

Transport and Environment Committee

10.00am, Thursday, 20 June 2019

Summertime street operations 2019

Executive/routine

Wards

City Centre

Council Commitments

1. Recommendations

- 1.1 Committee is asked to note the proposals outlined in this report, describing temporary arrangements for streets in the Old Town (and the Pleasance), which will be in operation from 28 July to 1 September 2019. The proposals will be implemented through a Temporary Traffic Regulation Order (TTRO).
- 1.2 Committee is also asked to note that final agreement of the proposals has been undertaken by the Executive Director of Place under urgency provisions due to the timings associated with the preparation of TTRO.

Paul Lawrence

Executive Director of Place

Contact: Anna Herriman, City Centre Programme Manager

E-mail: anna.herriman@edinburgh.gov.uk | Tel: 0131 469 3853

Summertime street operations 2019

2. Executive Summary

- 2.1 A package of interventions has been developed and is proposed to be in effect across the Old Town in summer 2019 (from 28 July to 1 September) through a TTRO.
- 2.2 Under urgency provisions set out in paragraph 4.1 of the Committee Terms of Reference and Delegated Functions, the Executive Director of Place in consultation with the Convener and Vice-Convener of Transport and Environment Committee, has approved these plans.

3. Background

- 3.1 The [Managing Our Festival City report](#) to City of Edinburgh Council on [22 November 2018](#) (referred from Culture and Communities Committee of 13 October 2018) detailed a range of summertime issues affecting pedestrians in the Old Town, including lack of pedestrian amenity, poor accessibility or lack of inclusivity, and the potential for conflict with vehicles due to narrow pavements or areas with a high concentration of pedestrian activity. Council agreed that the report's proposals should be developed into appropriate interventions for summer 2019.

4. Main report

- 4.1 Following the November report a package of interventions has been developed for summertime 2019. The proposals are designed to work together to create a street environment in which amenity, safety, and accessibility for all pedestrians is prioritised, and pressure from overcrowding at key locations is reduced. A summary of the options appraisal approach used to refine proposals for each location of concern is included at Appendix 1.
- 4.2 By the end of June, residents, businesses, churches, interest groups, services and attractions in the Old Town will be notified of the proposals, which also include mitigating measures that seek to minimise impacts on daily life. A range of

operators (such as taxi, blue light services and bus operators) have been involved in the development of the proposals, which are presented to Committee for noting.

Part-day vehicle free streets in the Old Town

- 4.3 Daily, part-time vehicle free streets will be introduced at locations where the density of pedestrian activity has led to frequent overspill onto carriageways. The locations will operate as vehicle free streets between 10.30am to 6.30pm, seven days per week. Bicycle access will be maintained, although there may be some instances where specific barrier types, required for security, prevent continuous bicycle movement. Vehicle free times match those used in the established year-round pedestrian zone on the High Street, (and Sunday hours closely aligned to the times in use for Open Streets). Access for blue badge holders will be managed by stewards. The part-day vehicle free streets, shown at Appendix 2, are as follows:

Lawnmarket

- 4.3.1 The summertime streets hours will be effective from 28 July until 1 September. For much of this period, however, an evening road closure will also be in operation, linked to the Edinburgh Royal Military Tattoo. From 31 July to 25 August, evening hours will overlap with summertime operations; for simplicity, Lawnmarket will be vehicle free from 10.30am to 01:00, Monday to Sunday. During the summertime streets hours of 10:30 to 18:30, stewards will control barriers at each end and facilitate coach movement at the junction with Johnston Terrace, which will be two-way. Between 01:00 and 10:30, a one-way, east bound system will operate on Lawnmarket.

Victoria Street

- 4.3.1 Parking will be suspended during vehicle free hours. Stewarded access will be provided for blue badge holders only, from Cowgatehead junction.

High Street (from North Bridge to Cockburn Street)

- 4.3.2 The area is adjacent to the Fringe managed event. Traffic signals timing at the High Street junction with North Bridge will also be amended to allow for additional east-west pedestrian crossing time.

Cockburn Street

- 4.3.3 Parking will be suspended during vehicle free hours. Stewarded access will be provided for blue badge holders only, from Market Street junction. A family and autism friendly quiet zone is being investigated, to create a calm area for relaxing in a safe environment, away from the intensity of the High Street.

High Street (from North Bridge to Niddry Street)

- 4.3.4 To address pedestrian overcrowding at the High Street / North Bridge junction this section of the street will be closed during part-day vehicle-free hours, with vehicle access to High Street available from Blackfriars Street, exiting onto Niddry Street. Outwith the vehicle free hours, a one-way system

will operate west bound, allowing vehicles to exit onto South Bridge.

Full-time vehicle free street sections in the Old Town

- 4.4 At two specific locations, there will be no vehicle access on a short section of the street, with an exception for bicycles, throughout the entire period of summertime operations. These locations, shown in Appendices 1 and 2, are as follows:

High Street (from South Gray's Close to St Mary's Street).

- 4.4.1 Adjacent to the Storytelling Centre / John Knox House, where significant pedestrian overspill into the carriageway has been observed, the street will be fully closed. A pre-bookable 'dial a taxi' service will be available through a Council managed service, to minimise the impact on residents in the Old Town and Dumbiedykes affected by the diversion of local bus service 35. Details are being provided directly to residents in affected communities.

Blair Street (between South Bridge and the end of Hunter Square).

- 4.4.2 This aims to address concerns around continual informal crossing of South Bridge adjacent to Blair Street, and overspill from overcrowding at Hunter Square.

East Adam Street (by the junction with Pleasance)

- 4.4.3 East Adam Street will be closed to through traffic to support a temporary crossing in place at the Pleasance, and address to address concerns around continual informal crossing at this point.

Restricted Access Streets

- 4.5 In two locations, changes will be introduced to restrict access by vehicles, with an exception for bicycles:

Candlemaker Row (from Merchant Street to George IV Bridge).

- 4.5.1 To address pedestrian overspill at the Candlemaker Row / George IV junction, the south part of Candlemaker Row will be closed to vehicles with an exception of Lothian Bus Service 2. A partnership arrangement with bus operators and the Council supports this approach.

Cowgate

- 4.5.2 Cowgate currently operates with restricted access between the hours of 10:00 and 05:30. During the operation of the summertime streets project, the start of the restricted access hours will be brought forward to 19:00.

Additional measures in the Old Town

- 4.6 Additional measures are designed to prioritise pedestrian movement and safety at two locations, and are fully set out in Appendices 1 and 2:

Pleasance

4.6.1 A temporary pedestrian crossing, relocated to address crossing concerns, will be managed through temporary lights, and supported by temporary barriers. The closure of East Adam Street outlined in 4.4.3 supports this.

South Bridge

4.6.2 Temporary widening of the footway on South Bridge, adjacent to the Tron, will be achieved by a traffic lane reduction. This will increase pedestrian space for circulation. Removing litter bins and other street furniture where possible will further support pedestrian movement between High Street and the bridge over Cowgate.

Monitoring temporary measures in the Old Town

- 4.7 The temporary changes proposed aim to deliver greater pedestrian amenity and ease of movement in the Old Town. To monitor and evaluate the way the changes are operating, and detect any issues, camera based monitoring from ten locations will be utilised before and during the period of operation, supported by visual observations of key staff. All data and information gathered will support both the City Centre Transformation project and the Open Streets project.
- 4.8 Any immediately identified concerns, either from a lack of compliance with agreements or legal restrictions will be addressed during the summertime TTRO period.

5. Next Steps

Wide publicising of summertime arrangements

- 5.1 The publication of Summertime street operations proposals, and notification of arrangements through a letter distributed to residents and businesses in immediately affected and adjacent areas across the Old Town is taking place in June and July.

6. Financial impact

- 6.1 There revenue costs associated with the development and implementation of the summertime streets operations include:
- 6.1.1 The temporary interventions described in the report have been developed with technical support from WYG Environment Planning and Transport Ltd, at a cost of £17,000 met from existing Place revenue budgets.
- 6.1.2 The estimated implementation costs include stewarding, signage, communications, monitoring and dial-a-taxi services, parking suspension, traffic management and advertising of a TTRO. These are currently

estimated to total £230,000, being met from dedicated Place revenue budgets in 2019/20.

