

Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Spaces for People Update – November 2020

Executive/routine Wards Council Commitments	Executive 1, 3, 4, 5, 9, 10, 11, 13, 14, 17
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1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Note this update on the Spaces for People programme;
 - 1.1.2 Approve the specific scheme changes noted in paragraph 4.5;
 - 1.1.3 Approve the new schemes as outlined in paragraphs 4.7, 4.8 – 4.11 and Appendix 2 for:
 - 1.1.3.1 South Bridge – Town Centre Measures;
 - 1.1.3.2 Lanark Road, Longstone Road and Inglis Green Road;
 - 1.1.3.3 A1 and A90; and
 - 1.1.3.4 Greenbank to Meadows;
 - 1.1.4 Approve the recommendations included in Appendix 1;
 - 1.1.5 Note the schedule of proposed measures near schools (Appendix 3); and
 - 1.1.6 Note the high level and detailed reports on Commonplace (Appendix 4) and approve the recommended schemes arising from the suggestions made (paragraph 4.36 and Appendix 1).

Paul Lawrence

Executive Director of Place

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Spaces for People Update – November 2020

2. Executive Summary

- 2.1 Policy and Sustainability Committee approved creating safe spaces for walking and cycling in [May 2020](#) in response to the impact of COVID-19. This report provides an update on the schemes implemented by a Temporary Traffic Regulation Order (TTRO), under delegated authority with recommendations on continuation or changes (as appropriate).
- 2.2 This report also requests approval to progress with four new schemes and provides updates on the measures introduced for schools and on the feedback received through Commonplace.

3. Background

- 3.1 The Scottish Government's Spaces for People programme was introduced in May 2020 to protect Public Health, reduce the likelihood of danger to the public and provide safe options for essential journeys.
- 3.2 Spaces for People schemes are approved for implementation by the Council Incident Management Team (CIMT), followed by discussion between the Chief Executive, the Leader of the Council and the Depute Leader under the delegated scheme approved in response to COVID-19.
- 3.3 Where appropriate, the Road Traffic Regulation Act (RTRA) 1984 allows the Roads Authority to restrict or prohibit temporarily the use of a road, or any part of it, by vehicles or pedestrians, to such an extent as it considers necessary making use of TTROs for up to a period of 18 months and for up to six months for interventions on footways.
- 3.4 As Roads Authority, the Council has powers to introduce features on public roads. Not all projects or features require TTROs, however the Project List (Appendix 1) includes all proposals considered or implemented to date.
- 3.5 Since April 2020, the Spaces for People programme has implemented interventions under the following themes across the city:
 - 3.5.1 **City Centre** – measures to provide additional safe space for walking and provide access to shops on key routes, the provision of safe cycling

segregation to support alternative travel options in the city centre and maintaining reasonable access for residents and businesses to create safe public space and support economic recovery;

- 3.5.2 **Town Centres** – measures to provide safe space for people to walk and access local shops safely (considering the current default two metre distancing guidance), the provision of adequate servicing facilities for businesses to protect our Town Centres and support economic recovery;
- 3.5.3 **Space for Exercise** – early interventions in April and May 2020 to create safe spaces for people to access open and green spaces across the city with continued provision to encourage outdoor exercise with safe local access and connections;
- 3.5.4 **Traveling Safely** – the provision of safe segregated cycle infrastructure on key arterial routes (over 30km planned), supporting people to consider active travel options. The programme also includes the introduction of bus lane enhancements to protect and/or improve journey times;
- 3.5.5 **Measures near Schools** – introduction of various measures around schools across the whole city to create safer spaces for young people, parents and carers when dropping off and collect children, or accessing their school;
- 3.5.6 **Public Suggestions** – an allocation of funding (£0.250m) to consider and implement supplementary measures across the city suggested during the Commonplace consultation exercise.

