Canongate, Abbeyhill and onto London Road. Again this forces traffic off the roads designed to connect the north and south of the city and onto the roads that these roads our Victorian forefathers built to take the traffic off the smaller, narrower streets that were unsuitable for the larger carts of the their day. This seems illogical and ill designed. I have only detailed direct routes there but am concerned that that other routes will suffer as north south traffic is concentrated on Lothian Road and they seek to then cross to the east via West Port, Grassmarket, Cowgate which experienced unacceptable increases in traffic during the closures for Summertime streets last year. Given the Cowgate is recognised as a street canyon, meaning it is difficult for pollution from vehicles to disperse and concentrating the effects this seems most ill thought out.</p>	<p>All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government.</p> <p>It should also be noted that it is necessary to reduce traffic volumes on these routes in order to widen the footways to create safe spaces for pedestrians, as without these traffic restrictions it is likely that congestion would occur. Therefore it is about finding the right balance to suit all users</p>
		<p>Access to Waverley from the north and east of the city. Under the proposals access to the station from the south of the city is preserved but it is essentially prohibited from the north without a significant detour which will add traffic to what is likely to be congested streets. The only option is to use Calton Road which will significantly increase traffic on this route. The cost of taxis will also be significantly increased for trips to the north and east of the city.</p>	<p>The additional disruption to vehicle traffic is necessary to create safe space for more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport.</p> <p>All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government.</p> <p>It should also be noted that it is necessary to reduce traffic volumes on these routes in order to widen the footways to create safe spaces for</p>

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			pedestrians, as without these traffic restrictions it is likely that congestion would occur. Therefore it is about finding the right balance to suit all users
	Cllr Mowat / Cllr Webber	Has any consideration been given to making the Mound/ Bank St / George IV bridge and North and South Bridges one way in each direction so a single lane of traffic can move through the centre of the road with additional provision for pedestrians and cyclists at the sides which would permit slow traffic through the centre and prevent the displacement of vehicles onto smaller ancient streets?	This is one of many proposals that are currently being considered and a further review of North/South Bridge is being carried out.
	Cllr Mowat / Cllr Webber	What is the position with Cockburn Street – is this to be approached via George IV Bridge, High Street and egress via Market Street and a convoluted route north via Johnston Terrace	Proposals for Cockburn Street are currently being developed and will be issued as soon as possible.
	Cllr Mowat / Cllr Webber	Will Johnston Terrace be opened to general traffic (this detail is not given) and will it be two way?	There are no planned changes to Johnston Terrace at present.
	Cllr Mowat / Cllr Webber	The Mound is sufficiently wide to accommodate a segregated south bound cycle route – and this is welcomed along with cycling provision on George IV Bridge especially as they respect the symmetry of the street.	Noted
	Cllr Mowat / Cllr Webber	Extended pavements on George IV bridge: the concrete bollards should be removed so they do not become a trip hazard	These will be temporarily removed whilst these measures are in place.
	Living Streets	We welcome the attention moving to busier city streets. The provision of additional walking space, for example on George IV Bridge, is especially welcome	Noted
		We would like to be sure that pedestrians get real priority at all signalled junctions such as Mound/Hanover St/Princes St and at the High Street.	Traffic signal timings will be adjusted where possible to provide this request.
		We have some concerns at how easy it will be for pedestrians to cross George IV Bridge especially with the apparent removal of the central setted area which	Existing traffic islands allow for safe crossing points and with increased

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		currently provides pedestrian refuge and the fact that two cycle lanes will also need to be crossed.	footway width crossing distances are reduced.
		It appears that 3 out of 8 bus stops - all busy and well used - will be removed. It would be over 500 metres (of hilly ground) between the relocated bus stops on George IV Bridge and the ones at the foot of the Mound. We do not understand the Council's apparent fixation with removing bus stops and think they should all be retained.	Bus stops are being relocated to a more suitable locations that have wider footways to reduce the risk of the footways being blocked by queuing. This will be monitored and All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government
		We do not like the temporary bus boarder/floating bus stops proposed on George IV Bridge and note that this design is not intended anywhere else. If retained, we suggest 'Stop' signs for cyclists, a zebra pattern and clear vertical separation of cycle and walk space.	The floating bus stop is a design that is currently used on Leith Walk and other major cities around the UK. Additional line markings will be included in the detailed design stage.
		We assume full decluttering will take place (especially on problematic areas like Hanover Street) including excessive and poorly maintained phone kiosks	Decluttering will be carried out on all streets.
	Spokes	ASL lead-in lanes at the following locations: <ul style="list-style-type: none"> • George IV Bridge southbound as it flows into Bristo Place • Greyfriars Place/Forrest Road, northbound, as it flows onto George IV Bridge • The Mound/Market St junction northbound 	This will be considered during the detailed design.
		The advisory cycle lane in Greyfriars Place should be segregated, or at least made mandatory, as a lot of northbound traffic from Forrest Row cuts the corner here	This will be considered during the detailed design.
		Please repeat the cycle symbols within the cycle/pedestrian space as a reminder to pedestrians eg	This will be considered during the detailed design.