7. Stakeholder/Community Impact

- 7.1 The proposals within this report bring significant change to the way the Old Town operates, with many benefits for the most vulnerable users of our streets, including young and old pedestrians, those with limited mobility or sensory impairment / disability. The measures required to achieve this rely on changes relating to vehicle access (limiting where and when people can drive through streets, park, access businesses by car, load and service businesses). As far as possible, therefore, measures have been devised, to minimise the impacts of these changes on residents and businesses carrying out their day to day activities, and to mitigate impacts on people with protected characteristics. Appendix 1 describes the mitigating measures identified for each location.
- 7.2 The proposed measures are temporary, and although there may be some temporary improvements in air quality at some locations, and temporary worsening at other locations, there is limited potential for measuring temporary air quality impacts, and attributing these solely to short-term interventions.
- 7.3 To support residential life in the Old Town, residential parking will be available in the evenings, overnight and until mid-morning, with set hours of operation allowing residents to plan for and arrange deliveries and visitor access during set hours. Those with parking permits in affected areas will be permitted to park in alternative parking zones during the summertime street operations period.
- 7.4 To support residential life for those living in Croft-an-Righ, Canongate and closes in the eastern section of the High Street, and Dumbiedykes, dial-a-taxi arrangements have been arranged for local residents affected by the temporary re-routing of bus service 35. Residents will be provided with appropriate booking information directly.
- 7.5 Arrangements for those requiring blue badge car access are provided for and outlined in Appendix 1 and this report.
- 7.6 Contact information, to assist with or advise on arrangements for car access for purposes of religious worship or ceremony will be shared directly and publicised widely.

8. Background reading/external references

- 8.1 [Managing Our Festival City report](#) to City of Edinburgh Council 22 November 2018 – referred from Culture and Communities Committee.

9. Appendices

- 9.1 Appendix 1 - Options Appraisal for summertime street operations .
- 9.2 Appendix 2 – Mapped plan of proposals



City of Edinburgh Summer Streets

Options Appraisal

City of Edinburgh Council

May 2019

Prepared by WYG Environment Planning and Transport Ltd.



Document control

Document:	City of Edinburgh Summer Streets	
Project:	Summer Streets	
Client:	City of Edinburgh Council	
Job Number:	A104035	
File Origin:		

Revision:	1	
Date:	21/05/2019	
Prepared by: Jordan Dunn	Checked by: Mark Rinkus	Approved By: Mark Rinkus
Description of revision: Draft Issue		

Revision:		
Date:		
Prepared by:	Checked by:	Approved By:
Description of revision:		

Revision:		
Date:		
Prepared by:	Checked by:	Approved By:
Description of revision:		



Contents

- 1.0 Introduction 1
 - 1.1 Background..... 1
 - 1.2 Relevant Context..... 1
 - 1.3 Study Area 1
 - 1.4 Consultation and Engagement..... 5
 - 1.5 Consideration of Interventions..... 5
 - 1.6 Development of Options 6
- 2.0 George IV (Western Area) Interventions7
- 3.0 High Street East Area Interventions..... 13
 - 3.1 Outline Cost Estimate24
 - 3.2 Next Steps24



1.0 Introduction

1.1 Background

The City of Edinburgh Council (CEC) have recognised that during the summer months and particularly August, pavement overcrowding, crowding, and related safety and access issues occur in key locations within the Old Town.

WYG were commissioned to assist CEC in examining the risk and investigating a range of temporary improvement options and an associated delivery plan which could be considered to manage and monitor the risks associated with localised overcrowding.

1.2 Relevant Context

The Summer Streets study fits within the ongoing Edinburgh City Centre Transformation (CCT) study which is a holistic visioning and planning exercise of the future of the city centre. The key aims and objectives of this project are to significantly improve the way the city and its residents can move about, enjoy spaces, and places. The emerging CCT vision provides a strong policy context for the summertime operations plan being developed. There is clear alignment with measures to deliver safer, easier pedestrian access and movement in key streets.

Similarly, 'Summer Streets' should also be complementary to Edinburgh's Open Streets initiative as used in many cities worldwide to enhance the experience of key city streets by removing vehicles, one day per month. Although distinct in aims, the summertime operational plan and Open Streets share a common geographical area, and bring about changes that give people on foot a better experience in key public spaces and streets. For this reason, the two initiatives have been developed in parallel.

1.3 Study Area

An initial study area was defined by CEC officers in December 2018, based on including the areas of the Old Town where pedestrian overspill into road space was observed in summer 2018, relating to crowded pedestrian space and encapsulates many of the top visitor attractions in Edinburgh, and covers an area of the city where the highest concentration of temporary Fringe venues is located.

The study area includes locations, which include parts of streets as well as key junctions /



crossing points, are those where CEC officers consider that greater pedestrian space or priority which will reduce the potential for pedestrian overspill into live traffic, or where changes will improve access for all pedestrians regardless of their level of mobility.

The key streets within the study are include:

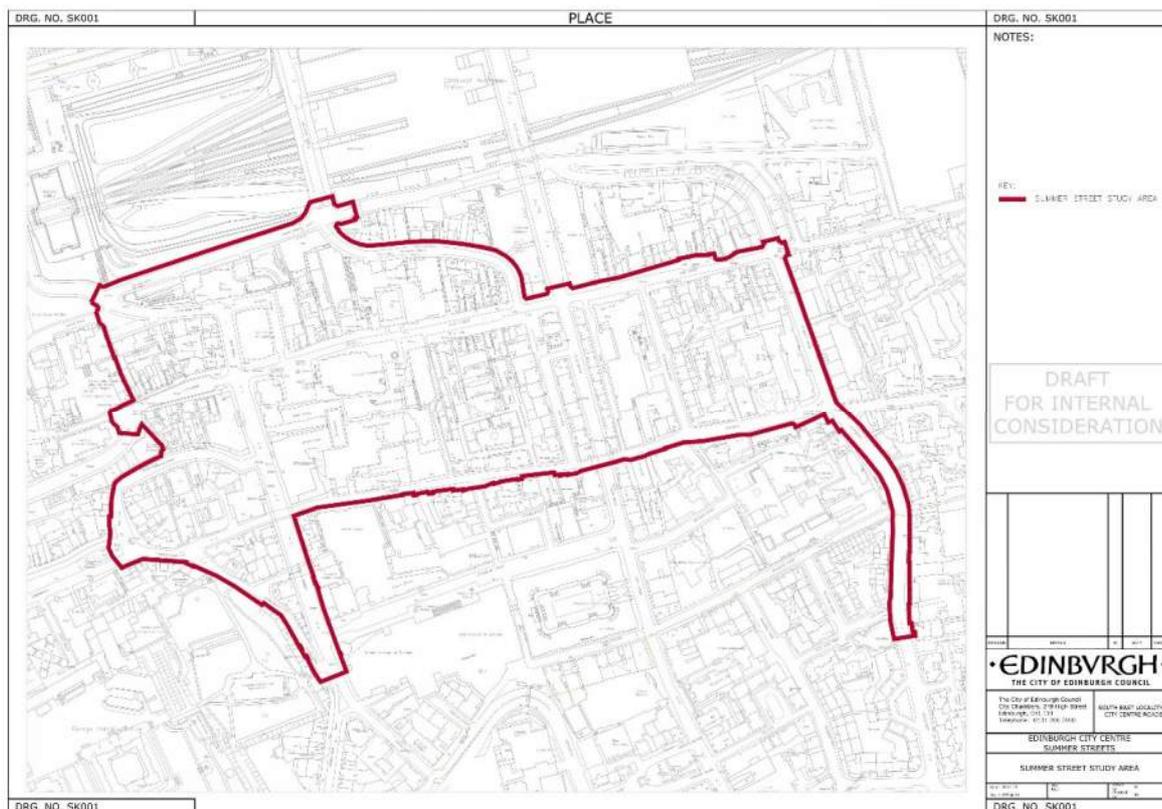
- High Street West;
- High Street East;
- Lawnmarket;
- Cowgate (Cowgatehead – Blair Street);
- Pleasance (Vicinity of Pleasance Theatre);
- George IV Bridge;
- North Bank Street / Market Street;

The key junctions within the study area include:

- George IV Bridge / Lawnmarket / High Street;
- Lawnmarket / Castlehill;
- Victoria Street / George IV Bridge;
- West Bow / Cowgatehead;
- Candlemaker Row / George IV Bridge / Chambers Street;
- North Bridge / South Bridge / High Street;
- South Bridge / Blair Street; and
- High Street / St Mary Street.

The initial study area is shown in Figure 1.1.