- 3.6 Based on feedback through Commonplace, a further theme for **Removal of Street Clutter** is being developed.
- 3.7 Policy and Sustainability Committee requested updates on the programme every two months. The last project update was considered by Policy and Sustainability Committee on [20 August 2020](#).
- 3.8 Generally, the schemes to date have related to individual streets under the above themes. As reported to Committee on 1 October 2020, where schemes cover a broader geographical area or are more complex, these will now be presented to Committee for approval, rather than being approved by CIMT.
- 3.9 For interventions that relate to a single street or where the intervention is considered to be minor in nature (e.g. measures for schools, local Commonplace suggestions or minor improvements arising from project reviews), these would be considered through the existing delegated authority approval process.

4. **Main report**

Programme Update and Scheme Reviews

- 4.1 The scheme list in Appendix 1 sets out all projects currently included in the programme, noting the scope of the interventions and their current status.

- 4.2 An internal peer review process has been established to review the implemented schemes and to consider the success or otherwise of each scheme, before making recommendations on next steps.
- 4.3 These reviews consider project outcomes in relation to programme objectives, the findings from Stage 3 Road Safety Audits (where available), feedback received from residents and/or stakeholders, changes in current traffic patterns and feedback from key stakeholders (including the blue light services and Lothian Buses).
- 4.4 All of the implemented schemes have recently been reviewed and a recommendation on next steps has been provided. On the basis of the assessment undertaken there are 20 schemes which are recommended to continue as currently implemented (or with very slight amendments e.g. Waverley Bridge, Bruntsfield and Old Dalkeith Road).
- 4.5 In the case of a further six schemes more significant amendments have been noted by CIMT and are now presented to Committee for approval:
- 4.5.1 On Warriston Road it is proposed to remove the measures in place as it appears that there is decreased pressure on the North Edinburgh Path Network now and use of the road by people walking and cycling is modest. These measures have therefore been assessed as no longer being required.
- 4.5.2 On Victoria Street changes are proposed to create a revised pedestrian priority zone which allows limited servicing access during the day. This recommendation has been made following review of the existing measures and feedback from a Local Elected Member and traders that improvements to delivery and servicing access are required. The proposed measures include time restricted access from a gateway feature at the George IV Bridge junction. The 'no parking' restriction is proposed to continue, but limited loading will be permitted. (Further activities planned for Victoria Street are outlined in paragraphs 4.12 – 4.15.)
- 4.5.3 Following feedback from the Cramond and Barnton Community Council it is proposed to re-open the Cammo Estate lower car park, by relocating the road closure to the south of the access. In addition, during the period of the temporary closure local residents have reported inconsiderate parking in the area. To address this, additional temporary waiting restrictions have been laid at the Cammo Road junction to improve visibility.
- 4.5.4 During the review detailed consideration was given to local access and the principles of the closure of Silverknowes Road (North section). The original project principles are still valid (to provide safe access to areas of exercise) however, the reinstatement of the public transport route is seen as important to provide access to sustainable transport. While it is acknowledged that public transport use is restricted at this time, the reinstatement of the local bus service should give people safe travel options, in line with appropriate travel advice. The proposal is to reopen the road to public transport vehicles. Keeping the road closed to other traffic will allow the introduction of a wide segregated cycleway suitable for family groups and children.

4.5.5 Following a review of the scheme and feedback from Lothian Buses, it is proposed to remove the measures in place on Great Junction Street.

4.5.6 Following review of the scheme and representation from local Councillors, it is proposed to reinstate 10 parking spaces on Morningside Road.

4.6 In addition, Appendix 1 shows a number of schemes which are currently on hold, are under consideration, which are currently being developed or for which detailed design is still to be completed.