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		when they are joining midway. Cycle symbols should be within the cycling space where it starts, rather than ahead of it.	
		We suggest that wands be installed between the cycle lane and the footway extension	These are temporary measures and should not be confused with a full streetscape approach so that they can be delivered quickly and be cost effective.
		Appropriately located gaps will require to be provided in the segregation barrier for right-turning cyclists coming out of both Victoria Street and Chambers Street	This will be considered during the detailed design.
		If the Chambers Street delivery hub replace the cycle racks at the east end of the street, please install alternative racks close-by	No plans to reduce cycle facilities at this location
	Public	with increased pedestrian space, is generally acceptable assuming the removal of the dumpy concrete bollards which currently obstruct the footway; but there are some awkward sections where the cycleway suddenly reduces or cuts into the pedestrian space, eg at the north end, and these need to be resolved;	These will be temporarily removed whilst these measures are in place.

Project Proposal

Location	Justification	Recommendation
The Mound	To provide safe space for pedestrians to walk, exercise and access local shops, To provide safe cycling routes and prioritise public transport as an alternative to driving.	<u>Proceed with temporary measures –</u> excluding the bus, cycle & taxi gate. Following feedback further design work is required to manage the impact of North / South traffic routes.

Feedback

Location	Comment from	Comment	Response
The Mound	Cllr Burges	I am supportive of these measures and that they be implemented as soon as possible.	Noted
	Cllr Miller	How is bus gate to be enforced?	Temporary bus lane cameras are being proposed.
		(Bank St / Market St junction) What diverted traffic is this? Why are we putting traffic through Bank Street? It needs to be bus gated at the junction at Lawnmarket and access from a lot further back along the route.	The notes on the drawing were intended to indicate that this would be the route to the to avoid the bus lane and to access Waverley Station from the South of the City. Advance warning signs will be in place around the road network to direct traffic onto more suitable roads.
		(Bank St / Market St junction) Cycle lane needs protection here if there is to be any traffic allowed to turn right.	This will be considered during the detailed design.
		(Bank St) Guardrails must be removed.	The existing guardrail is in place to protect pedestrians from the severe change in levels.

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		Existing Northbound cycle lane needs segregation. No overtaking cyclist signs should be used for northbound vehicles.	This was considered but removed due to the sharp left turn required. It was considered a risk that cyclists would
		We cant make the Lawnmarket the main route. I completely object to this and call for Lawnmarket to be included in closures to through traffic. It needs to be filtered for walking, cycling and wheeling, but not allow through traffic at all. Drivers must be diverted to use Lothian Road at a far earlier point and not to come through this central route at all.	The notes on the drawing were intended to indicate that this would be the route to the North of the City for those drivers who had travelled North along George IV Bridge and were not aware of the bus gate on the Mound. Advance warning signs will be in place around the road network to direct traffic onto more suitable roads.
	Cllr Mowat	What is clear is that Lawnmarket has been designated the main route north – so the effect of this is to take traffic off the road specifically designed to connect the north and south of the city and route it onto the Royal Mile, past residents properties – this is heritage vandalism. I can think of no other way of describing this Traffic will then all be funnelled onto Lothian Road and use various circuitous routes to try and find its way north. This does seem to have been designed with no consideration of where the traffic that might use George IV bridge (numbers of private cars would be helpful – but in my experience it is not that significant compared to taxis and PHCs) is trying to go – which is likely to be Trinity, the New Town or Leith. Leith bound traffic from further south will be forced round the park or down the Pleasance , St Mary’s street, Canongate, Abbeyhill and onto London Road. Again this forces traffic off the roads designed to connect the north and south of the city and onto the roads that these roads our Victorian forefathers built to take the traffic off the smaller, narrower streets that were unsuitable for the larger carts of the their	The notes on the drawing were intended to indicate that this would be the route to the North of the City for those drivers who had travelled North along George IV Bridge and were not aware of the bus gate on the Mound. Advance warning signs will be in place around the road network to direct traffic onto more suitable roads.