Figure 1.1 Study Area



For simplicity in understanding and future implementation of the interventions identified, the study area has been considered in two areas as described below and with the key locations illustrated on the following plan:

- **George IV (Western Area) Interventions consisting of:**
 - Lawnmarket and Johnston Terrace;
 - Victoria Street; and
 - Candlemaker Row
- **High Street East (Eastern Area) Interventions, consisting of:**
 - Cowgate;
 - Blair Street;
 - High Street;
 - Cockburn Street;
 - South Bridge; and
 - Pleasance

Figure 1.2 Study Area Sections West

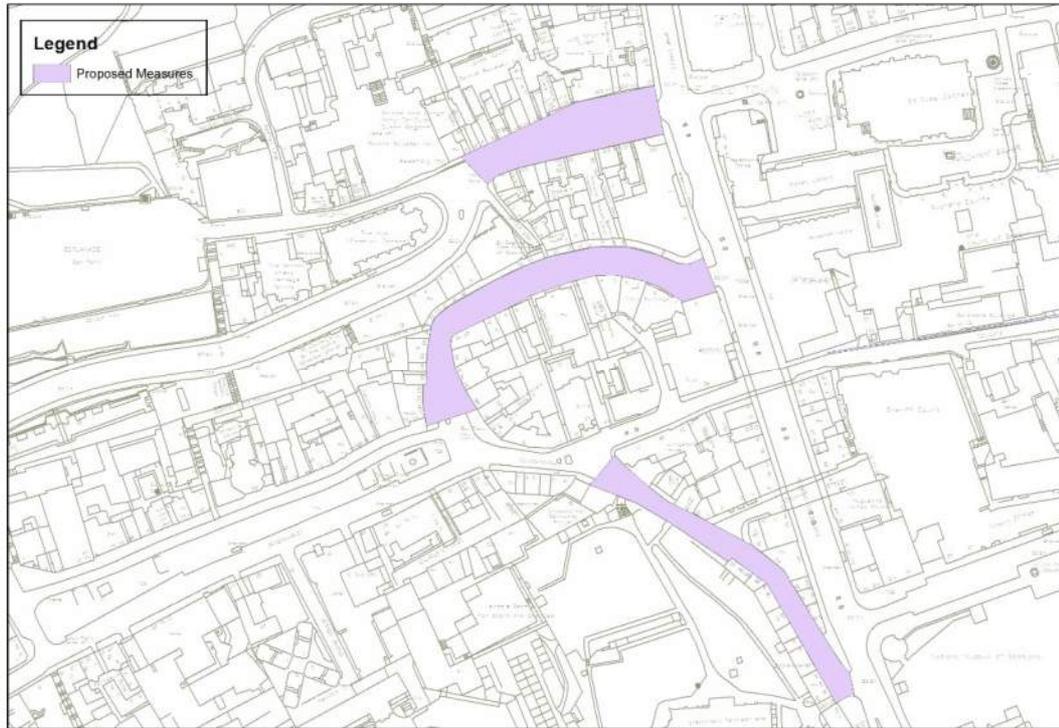
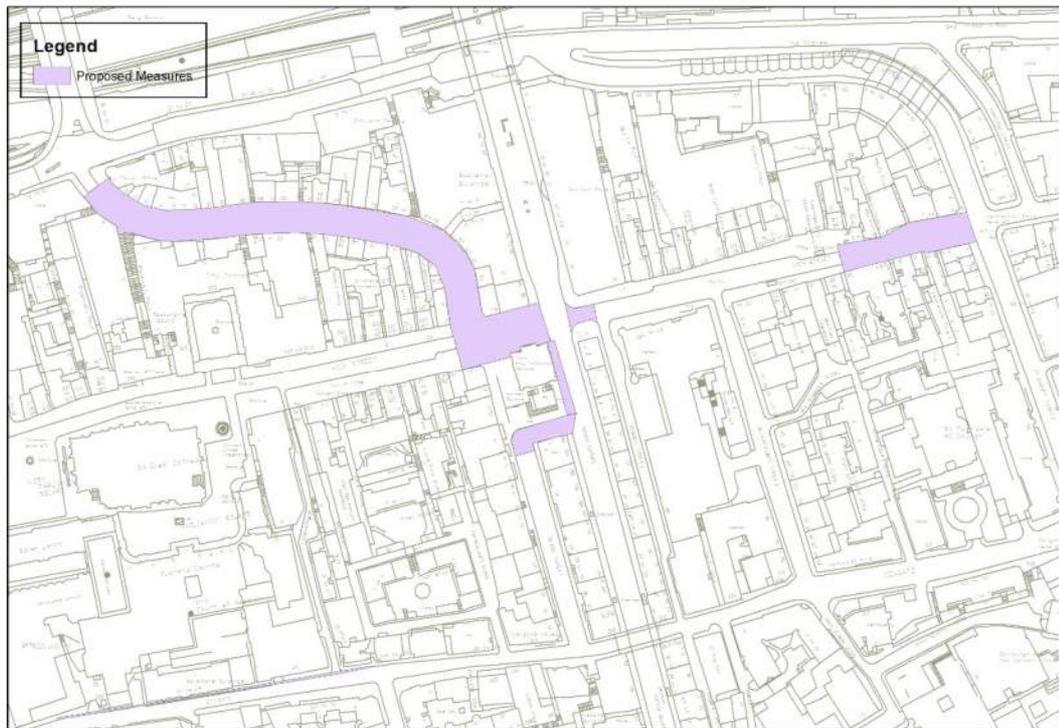


Figure 1.3 Study Area Sections East





1.4 Consultation and Engagement

WYG have worked collaboratively with the CEC professional officers across relevant service areas (e.g. Public Safety, Roads, Events, Public Transport and Transport Planning) completed a careful review of the functions, level and types of observed activity and physical attributes of specific locations within the study area to refine the locations and the options appraisal.

It is envisaged that a package of interventions at the identified locations will involve varying degrees of operational change. Whilst the intention is to deliver overall benefits to pedestrian movement in the Old Town without impacting on public transport and wider network operation the proposed changes will have some impact on the way the city moves. Therefore engagement has already been undertaken with Police Scotland, Scottish Fire & Rescue Service, Scottish Ambulance Service, as well as with Lothian Buses and the Taxi Working Group.

Further engagement will be required as part of the next stages of study development and preparation of the TTRO.

1.5 Consideration of Interventions

The options considered within this appraisal are 'wide ranging' and consist of temporary measures designed to physically restrict some forms of movements and vehicle types whilst, actively promotion of desire lines and travel movements which are considered to be more conducive to promotion safety through minimising or eliminating potential conflict. A number of measures have been considered including:

- Road closures, part time or permanent;
- Managed vehicular access for disabled users;
- Introducing banned turns;
- Altering streets to become bus only;
- Increasing footway widths / reducing carriageway widths;
- Removal of street furniture;
- Parking suspensions, limiting loading times;
- Altering traffic signal timings to increase pedestrian phases;



- Relocating bus stops and taxi ranks; and
- Introduction of Counter Terrorism measures.

1.6 Development of Options

The following section of this report provides a summary of the issues and opportunities identified for each road within each of the two study areas. Details of the proposed intervention are also provided.

2.0 George IV (Western Area) Interventions

Lawnmarket

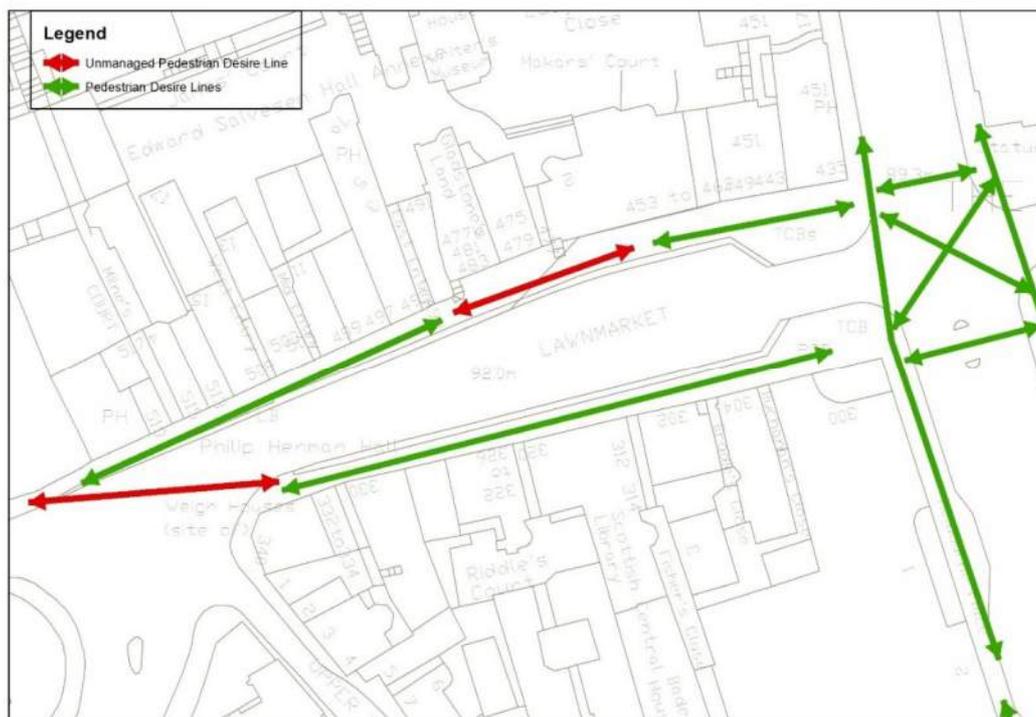
Existing Summertime Operational Issues

- Pavement clutter associated with retail premises reducing available footway widths particularly along the northern footway.
- Observed unmanaged pedestrian desire line from the Lawnmarket to Castlehill across the carriageway with increased potential for pedestrian vehicle/conflict.
- High volume of pedestrians dwelling and crossing in the vicinity of the Lawnmarket / George IV Bridge junction resulting in potential for pedestrian vehicle/conflict.