Schemes Recommended for Approval

4.7 There are four further temporary schemes which are more complex or cover a wider geographical area and are therefore presented to Committee for approval. Below is a summary of the proposals (with further details set out in the referenced appendices):

South Bridge – Town Centre Measures

4.7.1 To facilitate safe physical distancing, safer conditions for both pedestrians and cyclists, to improve the local town centre environment and to support economic recovery, it is proposed to introduce measures on and around South Bridge. These measures include a bus gate at the Chambers Street junction (northbound), footpath widening and segregated cycleways as shown in Appendix 2A. This scheme will also support the traffic management necessary for the repairs to North Bridge, enabling these to be completed more quickly and economically. It will also include a revised road layout for Chambers Street (loading areas) and introduce a temporary signalised junction at Chambers Street and George IV Bridge. This proposal also has a link into the infrastructure works on North Bridge as outlined in the Appendix;

Lanark Road, Longstone Road and Inglis Green Road

4.7.2 On these roads it is proposed to install cycle segregation and revised parking arrangements over the extent of the noted routes as set out in Appendix 2B to provide a safe, protected cycling route as an alternative to the canal towpath and Water of Leith shared use path on each of these roads;

A1 and A90

4.7.3 It is proposed to introduce cycle improvement temporary infrastructure on the A1 (Appendix 2C) and the A90 (Appendix 2D) These plans have been developed alongside proposals to improve bus priority as part of the Bus Priority Rapid Deployment Fund (BPRDF) to maximise the benefits and to minimise any potential adverse impacts for other road users. These plans link with existing infrastructure to enhance rather than replace them.

Greenbank to Meadows

- 4.8 As reported to Committee on 1 October, a scheme has been developed to improve connectivity between Greenbank and the Meadows by creating safer cycling routes along this route.
- 4.9 The principle of the recommended scheme is to maintain the existing Braid Road closure and introduce specific measures near the St Peter's and James Gillespie's schools to provide a coherent quiet connection from the Greenbank area through to the existing Meadows active travel network. This option does not require the installation of any further interventions in the Cluny/Midmar area to restrict intrusive traffic (shown in Appendix 2C).
- 4.10 The Spaces for People review of the measures on Braid Road recommends retaining its closure. This assessment has considered the scheme relationship with both Comiston Road and with the proposals for the Greenbank to Meadows Quiet Connection.
- 4.11 Recognising the feedback received, officers have considered the impact of reopening Braid Road in a south-bound direction to allow residents and visitors to the Cluny/Midmar area an alternative route to access the south of the city. However, this has identified that it would cause conflict between general traffic and users of the quiet route (on Hermitage Drive) and would undermine the attractiveness of the Greenbank to Meadows proposals and would require additional traffic calming measures to be introduced.
- 4.12 Full details, including designs for each of these schemes can be obtained from the Spaces for People team (spacesforpeople@edinburgh.gov.uk).
- 4.13 All of the measures proposed have been considered in respect of the legal powers associated with TTRO powers. An assessment of the measures and the associated legislation has concluded that these proposals have been developed to provide access to appropriate areas which enables safe active travel for all ages during the transition through and beyond COVID-19.

Upcoming Schemes

- 4.14 There are a number of schemes which are currently being developed which it is hoped will be ready for Committee approval on 28 January 2021, including:
- 4.14.1 Corstorphine South (Featherhall) where measures are proposed to close some local roads and to introduce waiting restrictions to reduce intrusive traffic and improve road safety in the Featherhall area; and
- 4.14.2 Leith where measures are also proposed, closing some local roads and introducing waiting restrictions to reduce intrusive traffic and improve road safety.

Other Activities

- 4.15 In addition to the schemes outlined above, there are a number of other activities which have been taking place which are focused on creating safe spaces for walking and cycling.

City Centre Interventions

Cockburn Street and Victoria Street

- 4.16 In recognition of the unique trading environment on Cockburn Street and Victoria Street, the introduction of new temporary street furniture is being explored. This would include planters/benches/parklets and creating space for additional tables and chairs trading areas for adjacent businesses where space allows.
- 4.17 It is acknowledged that current access arrangements on Cockburn Street are quite challenging for local residents and businesses. Currently, access is taken from the existing rising bollards on the High Street near the Council Chambers. Due to the recent failure of the automatic bollards it has been necessary to make use of a Steward at this location. Clearly, this situation has a financial implication and repairs to the bollard units will be progressed as soon as reasonably possible.
- 4.18 In addition to the current access arrangements on Cockburn Street (06:30-10:30am each day), the Parking Operations team are exploring options to allow residents with existing parking permits an opportunity to access the street for 30 minutes outwith the current High Street access periods. The purpose of this arrangement is to allow specific access for deliveries etc.
- 4.19 New or enhanced lighting will also be installed in Cockburn Street and Victoria Street for the festive period.