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		<p>day. This seems illogical and ill designed. I have only detailed direct routes there but am concerned that that other routes will suffer as north south traffic is concentrated on Lothian Road and they seek to then cross to the east via West Port, Grassmarket, Cowgate which experienced unacceptable increases in traffic during the closures for Summertime streets last year. Given the Cowgate is recognised as a street canyon, meaning it is difficult for pollution from vehicles to disperse and concentrating the effects this seems most ill thought out.</p>	
	Cllr Mowat / Cllr Webber	<p>It is not clear where the airport bus is to put down and pick up passengers given the closure of Waverley Bridge by a physical curb – is it up the Mound and down Market Street and then returning? This will add congestion to Waverley Bridge and an unfortunate traffic movement which will make it less pleasant for pedestrians and cyclists.</p>	<p>The airport bus is being relocated to St Andrews Square.</p>
	Cllr Webber	<p>These proposals are brought separately from the proposals to install a bus gate on North Bridge, close Waverley Bridge to traffic. I have flagged this concern on numerous occasions and also a “network impact study” is often referred to by officers as having been carried out, yet this is yet to be shared with me or anyone from my group at the Council. I have serious concerns and have made these representations consistently at committee. Please can I see the impact analysis. What is cumulative impact of these closures? Ultimately traffic will then all be funnelled onto Lothian Road and use various circuitous routes to try and find its way north.</p>	<p>The additional disruption to vehicle traffic is necessary to create safe space for more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport.</p> <p>It has not been possible to traffic model these temporary measures at this stage however all temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any changes made by the Scottish Government that will impact on the road network.</p> <p>It should also be noted that it is necessary to reduce traffic volumes on</p>

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			these routes in order to widen the footways to create safe spaces for pedestrians, as without these traffic restrictions it is likely that congestion would occur. Therefore it is about finding the right balance to suit all users
		Can PHC use the various bus gates as black cabs can	No, only black cab taxis are permitted to use bus lanes under current guidance.
		All of these measures force traffic off the roads designed to connect the north and south of the city and onto the roads that are the smaller, and on narrower streets, unsuitable for the larger volumes	<p>The additional disruption to vehicle traffic is necessary to create safe space for more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport.</p> <p>All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government.</p> <p>It should also be noted that it is necessary to reduce traffic volumes on these routes in order to widen the footways to create safe spaces for pedestrians, as without these traffic restrictions it is likely that congestion would occur. Therefore it is about finding the right balance to suit all users</p>
	Living Streets	The provision of additional walking space, for example on George IV Bridge, is especially welcome; however, we see no attempt to increase walking space on the Mound. We ask for this to be reconsidered.	The footways are considered wide enough to manage pedestrian volumes.

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		<p>We are unsure of the traffic implications of the bus gates, not only on the Mound but also on South Bridge, and want to be assured that there will not be adverse unintended consequences for pedestrians and their safety as a result of diverted traffic (for example on Market Street, Cowgate, Jeffrey Street etc).</p>	<p>The additional disruption to vehicle traffic is necessary to create safe space for more vulnerable road users such as pedestrians and cyclists, whilst still allowing access for public transport.</p> <p>All temporary measures will be monitored and if required changes to the restrictions may have to be made at a later date in line with any decisions made by the Scottish Government.</p> <p>It should also be noted that it is necessary to reduce traffic volumes on these routes in order to widen the footways to create safe spaces for pedestrians, as without these traffic restrictions it is likely that congestion would occur. Therefore it is about finding the right balance to suit all users</p>
		<p>We are also unsure of the impact of the bus gates on disabled people using their private cars, private hire cars etc. We want to be assured that access to/from the normal footway to temporary footways is planned carefully to maximise accessibility, especially at bus stops.</p>	<p>Dispensation for blue badge access through bus gates will be considered.</p> <p>Only “black cab” taxis are permitted to use bus lanes under current guidance</p>
		<p>We would like to be sure that pedestrians get real priority at all signalled junctions such as Mound/Hanover St/Princes St and at the High Street.</p>	<p>Traffic signal timings will be adjusted where possible to provide this request.</p>
		<p>We assume full decluttering will take place (especially on problematic areas like Hanover Street) including excessive and poorly maintained phone kiosks</p>	<p>Decluttering will be carried out on all streets.</p>
	Spokes	<p>we welcome the reduction in general traffic provided by the bus gates across these proposals and the segregated cycle lanes on most of the roads affected.</p>	<p>Noted</p>