Observed Pedestrian Activity March 2019

Pedestrian Desire Lines





<p><u>Proposed Operational Measures</u></p> <ul style="list-style-type: none"> • Introduce one-way vehicle operation east-bound between Castlehill and George IV Bridge • Restrict vehicle access east-bound into Lawnmarket except for servicing and loading 06:30am-10:30am. • Explore opportunities for amending signal timings during the period when both High Street and Lawnmarket are closed. • Monitoring of tour bus turning movements at the Lawnmarket roundabout with additional stewarding to aid pedestrian safety.
<p><u>Considerations - Mobility and Safety</u></p> <ul style="list-style-type: none"> • Closure to vehicles during times of highest pedestrian demand reducing likelihood of pedestrian conflict particularly at the west end of Lawnmarket. • Reduced access and parking for blue-badge drivers although alternative parking locations are available nearby (Johnston Terrace). • Limited improvement for mobility impaired pedestrians due to level difference between footway and carriageway on Lawnmarket. • Poor maintenance condition of carriageway sets increases trip hazard for pedestrian during periods when closed to vehicles.
<p><u>Considerations - Parking and Loading</u></p> <p><u>Existing Facilities</u></p> <ul style="list-style-type: none"> • Taxi Rank with 4 vehicle capacity. • Eastbound and westbound bus stops utilised by tour bus operators. • No dedicated parking facilities although blue badge holders can utilise kerbside as there are no loading restrictions. • No dedicated loading facilities although kerbside loading allowed. <p><u>Potential Implications</u></p> <ul style="list-style-type: none"> • Potential impact on tour bus and taxi routing. • Loss of loading provision outwith proposed hours of restriction. • No general traffic access currently allowed eastbound on Johnstone Terrace restricting parking and loading access. • Existing parking at mini-roundabout currently restricts ability for large vehicles to undertake U-turn manoeuvre.
<p><u>Proposed Supplementary Mitigation Measures</u></p> <ul style="list-style-type: none"> • Increased length of taxi rank to be incorporated on George IV Bridge. • Existing bus stop marking on Johnstone Terrace to be refreshed. Kerbside bin relocated. • Temporary loading bay to be introduced at eastern end of Johnstone Terrace. • Existing bus gate at western end of Johnstone Terrace to be temporarily rescinded. • Introduce waiting loading restrictions in the vicinity of roundabout. • Temporary tar patching to be provided prior to implementation.

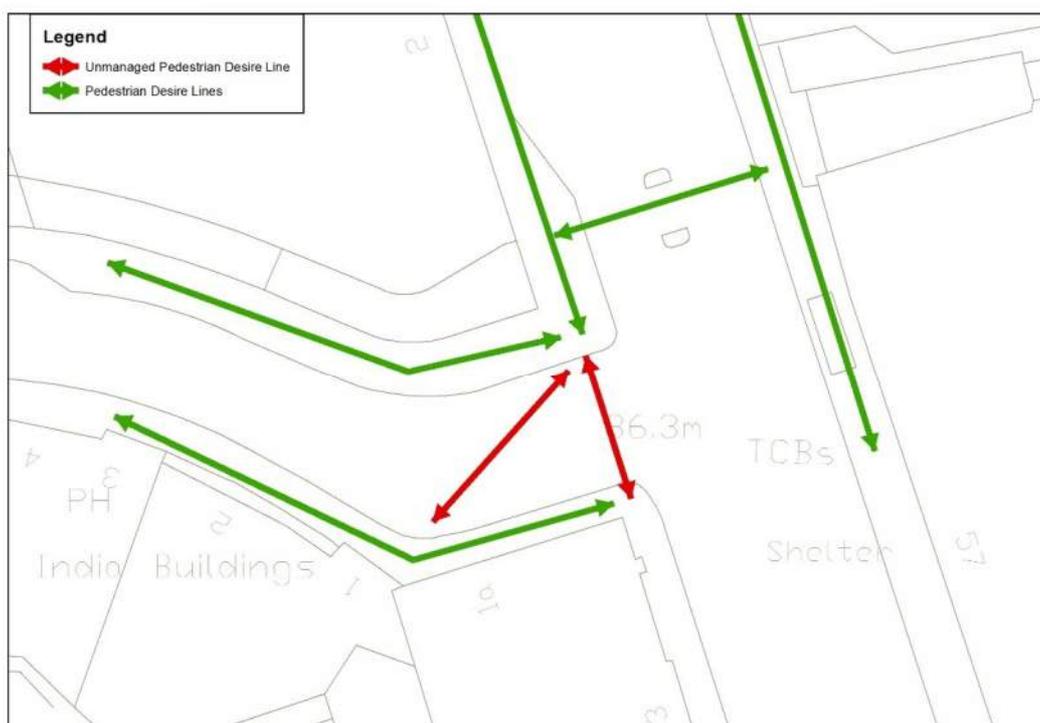
Victoria Street

Existing Summertime Operational Issues

- Pavement clutter combined with dwelling pedestrians reduces the usable footway widths particularly along the northern footway.
- Observed unmanaged pedestrian desire line on George IV Bridge across the uncontrolled pedestrian crossing at Victoria Street increasing the potential for pedestrian vehicle/conflict.
- Observed unmanaged diagonal pedestrian desire line southbound between George IV Bridge and the Underbelly venue on Victoria Street resulting increasing potential for pedestrian vehicle/conflict.
- Queuing left turning traffic blocks pedestrian view of approaching vehicles within right turn lane increasing potential for pedestrian vehicle/conflict.



Pedestrian Desire Lines





<p><u>Proposed Measures Overview</u></p> <ul style="list-style-type: none"> • Part-time closure restricting vehicle access into Victoria Street between 10:30am – 6:30pm. Closure to be implemented north of the Grassmarket junction. • Parking to be suspended on the northern kerbline of Victoria Street (6 x pay & display + 13 x permit holder).
<p><u>Considerations - Mobility and Safety</u></p> <ul style="list-style-type: none"> • Closure to vehicles during times of highest pedestrian demand reducing likelihood of pedestrian conflict particularly at the junction with George IV Bridge. • Access maintained to parking on Victoria Street outwith times of proposed closure.
<p><u>Considerations - Parking and Loading</u></p> <p><u>Existing Facilities</u></p> <ul style="list-style-type: none"> • 2 x Disabled Bays located in close proximity to junction where access will be restricted • 6 x pay & display bays • 13 permit holder bays <p><u>Potential Implications</u></p> <ul style="list-style-type: none"> • Loss of dedicated blue badge parking provision. • Servicing access maintained outwith closure period.

Candlemaker Row

Existing Summertime Operational Issues

- Observed unmanaged pedestrian desire line on George IV Bridge across the uncontrolled pedestrian crossing at Candlemaker Row increases potential for pedestrian vehicle/conflict. The high level of bus movements at this location (10 buses per hour in each direction) exacerbates collision risk.
- Grey Friars Bobby statue is a key trip attractor for tour groups which dwell in the area restricting passage for pedestrians.



Pedestrian Desire Lines



Proposed Measures Overview

- Closure to all vehicles except buses and cycles at the junction with George IV Bridge.
- Relocation of the existing northbound bus gate to south of Merchant Street.
- Agreement with Lothian Bus to divert tour buses from Candlemaker Row.



<p><u>Considerations - Mobility and Safety</u></p> <ul style="list-style-type: none"> • Reducing vehicle access during times of greatest pedestrian demand reduces the potential for pedestrian/vehicle conflict. • Access is maintained for southbound traffic through the relocation of the existing bus gate to enable access to existing resident permit holder bays on Merchant Street. • Continued access for Lothian Bus Service 2 along the Grassmarket and Candlemaker Row noting this is the only public transport route serving the Grassmarket and West Port. • 8 buses per hour (4 northbound + 4 southbound) will continue to pass through the junction increasing the potential for pedestrian/vehicle conflict. • The limited physical options for enforcing the restriction may impact on the ability to reduce vehicle numbers
<p><u>Considerations - Parking and Loading</u></p> <p><u>Existing Facilities</u></p> <ul style="list-style-type: none"> • No dedicated parking facilities although blue badge holders can utilise kerbside parking as there are no loading restrictions. • No dedicated loading facilities although kerbside loading allowed. <p><u>Potential Implications</u></p> <ul style="list-style-type: none"> • Potential impact on tour bus and taxi routing. • Loss of loading provision within the closed section.
<p><u>Proposed Supplementary Mitigation Measures</u></p> <ul style="list-style-type: none"> • Monitoring of the use of the street by bus traffic will be required throughout the closure period.