George Square and Appleton Tower Area

- 4.20 On behalf of Edinburgh University, public safety measures were introduced at the start of the University's autumn term around George Square and the Appleton Tower area. These measures were designed to facilitate outside queuing and were funded separately from the Spaces for People programme.
- 4.21 Following a request from Edinburgh University, some of these measures were removed in October 2020.

Measures to Improve Access to Schools

- 4.22 A broad range of interventions to create safer spaces around the city's schools have been installed or are planned.
- 4.23 These range from temporary road closures, to footpath widening, introduction of additional waiting restrictions and changes to access arrangements. Details and the status of these measures are set out in Appendix 3.
- 4.24 In summary, measures have been planned for over 130 primary schools across the city, with 74 expected to be complete by the time Committee meets. The remaining measures will be implemented as soon as possible.

Winter Maintenance

- 4.25 The Council's Road Operations team are responsible for co-ordinating the maintenance of the city's road network during winter weather. Treatment decisions will be taken in accordance with the Council's Winter Maintenance Plan, based on risk, forecast and actual weather conditions.

- 4.26 The Spaces for People team, with support from Road Operations, are currently reviewing the existing Winter Maintenance Plan alongside the Spaces for People measures to identify areas where additional treatment plans may be required.

Street Cleaning

- 4.27 Where possible, interventions have been designed to support mechanical street cleaning.
- 4.28 In particular, segregated cycle routes have been designed to facilitate access for the eight small mechanical street cleaning vehicles in the current Council fleet.
- 4.29 Specific cleaning schedules, including Spaces for People projects, were prepared in advance of the leaf fall season and if necessary, additional resources will be allocated from Spaces for People to support the clearance of leaves within the temporary features during this challenging period.

Commonplace

Feedback Summary

- 4.30 As previously reported, public suggestions and comments on the Spaces for People programme were gathered between 29 May and 29 June 2020 using the 'Commonplace' online tool.
- 4.31 A total of 4,100 comments were made, with 31,687 agreements logged on Commonplace.
- 4.32 The information gathered through Commonplace was then mapped using GIS software to produce a 'heatmap' of comments and agreements.
- 4.33 This map was then overlaid with the existing and proposed programme of interventions to:
- 4.33.1 Identify clusters of comments which had not already been proposed (a gap analysis);
 - 4.33.2 Identify corridors or locations where particular issues were noted for pedestrians and people using bikes; and
 - 4.33.3 Identify clusters of comments which related to shopping streets or city centre locations.
- 4.34 The analysis considered the number of comments, their concentration and the number of agreements. An adjustment was made to give more weight to comments relating to those areas of the city scoring highly on the Scottish Index of Multiple Deprivation. This was undertaken to counter the tendency for comments to be concentrated in more affluent areas with higher internet access and response rates.
- 4.35 Appendix 4 provides analysis in the form of a report noting high level and specific feedback received during the Commonplace consultation, the report also identifies comments received relative to the appropriate theme or project.

