

## CIMT 17/7/2020 – 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 06.07.20. Recipients were given five days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

### Project Proposal

Location	Justification	Recommendation
Corstorphine	The proposed measures are part of an overall emergency requirement to re-designate key parts of the road network. This is to facilitate safe travel while meeting current physical distancing requirements, taking into account the increase in walking, cycling and wheeling during lockdown and also provide adequate space for businesses to operate under new conditions as lockdown is eased under the Scottish Governments route map to recovery. Such measures are required urgently to help prevent people from becoming ill or coming to harm by infection from COVID-19 whilst implementing physical distancing requirements.	<b>Proceed with plans. Phase 1 measures will require to be reviewed as traffic levels increase, 2m social distancing rule is lowered and/or the use of masks increases.</b>

### Feedback

Comment from	Comment	Response
Police Scotland TM Liaison & Road Policing	From a Traffic Management perspective, whilst understanding the importance of keeping people safe in the current environment, I think it is important to obtain a balance between protecting the public against the virus and maintaining traffic flow in a safe, consistent and free flowing manner in the different areas. I would like to think that consideration could be given at certain suitable locations, instead of full closures, creating one-way systems on roads that would have normally been two-way streets. In this way, access to the street, not only from a resident's perspective but also for emergency services is still maintained, however with the added benefit of creating extra width on both sides of the one way carriageway for Social distancing/extra cycling space etc.	There are no roads closures as part of this scheme.
Police Scotland	If the full closures are implemented, then signage should be of the prescribed size and relevance in order for the police to enforce if	There are no road closures as part of this scheme. To minimise unnecessary pinch points

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<p>TM Liaison &amp; Road Policing</p>	<p>required. There has been instances recently of TTRO's going on with little or no appropriate signage, confusing drivers and creating conflict with other road users.</p>	<p>signage will be kept to an absolute minimum but will be as per Chapter 8.</p>
<p>Police Scotland TM Liaison &amp; Road Policing</p>	<p>The closures/amendments should be subject to constant review with the possibility of altering/changing the Traffic Management layout if required whilst still affording access to all emergency services.</p>	<p>All schemes are to be reviewed.</p>
<p>Police Scotland Specialist Crime Division</p>	<p><b>In regard to the CT aspect</b> Police Scotland wish to raise your awareness of the attached National Security guidance, entitled; <b>Protection of pedestrian queues, against Vehicle as a Weapon (VAW) Attack</b> published in May 2020 by the Centre for the Protection of the National Infrastructure (CPNI)</p> <p>CPNI consider the risk to pedestrians from VAW attack within the UK to remain a “realistic possibility” during the COVID-19 pandemic. Social distancing measures continue to require businesses to manage customer flow and numbers going into premises. This results in the formation of queues, often within open public spaces and busy streets. The possibility exists that we will see an increase in the amount of queues across the country and especially within our “local town centres” in Edinburgh.</p> <p>Under your proposals, we note that you are seeking to remove guard rails and street clutter within these areas, to help achieve safe physical distancing, from this date. The presence of street furniture (e.g. bus stops, signage posts, seating, telephone boxes, litter bins, cycle racks, and trees) affords some protection for members of the queuing public against VAW Attack.</p> <p>Whilst the presence of street furniture alone may not stop a determined VAW attack, there is evidence to suggest that it may cause an attacker to avoid the area or drive around such features. Furthermore an attacking vehicle colliding with street furniture may become immobilised, which provides people nearby the opportunity to safely escape.</p>	<p>Only street furniture that is creating a hazard rather than a benefit will be removed. Most street furniture will remain as it serves a purpose.</p>