3.0 High Street East Area Interventions

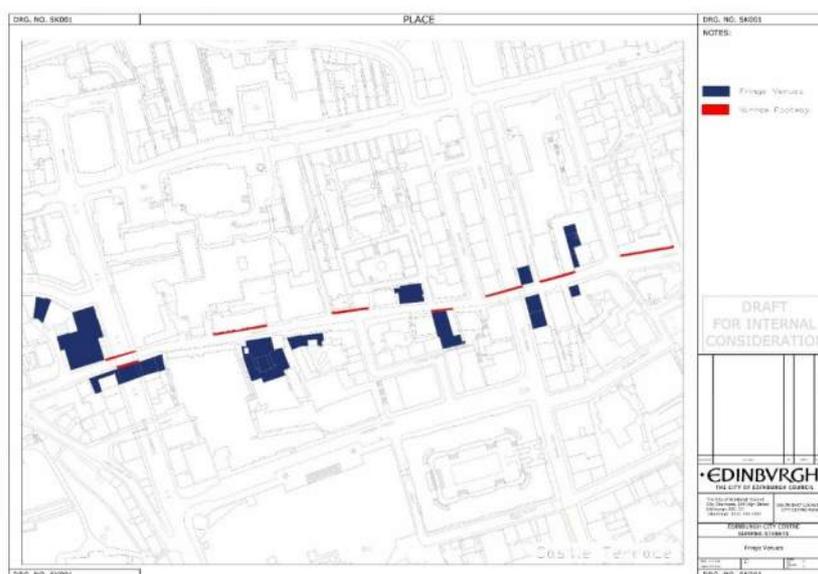
Cowgate

Existing Summertime Operational Issues

- High concentration of temporary Fringe Venues and temporary licenced venues and licence extensions along the Cowgate combined with narrow footways and high traffic volumes resulting in potential pedestrian/vehicle conflict.
- Due to the width of the carriageway, service vehicles are currently observed to park on the footway reducing footway width increasing potential for pedestrian/vehicle conflict.



Location of Fringe Venues along the Cowgate



Proposed Measures Overview

- Introduction of loading and waiting restrictions along the northern footway in order to deter pavement loading in locations where the footway width is narrowest.
- Increased operations hours associated with existing high-time restrictions (7pm-5am)



<p><u>Considerations - Mobility and Safety</u></p> <ul style="list-style-type: none">• The proposed measures will not address, the narrow footways and high traffic volumes resulting in the continued potential for pedestrian/vehicle conflict during the peak daytime period
<p><u>Considerations - Parking and Loading</u></p> <p><u>Existing Facilities</u></p> <ul style="list-style-type: none">• No dedicated parking facilities although disabled drivers can utilise kerbside as there are no loading restrictions.• No dedicated loading facilities although kerbside loading allowed. <p><u>Potential Implications</u></p> <ul style="list-style-type: none">• Implementation of waiting and loading restrictions to prevent pavement loading may not be successful without additional enforcement.

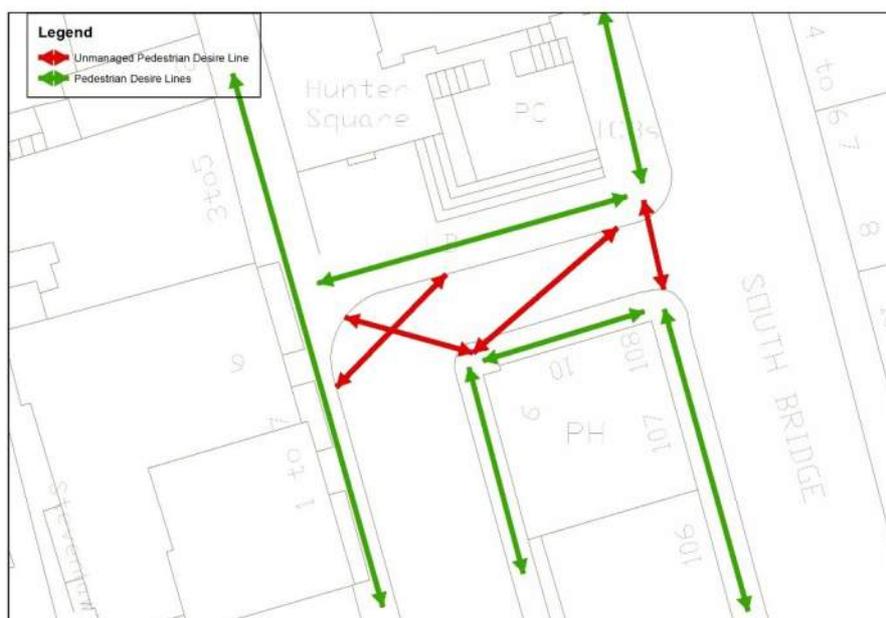
Blair Street

Existing Summertime Operational Issues

- Use of Hunter Square by street performers encourages pedestrians to use the northern edge of the Blair Street carriageway increasing the potential for pedestrian / vehicle conflict.
- Observed unmanaged pedestrian desire line on South Bridge across the uncontrolled pedestrian crossing at Blair Street resulting in potential pedestrian vehicle/conflict.
- Observed unmanaged diagonal pedestrian desire lines from Blair Street to Hunter Square and South Bridge due to the location of a number of Fringe venues located on either side of Blair Street resulting in potential pedestrian vehicle/conflict.



Pedestrian Desire Lines





Proposed Measures Overview (see attached plan)

- Full-time road closure to all vehicles of Blair Street at the junction of South Bridge and at the northern edge of Blair Street adjacent to the Tron pub.
- Vehicle access to the southern section of Blair Street maintained with Blair Street supporting bi-directional traffic flow from its junction with Cowgate.

Considerations - Mobility and Safety

- Closure of the section of Blair Street subject to highest pedestrian demand will reduce the potential for pedestrian/vehicle conflict.
- Access maintained to the southern section of Blair Street for general traffic to enable access to existing resident permit holder bays and kerbside parking opportunities for blue badge holders.
- Closure of the northern section of Blair Street will require service vehicles to reverse up to 100m along Blair Street with increased potential for pedestrian/vehicle conflict.

Considerations - Parking and Loading

Existing Facilities

- Section proposed for closure has no dedicated parking facilities although blue badge holders can utilise kerbside as there are no loading restrictions.
- Section proposed for closure has no dedicated loading facilities although kerbside loading allowed.

Potential Implications

- Servicing access maintained although large vehicles will need to reverse.
- Access to parking currently maintained although a number of spaces (1 x motorcycle + 1 x permit holder to allow the provision of a vehicle turning area.

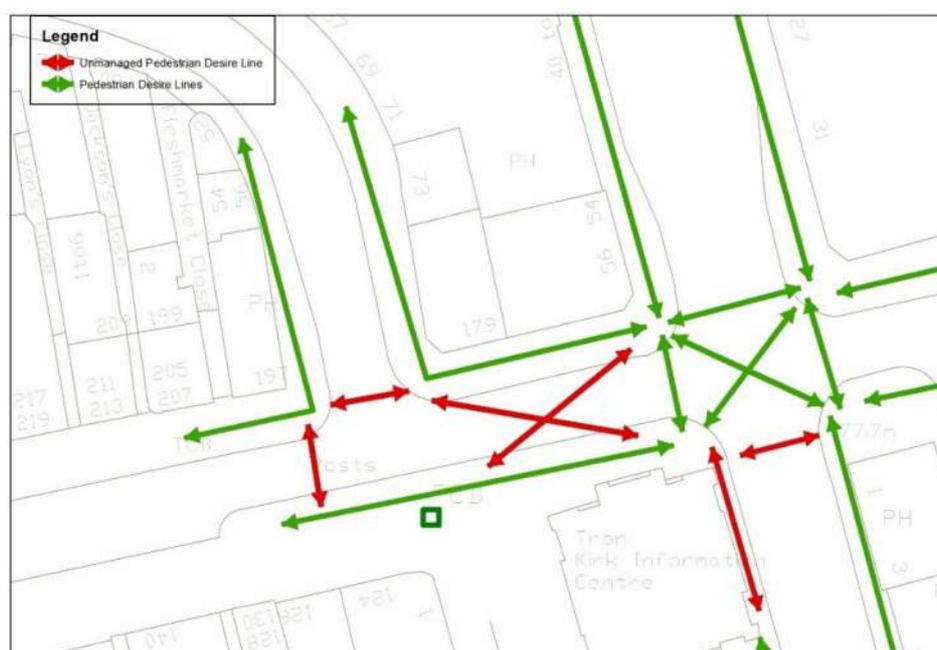
High Street / Cockburn Street

Existing Summertime Operational Issues

- Volume of pedestrian activity at the eastern end of the Fringe High Street event area results in observed unmanaged pedestrian desire lines across the carriageway. The lack of kerb upstand results in potential pedestrian / vehicle conflict.
- Observed unmanaged pedestrian desire line on the western footway of South Bridge in the vicinity of the controlled crossing with High Street due to insufficient footway width resulting in potential pedestrian / vehicle conflict.
- Positioning of existing counter terrorism barrier restricts pedestrian access to the western section of the High Street funnelling pedestrians away from desire lines and onto the carriageway resulting in potential pedestrian / vehicle conflict.