Next Steps

- 4.36 Based on the above analysis, 11 schemes were shortlisted to progress, with nine schemes recommended to be progressed as part of the current Spaces for People programme. These are:
- 4.36.1 Pavement widening and uphill cycle lane on Broughton Street;
 - 4.36.2 Pedestrian crossing improvements on Broughton Street roundabout;
 - 4.36.3 Pavement widening and uphill cycle lane on Restalrig Road South (Smoky Brae);
 - 4.36.4 Pavement widening with give and go traffic management on Starbank Road;
 - 4.36.5 Installation of a pedestrian/cyclist crossing point on Fillyside Road;
 - 4.36.6 Pavement widening on Fillyside Road;
 - 4.36.7 Footpath widening at the West End of Princes Street;
 - 4.36.8 Cycle segregation from the City of Edinburgh boundary into Portobello; and
 - 4.36.9 Improved signage and minor interventions to reduce speed of cyclists on Portobello Promenade.
- 4.37 In addition, the removal of guardrail and street clutter were themes raised at many locations.
- 4.38 Working in partnership with Living Streets, a new project theme has been created to define and schedule the removal of non-essential street furniture to reduce the danger to pedestrians and improve walking conditions. Although the package of works is still to be defined, a longlist of locations has been assessed and for each location a solution has been identified or the conclusion has been reached that there is no short-term viable solution which can be delivered through Spaces for People.
- 4.39 Of the long-listed locations, not including the citywide package, there are 19 in which potentially viable solutions have been identified so far.

5. Next Steps

- 5.1 If the recommendations of this report are approved:
- 5.1.1 Existing interventions will continue, be adjusted or will be removed;
 - 5.1.2 The newly approved measures will be introduced as soon as possible; and
 - 5.1.3 The proposed schemes set out above will be further developed with the aim of presenting these to Committee on 28 January 2021.
- 5.2 In addition, the other interventions set out in the report will be progressed as appropriate.

6. Financial impact

- 6.1 The City of Edinburgh Council has been allocated £5m from the Scottish Government's Spaces for People programme.
- 6.2 The programme scheme list and implementation programme will consider the actual costs of delivery and available budget within each particular theme. It should be noted therefore that the final project programme may be subject to change.
- 6.3 The costs to design, implement, monitor, maintain and remove measures, as well as for project management, design and TTRO preparation for Spaces for People interventions will be contained within the allocated funding and are summarised below:

Programme Theme	Funding Allocation £'000
City Centre	443
Town Centres	415
Travelling Safely	1,747
Local Area Interventions	122
Spaces for Exercise	218
Public Proposals – Commonplace (including the Removal of Street Clutter)	297
Schools	150
Total cost of implementation and maintenance	3,392
Design and Management (City of Edinburgh Council staff costs)	750
Monitoring and Evaluation	175
Road Patching (City Centre)	200
Removal allowance	350
Contingency (Schemes on HOLD/additional maintenance/removal)	83
Additional resource for Street Cleaning team (October/November/December)	50

Overall Total	5,000
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- 6.4 The measures associated with George Square and the surrounding area were funded separately, as will any measures associated with Featherhall (which will be funded from Neighbourhood Environment Partnership (NEPs)).

7. Stakeholder/Community Impact

- 7.1 The process for notification on Spaces for People schemes was agreed on 14 May 2020.
- 7.2 All TTROs required to implement measures through this programme have been advertised on the Council website. Due to the current COVID 19 infection transmission risk street bills are not currently used.
- 7.3 An initial [Integrated Impact Assessment](#) for the programme was developed and published on the Council's website. This has recently been updated and will shortly be uploaded to the website.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 Spaces for People Project Update
- 9.2 Appendix 2 Scheme Proposals for Approval
- 9.2.1 Appendix A - South Bridge – Town Centre proposals
- 9.2.2 Appendix B - Lanark Road – Cycle Segregation
- 9.2.3 Appendix C - A1 Public Transport improvements and Cycle Segregation
- 9.2.4 Appendix D - A90 - Public Transport improvements and Cycle Segregation
- 9.2.5 Appendix E - Greenbank to Meadows – Quiet Connection
- 9.3 Appendix 3 Project list for measures near schools
- 9.4 Appendix 4 Commonplace Report