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	<p>We would strongly advise against the removal of street furniture as described within your proposal, to promote some level of protection for queuing members of the public.</p> <p>In support of this we would urge you consider the last line of the CPNI guidance, which states, "Do Not remove any security features / useful street furniture items without considering protective security in the round."</p>	
Councillor Gillian Gloyer	I am delighted to see that the emphasis has been on widening narrow footways, which have been a constant source of correspondence from residents since I was elected. It is also very good news that the bus-stops will stay where they are and that most of the parking and loading bays can be retained.	Noted.
Councillor Gillian Gloyer	The drawing appears to show that in some places the A8 will go down to a single lane in each direction? If so, what impact will this have on bus priority?	There will remain a minimum of single lane in each direction where the footway has been extended into the carriageway. The impact on bus priority and public transport journey times will be monitored closely. Modifications/removal if features may be required.
Councillor Frank Ross	There is no proposal for segregated cycleways on the A8 through Corstorphine. This is a significant omission , one that is not repeated elsewhere in the City, which requires immediate attention.	To minimise the impact on the available on-street parking it is not possible to create a segregated cycle lane on both sides end to end. Where possible cycle segregation will be introduced under phase 2. In locations where lane 1 has been removed to increase pedestrian space a wide lane should remain for cyclists and general traffic.
Councillor Frank Ross	Pollution levels along the A8 through Corstorphine have historically been above legal maximums only significantly reduced due to the impact of the lockdown period. I am looking for assurances that the changes proposed including those in the neighbouring wards will not adversely impact the current levels of pollution.	Pollution levels is not the main driver for the changes. The schemes should attract more people to walk and cycle instead of using private cars which may in fact reduce pollution levels.

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Edinburgh Access Panel	If the pavements are widened, there may be a temptation for (even) more cyclists to ride on the pavement. Please take steps to guard against this.	Noted. Adequate space remains on the road for cyclists.
Edinburgh Access Panel	Please ensure that parking provision for blue badge holders after the emergency measures have been put in place is comparable to the current provision.	The design aims to retain as much of the existing parking/loading bays as possible.
Edinburgh Access Panel	Please make information available on your website about the exact whereabouts of specific parking spaces so that blue badge holders can plan ahead and easily locate a space.	Yes, plans will be shared.
Edinburgh Access Panel	Please distribute these parking spaces individually throughout an area rather than clustering them.	The design aims to retain as much of the existing parking/loading bays as possible.
Edinburgh Access Panel	Please consider putting a time-restriction on some of these places so that blue badge holders can make short shopping trips	Provision of loading bays and parking spaces has been considered and retained where possible for all drivers.
Edinburgh Access Panel	We are in favour of removing unnecessary clutter. But please take care not to throw the baby out with the bath water. Not all so-called "clutter" is unnecessary	Only street furniture that is creating a hazard rather than a benefit will be removed. Most street furniture will remain as it serves a purpose.
Edinburgh Access Panel	Please ensure pavement surfaces are safe and well-maintained, especially if engineering work is required to widen them	Footways and carriageways will be inspected, and any defects will be repaired in line with the code of practice.
Spokes	In earlier SFP responses, <i>Spokes</i> has welcomed the general principles of this important project. We are, however, disappointed with these schemes because, whilst they rightly extend footway space for pedestrians, <b>full through-traffic capacity has been maintained, generally resulting in little enhanced protection for cycling. Regrettably, it is our view that none of these schemes will encourage new people to start to travel to work or education by bicycle, nor will they assist families to safely cycle in their local Town Centres.</b>	Where appropriate segregation will be provided during phase 2 of each Town Centre project. Through traffic will be maintained through Corstorphine as a key route into the city and the existing speed limit of 20mph will remain unchanged.