Pedestrian Desire Lines





<p><u>Proposed Measures Overview (see attached plan)</u></p> <ul style="list-style-type: none"> • Part-time closure of High Street and Cockburn Street 10:30am-6:30pm to all vehicle traffic. • Traffic lane reduction on South Bridge between High Street and Blair Street to increase footway Capacity. • Access maintained for disabled parking access to the northern section of Cockburn Street. Vehicles to be walked through the closure area. • Parking to be suspended on the full length of Cockburn Street (2x disabled + 18 x pay & display + 11 x permit holder and 8 city car club).
<p><u>Considerations - Mobility and Safety</u></p> <ul style="list-style-type: none"> • Closure to vehicles during times of greatest pedestrian demand reduces the potential for pedestrian / vehicle conflict. • Increased pedestrian space along the western South Bridge footway will benefit all users • Options to allow access for disabled parking to be maintained during closure to be further explored through monitoring of Open Streets access proposals.
<p><u>Considerations - Parking and Loading</u></p> <p><u>Existing Facilities</u></p> <ul style="list-style-type: none"> • 2 x Disabled Bays located in close proximity to junction with High Street. • 18 x pay & display + 11 x permit holder and 8 city car club parking bays on Cockburn Street. <p><u>Potential Implications</u></p> <ul style="list-style-type: none"> • Servicing access maintained outwith closure period. • Loss of dedicated disabled parking provision.
<p><u>Proposed Supplementary Mitigation Measures</u></p> <ul style="list-style-type: none"> • Temporary dedicated disabled parking to be provided along the western kerbside of North Bridge to compensate for the loss of dedicated bays on Cockburn Street.



<p><u>Proposed Measures Overview (see attached plan)</u></p> <ul style="list-style-type: none"> • Closure of High Street between North Bridge and Niddry Street. • Closure of High Street between South Grays Close and St Marys Street. • Parking to be suspended on High Street (8x pay and display bays). • Parking to be suspended on southern section of Niddry Street (6x pay and display bays).
<p><u>Considerations - Mobility and Safety</u></p> <ul style="list-style-type: none"> • Reduced volume of vehicle traffic will assist in reducing the potential for pedestrian/vehicle conflict. • Access maintained for general traffic to enable access to existing parking bays and taxi rank. • Likely diversion route for Number 35 will remove bus services from the Cannongate impacting on vulnerable users.
<p><u>Considerations - Parking and Loading</u></p> <p><u>Existing Facilities</u></p> <ul style="list-style-type: none"> • 8 pay and display parking bays. • 40m long taxi rank (key taxi rank within the Old Town). • No dedicated loading facilities although kerbside loading allowed. <p><u>Potential Implications</u></p> <ul style="list-style-type: none"> • Access for loading maintained within the open section of High Street between Niddry Street and South Grays Close.
<p><u>Proposed Supplementary Mitigation Measures</u></p> <ul style="list-style-type: none"> • Introduction of replacement public transport provision either through dial-a-bus or taxis to serve vulnerable users within the Cannongate area.

South Bridge

Existing Summertime Operational Issues

- Street furniture (bins, sign poles, bus shelters) combined with pedestrians waiting for bus services reduces available footway width with potential pedestrian / vehicle conflict.



Pedestrian Desire Lines





Proposed Measures Overview (see attached plan)

- Temporary removal of the Northbound bus shelters within western footway.
- Temporary Removal of CEC waste bins on section between Blair Street and Chambers Street.
- Review of existing street furniture, poles etc.

Considerations - Mobility and Safety

- Increased usable footway width will assist in reducing the potential for pedestrian/vehicle conflict.
- Reduced amenity for public transport users during adverse weather conditions although existing 2 bay northbound shelters offer limited rain protection.

Considerations - Parking and Loading

Existing Facilities

- 4 bus stops.
- Dedicated loading facilities (2 loading bays southbound + 1 northbound).

Potential Implications

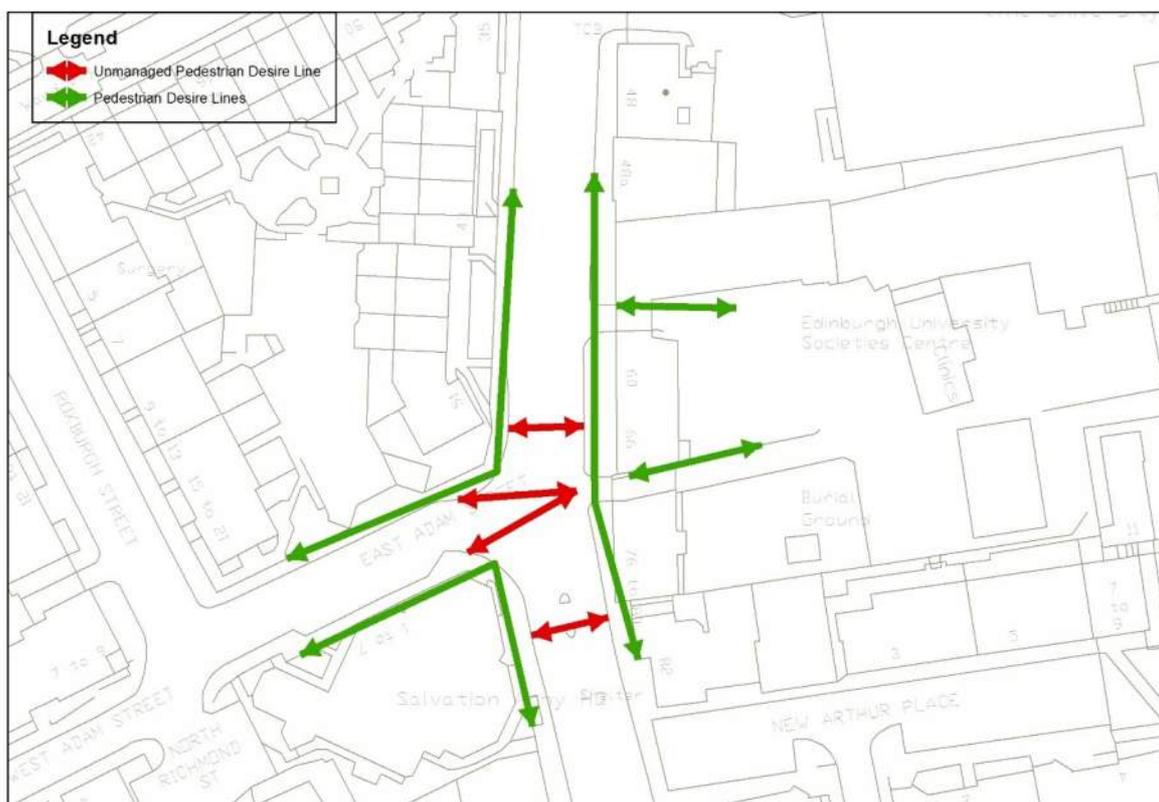
- Parking and loading unaffected

Pleasance

Existing Summertime Operational Issues

- Wide carriageway (approximate 11.5m) with observed unmanaged pedestrian desire line on the Pleasance across the uncontrolled pedestrian crossings both north and south of the main pedestrian access to the Pleasance fringe venue with the potential for pedestrian/vehicle conflict.
- Existing uncontrolled pedestrian crossings do not serve observed pedestrian desire lines between the venue entrance and East Adam Street with the potential for pedestrian/vehicle conflict.
- Other proposed Summertime Operational measures could result in increased traffic volumes through this location with potential for pedestrian/vehicle conflict.

Pedestrian Desire Lines



Proposed Measures Overview (see attached plan)

- Reduction of the carriageway width in the vicinity of the northern uncontrolled crossing.
- Introduction of a temporary signalised crossing facility at the northern crossing.
- Introduction of barriers at the venue access in order to encourage use of the existing crossings and discourage use of the diagonal desire line.



Considerations - Mobility and Safety

- Reduced crossing width will assist in reducing the potential for pedestrian/vehicle conflict.
- Restricting the observed diagonal desire line is not ideal from a pedestrian movement perspective.