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		Instead of having two lanes southbound at Bank Street, when all buses go straight ahead, we suggest using the space to widen the existing narrow cycle lanes.	This will be considered during the detailed design.
		If possible, widen the southbound traffic lane on the bend prior to Market St, as buses often encroach into the existing cycle lane there	This will be considered during the detailed design.
		Repairs to the surface in the uphill cycle lane would be very beneficial.	Carriageway patching has already been programmed.
		If possible, widen the downhill cycle lane at the corner of Bank Street as drivers often cut the corner	This will be considered during the detailed design.
		Please note that vehicles loading/waiting at start of Bank Street northbound is currently a problem	This will be considered during the detailed design.
	Edinburgh Access Panel	Pedestrians and wheelchair users must be protected from cyclists with as much segregation as possible. We are particularly concerned about the layout for George IV Bridge which apparently involves a cycle path separated only by a painted line from the footway. This sort of design is unsafe for pedestrians, especially those with a vision impairment who rely on a level-change in order to be able to use a guide dog safely. As a comparison, blind pedestrians are effectively excluded from the Leith Walk pavements because they are separated from the cycle paths only by a tactile strip, not by a level-change. In summary, cycle paths must be on the roadway, not the pavement.	The proposed cycle lane is located on the carriageway along side an extended footway. This leaves the existing footway available for disabled users to travel safely. Proposals are being developed to resolve these concerns at bus stops.
		Measures must be in place to slow cyclists down at places where segregation from pedestrians is impossible - eg at floating bus stops and pedestrian crossing points. On this point we are particularly concerned about the design for the Mound. Does it involve a 2-way cycle path on the east side of the road? If so, we perceive a risk to pedestrians (as well as to cyclists) at the bus top next to the RSA as cyclists approach at speed down the steep descent.	The cycle lane on the mound is for cyclists traveling uphill. Proposals are being developed to resolve these concerns at bus stops.

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		Blue badge holders who have no practicable option but to use their cars must be provided with a level of access to destinations in restricted roads at least equal to the level of access available to them before these emergency measures. This is particularly important on George IV Bridge and South Bridge. Blue badge holders must have equal access to the shops, cafes etc compared with everyone else.	Dispensation for blue badge access through bus gates will be considered.
		We would question the need to remove the bus stops near the top of the Mound. How will their removal contribute to protecting against infection? Presumably by freeing up space on the pavements for better social distancing? We suspect this benefit would be negated by the added risk of infection as the number of pedestrians queueing at other bus stops increases.	Bus stops are being relocated to a more suitable locations that have wider footways to reduce the risk of the footways being blocked by queuing.
		Removing these bus stops will make it much more difficult for disabled people to access the area around the top of the Mound and also Waverley Station. It's a fair hike either up the Mound from the bus stops near Princes Street or down from those near Victoria Street.	Bus stops are being relocated to a more suitable locations that have wider footways to reduce the risk of the footways being blocked by queuing. By relocating the stop at the Mound it avoids the steep gradient of Market Street / Bank Street.
		Please ensure that road and pavement surfaces are well maintained.	Footways and carriageways are being inspected and defects will be repaired in line with our code of practice
	Public	completely unacceptable as it offers no pedestrian enhancement at all. The bus stop halfway up is frequently used by less mobile people heading to Waverley as it provides a gentle downhill walk, so removing it has implications for the Council's equalities policies. This suggestion is only here because of Sustrans pressure	Bus stops are being relocated to a more suitable locations that have wider footways to reduce the risk of the footways being blocked by queuing. By relocating the stop at the Mound it avoids the steep gradient of Market Street / Bank Street.