	<p>1. Such cycling protection as is included, can be characterised as being the left-over space between the extended footways and the traffic lanes and <b>has no continuity or segregated protection.</b></p> <p>For instance: on Morningside Road: <i>Footway Widened to Width of Parking Bays. Line for Cycle Lane Outside Loading Bay Remains</i> that's such a narrow gap, so the majority of cycling will have to be in the main running lanes. - on Dalry Road: <i>Widen F/way by 1.5m Potential Room for Cycleway</i> is more encouraging, but <b>sits in isolation.</b></p> <p>2. Even where there are generously wide traffic running lanes, such as on St John's Road, Corstorphine: <i>4.75m width running lane in either direction to provide additional space for cyclists on the carriageway.</i> <b>the opportunity has not been taken to incorporate segregated cycle lanes.</b></p> <p>3. At the same time, no opportunity has been taken to introduce measures to reduce the volume or speed of through traffic; resulting in a distortion of the accepted transport hierarchy, with cycling being squeezed in the middle. People on bikes will be in a single and often narrowed all-traffic lane, thus suffering the fear of traffic behind which is keen to overtake but</p>	
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	<p>unable to do so safely. In addition to deterring existing and potential cycle use, and combined with much wider footways, this is likely to increase the prevalence of footway cycling.</p> <p>4. This protection of through traffic capacity does nothing to benefit the economies of these Town Centres and it could in some cases be reduced by the use of bus gates. For instance, Portobello High Street is by-passed completely by Harry Lauder Road; Gorgie/Dalry is already by passed by the West Approach Road.</p> <p>5. Images are now regularly being seen from cities across the UK where parts of the carriageway on local High Streets have been repurposed for outdoor cafe seating and parklets. Regrettably, we see none of that in these proposals, although hopefully some are planned, especially close to pubs and cafes.</p> <p><b>Recommendations</b> Spokes urges that urgent consideration be given in this phase, or certainly in the next phase, to:</p> <ol style="list-style-type: none"><li>1. The creating of segregated cycle lanes on the wider of these Town Centres, such as St John's Road with its 4.75m running lanes.</li><li>2. Where overall width is limited, the traffic hierarchy principle should kick-in and traffic space</li></ol>	
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	<p>reduced, perhaps by the use of speed-calmed one-way streets, with cyclist exemption or busgates.</p> <p>Gorgie/Dalry is substantially in parallel with the West Approach Road, and our Portobello group would like it considered in the next stage for Portobello High Street. At least one such bus-gate should be tested-out in the present phase of proposals.</p> <p>3. Given that these are important and busy shopping streets, and especially where segregated cycle lanes are not provided, the remaining all-traffic lanes should have 15mph speed limits.</p> <p>4. Every opportunity should be taken to introduce additional cycle parking facilities.</p> <p>5. While we agree with Council's policy to remove guardrail, it's important to be aware that some guardrail is used as cycle parking where facilities don't exist or are at capacity. Please ensure that alternative cycle parking is considered for locations where guardrail is removed.</p> <p>This not only supports access for cyclists, but also improves conditions for pedestrians, by avoiding bikes being left in awkward positions on the footway.</p>	
<p>General Public (Response to proposals)</p>	<p>One resident response to the detailed proposals which strongly supported the measures but felt that they did not go far enough in terms of continuous pavement widening and cycle segregation.</p>	<p>Many of the existing footways are 3+ metres wide and already allow a good degree of social distancing and this is therefore not required along the full length of the road.</p>
<p>Public (Commonplace)</p>	<p>Pavements need to be widened and de-cluttered to support pedestrians and create more space for queuing outside shops/bus stops. Marked pavement areas outside shops/bus stops to assist waiting/queuing. Could designate one side of pavement for walking west and the other side for walking east.</p>	<p>All noted and in general are all being included/considered. No roads will be closed as part of this scheme. I don't think it is practical to expect pedestrians to adhere to a one-way system on the footways as described in this instance.</p>

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	<p>Parking should be restricted/suspended to create more space to extend pavements – keep disabled parking. Some concern that extending pavements will increase traffic congestion. Slow/reduce traffic and improve pedestrian crossings. Add protected cycle lane and create more cycle parking.</p> <p>A long-term solution to the congestion and air pollution must be found. <i>Specific suggestions:</i> Close/restrict Station Road and Kirk Loan to traffic. Remove bus lane and stop cars turning right into Corstorphine Bank Terrace. Erect barrier around the corner of Templeland Rd/St Johns Rd to create safe place for pedestrians to wait to cross.</p>	
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