Considerations - Parking and Loading

Existing Facilities

- Temporary taxi rank located to the north of the existing northern crossing.

Potential Implications

- Parking and loading unaffected

3.1 Outline Cost Estimate (to be finalised)

- Barriers,
- Stewards,
- Signage
- Advertising
- Maps and publications
- Taxi,
- Dial a bus costs

3.2 Next Steps

Following detailed planning and assessment, the identified options will be presented as a package, as the proposed summertime operations plan, for promotion as a TTRO.



Appendix A – Candlemaker Row Options



Candlemaker Row

Existing Summertime Operational Issues

- Observed unmanaged pedestrian desire line on George IV Bridge across the uncontrolled pedestrian crossing at Candlemaker Row increases potential for pedestrian vehicle/conflict. The high level of bus movements at this location (10 buses per hour in each direction) exacerbates collision risk.
- Grey Friars Bobby statue is a key trip attractor for tour groups which dwell in the area restricting passage for pedestrians.

Proposed Options

	Option	Rationale	Benefits	Disbenefits	Anticipated Effectiveness in improving Pedestrian Safety	Recommendation
1	<ul style="list-style-type: none"> • Introduction of a full day/part day closure at the Candlemaker Row / George IV Bridge Junction • Removal of existing bus gate at northern end of Candlemaker Row to enable access to parking and servicing on Merchant Street 	Closure to vehicles at key constraint location during times of highest pedestrian demand with the aim of removing potential pedestrian / vehicle conflict at the Candlemaker Row / George IV Junction.	<ul style="list-style-type: none"> • Existing unmanaged pedestrian desire line managed through the removal of vehicle traffic • Improvement in pedestrian safety across the junction • Access maintained to Merchant Street for general traffic • Consideration of temporary taxi provision for vulnerable users in substitute for public transport although this will have cost implications 	<ul style="list-style-type: none"> • Diversion of Lothian Bus Service 2 which is the sole public transport service likely to impact any vulnerable users within Grassmarket and West Port with associated equalities impact • Lothian Bus confirm Service 2 likely to be diverted via Lauriston Place • Commercial implication for Lothian Bus regarding tour bus diversions • Potential servicing constraint for premises at the southern end of Candlemaker Row which will result in vehicle reversing on Candlemaker row south of Merchant Street 	<ul style="list-style-type: none"> • Effective management of safe pedestrian movement across the junction 	Effective management of safety issues at the expense of public transport.
2	<ul style="list-style-type: none"> • Removal of southbound traffic 	Removal of southbound buses (10 per hour) will assist in reducing likelihood of pedestrian / vehicle conflict at the	<ul style="list-style-type: none"> • Servicing and loading access maintained • Partial public transport access to Grassmarket (Service 2) maintained 	<ul style="list-style-type: none"> • Existing pedestrian crossing would remain uncontrolled • Northbound bus drivers find visibility and manoeuvring of the junction challenging 	<ul style="list-style-type: none"> • Partial management of safe pedestrian movement across the junction 	Partial management of safety issues with reduced impact on public transport users.

City of Edinburgh Summer Streets Options Appraisal



		Candlemaker Row / George IV Junction.	<ul style="list-style-type: none"> Reduced equalities impact associated with bus route diversion compared to Option 1. 			
3	<ul style="list-style-type: none"> Removal of northbound traffic Relocation of existing bus gate at northern end of Candlemaker Row to enable access to parking and servicing on Merchant Street 	Removal of northbound buses (10 per hour) will assist in reducing likelihood of pedestrian conflict for pedestrian / vehicle conflict at the Candlemaker Row / George IV Junction.	<ul style="list-style-type: none"> Servicing and loading access maintained Partial public transport access to Grassmarket (Service 2) maintained Reduced equalities impact associated with bus route diversion compared to Option 1. This option would allow the use of Lady Lawson Street for westbound buses potentially reducing impact of any diversion 	<ul style="list-style-type: none"> Existing pedestrian crossing would remain uncontrolled 	<ul style="list-style-type: none"> Partial management of safe pedestrian movement across the junction 	Potential alternative to Option 2 which may aid bus diversions.
4	<ul style="list-style-type: none"> Closure of Candlemaker Road at the Junction with George IV Bridge to all vehicles except buses Relocation of existing bus gate at northern end of Candlemaker Row to enable access to parking and servicing on Merchant Street Arrangement with Lothian Bus to divert tour buses away from Candlemaker Row 	Removal of northbound buses (6 per hour in either direction) will assist in reducing likelihood of pedestrian conflict for pedestrian / vehicle conflict at the Candlemaker Row / George IV Junction.	<ul style="list-style-type: none"> Public transport services (Service 2) maintained 	<ul style="list-style-type: none"> Existing pedestrian crossing would remain uncontrolled and without a physical closure the restriction is unlikely to be self-enforcing. 	<ul style="list-style-type: none"> Partial management of safe pedestrian movement across the junction 	Recommendation to implement and monitor impacts during summer 2019.



Appendix B – Cowgate Options



Cowgate

Existing Summertime Operational Issues

- High concentration of temporary Fringe Venues and temporary licenced venues and licence extensions along the Cowgate combined with narrow footways and high traffic volumes resulting in potential pedestrian/vehicle conflict.
- Due to the width of the carriageway, service vehicles are currently observed to park on the footway reducing footway width increasing potential for pedestrian/vehicle conflict.

Proposed Options

	Option	Rationale	Benefits	Disbenefits	Anticipated Effectiveness
1	Do Nothing	Impact of other proposed Summertime Operational Measures will increase congestion on other routes limiting east-west routing options for vehicles including emergency vehicles	<ul style="list-style-type: none"> • Limiting network impact of wider Summertime Operational Measures • No objection from emergency services 	<ul style="list-style-type: none"> • Impact of wider Summertime Operational Measures likely to increase westbound traffic flow on the Cowgate 	<ul style="list-style-type: none"> • Increased potential for pedestrian / vehicle conflict within an area of high pedestrian demand combined with narrow footways
2	Implement traffic light controlled shuttle working system at the location of the highest concentration of Fringe Venues to the western extent of the street	<p>Carriageway width restriction through the provision of barriers at the location of the highest concentration of Fringe Venues to the western extent of the street. This will maintain wider footway widths and formal crossing opportunities.</p> <p>Potential reduced impact of increased westbound traffic flows.</p>	<ul style="list-style-type: none"> • Bi-directional general traffic access maintained along the full length of the street 	<ul style="list-style-type: none"> • Potential for congestion with associated impact on emergency vehicle access • Potential air quality issues through stationary vehicles • Impact on servicing and deliveries 	<ul style="list-style-type: none"> • Reduced potential for pedestrian / vehicle conflict within an area of high pedestrian demand combined with narrow footways
3	<ul style="list-style-type: none"> • Introduce temporary pedestrian crossings at up to 3 locations along the Cowgate in to facilitate improved pedestrian movement. • Introduce Mass barriers along the kerb edge at locations where delivery vehicles are observed to frequently park on the pavement. This would reduce the carriageway to a minimum of 5.5m 	<p>Increased number of formal crossing opportunities at the location of the highest concentration of Fringe Venues to the western extent of the street.</p> <p>Carriageway width restriction through the provision of barriers in order to prevent footway servicing</p>	<ul style="list-style-type: none"> • Bi-directional general traffic access maintained along the full length of the street for essential users 	<ul style="list-style-type: none"> • Potential air quality issues through stationary vehicles • Impact on servicing and deliveries 	<ul style="list-style-type: none"> • Reduced potential for pedestrian / vehicle conflict within an area of high pedestrian demand combined with narrow footways



4	<ul style="list-style-type: none"> • One-way vehicle operation east-bound between Cowgatehead and Fishmarket Close. • Alteration to route signage / hierarchy to discourage general traffic from travelling westbound along the Cowgate from its junction with Holyrood Road. • Carriageway width restriction through the provision of barriers at the location of the highest concentration of Fringe Venues to the western extent of the street. This will maintain wider footway widths and formal crossing opportunities. 	<p>Reduced volume of vehicle traffic will assist in reducing the potential for pedestrian/vehicle conflict.</p>	<ul style="list-style-type: none"> • Removal of westbound traffic flow will facilitate vehicles loading without parking on the 	<ul style="list-style-type: none"> • Access for emergency services will need to be carefully considered and a management proposal developed. 	<ul style="list-style-type: none"> • Reduced potential for pedestrian / vehicle conflict within an area of high pedestrian demand combined with narrow footways
---	--	---	---	---	--



Appendix C – Highstreet East Options



High Street East

Existing Summertime Operational Issues

- Observed unmanaged pedestrian desire line on High Street due to narrow footways adjacent to John Knox House.

Proposed Options

	Option	Rationale	Benefits	Disbenefits	Anticipated Effectiveness in improving Pedestrian Safety	Recommendation
1	<ul style="list-style-type: none"> Introduction of a westbound bus gate on High Street west of junction with Cannongate. Ban on left turning vehicles except for cycles and taxis from North Bridge in High Street in combination with the existing right turn ban from South Bridge. 	Reduction in the volume of general traffic accessing the eastern section of High Street.	<ul style="list-style-type: none"> Continued access for public transport including Lothian Bus service 35 which is the sole 7-day public transport service for vulnerable users around Holyrood (Croft-An-Righ + Scottish Veterans Housing Association) Servicing and loading unaffected 	<ul style="list-style-type: none"> 20 buses per hour (10 northbound + 10 southbound) will continue to utilise the street with the continued potential for pedestrian/vehicle conflict. 	<ul style="list-style-type: none"> Partial management of safe pedestrian movement at John Knox House through reduction in traffic flows 	
2	<ul style="list-style-type: none"> Introduction of a full day closure at the High Street / North Bridge Junction Introduction of a full day closure east of Blackfriars Street and the junction with Canongate Parking bays along northern carriageway edge suspended 	Closure to vehicles at key constraint location during times of highest pedestrian demand with the aim of removing potential pedestrian / vehicle conflict at the John Knox House.	<ul style="list-style-type: none"> Servicing and loading access maintained through the use of Blackfriars Street and Niddry Street Access to key Old Town taxi rank maintained through the use of Blackfriars Street and Niddry Street 	<ul style="list-style-type: none"> Diversion of Lothian Bus service 35 likely to impact vulnerable users around Holyrood (Croft-An-Righ + Scottish Veterans Housing Association) with associated equalities impact Lothian Bus confirm Service 2 likely to be diverted via Regent Road Potential for pedestrian / vehicle conflict on the section between Blackfriars Street and Niddry Street which remains open to traffic Servicing access utilising Niddrie Street may not be suitable without further parking and loading restrictions 	<ul style="list-style-type: none"> Effective management of safe pedestrian movement adjacent to John Know House 	Recommendation to implement subject to a solution being developed to mitigate the likely removal of public transport on the Canongate.



Appendix D – Victoria Street Options



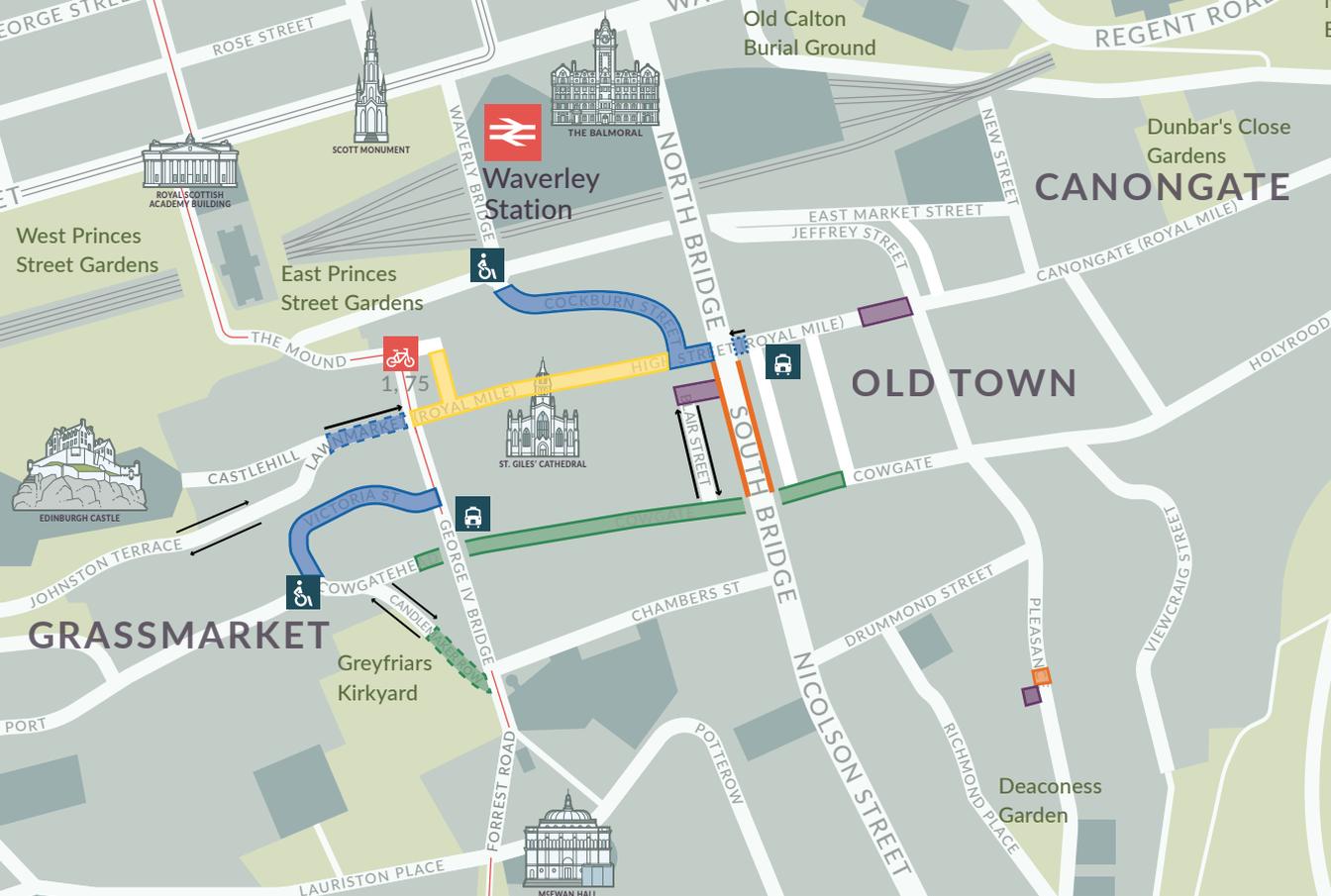
Victoria Street

Existing Summertime Operational Issues

- Pavement clutter combined with dwelling pedestrians reduces the usable footway widths particularly along the northern footway.
- Observed unmanaged pedestrian desire line on George IV Bridge across the uncontrolled pedestrian crossing at Victoria Street increasing the potential for pedestrian vehicle/conflict.
- Observed unmanaged diagonal pedestrian desire line southbound between George IV Bridge and the Underbelly venue on Victoria Street resulting increasing potential for pedestrian vehicle/conflict.
- Queuing left turning traffic blocks pedestrian view of approaching vehicles within right turn lane increasing potential for pedestrian vehicle/conflict.

Proposed Options

	Option	Rationale	Benefits	Disbenefits	Anticipated Effectiveness in improving Pedestrian Safety	Recommendation
1	<ul style="list-style-type: none"> • Introduction of bus gate to facilitate removal of buses from Candlemaker Row 	Supports wider proposal to close Candlemaker Row at the Candlemaker Row / George IV Bridge Junction.	<ul style="list-style-type: none"> • Reduces wider impacts on public transport and tour buses 	<ul style="list-style-type: none"> • Increase in heavy vehicles on the street up to 16 per hour • Potential increase in pedestrian / vehicle conflict at the Victoria Street / George IV Bridge Junction. • No resolution to management of pedestrian congestion issues on northern footway • 	<ul style="list-style-type: none"> • Partial management of safe pedestrian movement across the junction through reduction in general traffic 	Limited benefit in resolving operational issues on Victoria Street.
2	<ul style="list-style-type: none"> • Part Time closure of the Victoria St access from Grassmarket (10:30am – 18:30pm) 	Closure to vehicles at key constraint location during times of highest pedestrian demand with the aim of removing potential pedestrian / vehicle conflict at the Victoria Street / George IV Bridge Junction.	<ul style="list-style-type: none"> • Existing unmanaged pedestrian desire line managed through the removal of vehicle traffic • Improvement in pedestrian safety across the junction • Effective management of pedestrian congestion issues on northern footway 	<ul style="list-style-type: none"> • Removal of permit holder parking 	<ul style="list-style-type: none"> • Effective management of safe pedestrian movement across the junction and on the northern footway 	Recommendation to implement.



Appendix 2 - Old Town: Summertime street changes 28 July - 1 September 2019

-  Vehicle Free Full Time
-  Vehicle Free Mon-Sun 10:30 - 18:30
-  Fringe Event Mon-Sun 10:30 - 21:00
-  Vehicle Free Mon-Sun 10:30 - 01:00
Outwith these times, one way **eastbound** vehicle access only
-  Vehicle Free Mon-Sun 10:30 - 18:30
Outwith these times, one way **westbound** vehicle access only
-  Restricted Vehicle Access 19:00 - 05:00
-  Restricted Access (no.2 bus only)
-  Other Measures
-  Blue Badge holder access point
-  Taxi Rank