Appendix 1 – Project List / Recommendation and Estimated Cost

Location	Intervention (Proposed/Actual)	Review Outcome/Update
CITY CENTRE		
South Bridge – Town Centre measures	Footway widening & cycle lanes	Proposed scheme developed for Committee approval (Appendix 2A)
Waverley Bridge	Closure	Review complete – recommendation to continue with improvements
Forest Road	Cycle segregation	Review complete – recommendation to continue with no changes
George IV Bridge	Cycle segregation	Review complete – recommendation to continue with no changes
The Mound	Cycle segregation	Review complete – recommendation to continue with no changes
Princes Street East End	Bus gate	Review complete – recommendation to continue with no changes
Victoria Street	Part time closure	Review complete – recommendation to revise to pedestrian zone to open from George IV Bridge. Revised scheme recommended for approval.
Cockburn Street	Part time closure	Review complete – recommendation to continue. Repairs to High Street rising bollards to be completed as soon as possible.
Cowgate	N/A	No scheme proposed. (Budget to be reallocated to South Bridge proposals).
Chamber Street	Temporary signals at George IV Bridge Junction	Incorporated into South Bridge scheme for Committee approval.

TOWN CENTRES		
Queensferry High Street	Pedestrian space	Scheme under review with local stakeholders. Installation expected in November 2020
Great Junction Street	Pedestrian space (remove)	Review complete - recommendation to remove the interventions following review.
Stockbridge	Pedestrian space	Programmed for implementation on 5/11/2020 following completion of SGN works
Gorgie / Dalry Road	Pedestrian space	Review complete – recommendation to continue with no changes
Bruntsfield	Pedestrian space	Review complete – recommendation to continue with minor revisions
Tollcross		Review complete – recommendation to continue and review in January 2021 when resurfacing underway

Morningside	Pedestrian space	Review complete – recommendation to continue with minor revisions including 10 parking spaces to be reinstated
Portobello	Pedestrian space	Review complete – recommendation to continue with no changes
Corstorphine	Pedestrian space	Review complete – recommendation to continue with no changes
Newington Corridor	N/A	Assessment concluded that it was not possible to introduce measures due to the road width
The Shore	Subject consideration and engagement	Proposals for this location will be considered as part of consideration of local area interventions for Leith (see below)

TRAVELLING SAFELY		Scheme list under review currently being reviewed in line with the available budget
Telford Road	Cycle segregation	Proposals withdrawn due to significant impact on public transport, delays and need for costly junction changes anticipated
Fountainbridge Dundee St	Cycle segregation	Scheme programmed for implementation.
Ferry Road	Cycle segregation	Review complete – recommendation to continue with installation of segregation units programmed
Melville Drive	Cycle segregation	Scheme on hold. There are alternative routes available if further funding is made available.
Teviot Place / Potterow	Cycle segregation	Scheme programmed
Buccleuch St / Causewayside	Cycle segregation	Scheme implemented. To be reviewed after two months
Crewe Toll Roundabout	Cycle segregation (Further consideration at DRG – traffic modelling)	The scheme design is to be reviewed following modelling. A Stage 2 Road Safety Audit has been completed and will feed into the design review
Meadowplace Road	Cycle segregation	Scheme on hold. Interventions possible if further funding is made available
Duddingston Road	Cycle segregation	Scheme programmed for implementation
Wester Hailes Road	Cycle segregation (Alternative plans to be developed)	Currently on hold due to design constraints identified in relation to winter maintenance
Craigmillar Park corridor	Cycle segregation	Scheme programmed for implementation
Gilmerton Road	Cycle segregation	Scheme programmed for implementation

Kingston Avenue closure and connection to Gilmerton Rd via Ravenswood Ave	Road closure	Scheme currently on hold
Crewe Road South	Cycle segregation (segregator units to be installed)	Review complete - installation of segregation units completed. No further changes proposed
Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Review complete – recommendation to reduce segregation to maintain road width for buses and emergency vehicles. Installation of segregation units (where possible) complete
Comiston Road	Cycle segregation	Review complete – proposed to continue to monitor. Further review planned for December 2020. Installation of segregation units complete
Inglis Green Rd	Cycle segregation	Proposals included for Committee approval (Appendix 2B)
Pennywell Road	Cycle segregation	Review programmed December 2020. Installation of segregation units complete
Mayfield Road	Cycle segregation	Scheme programmed for implementation
Quiet Corridor - Meadows / Greenbank	Various closures	Options included in Committee Report for approval (Appendix 2C)
A90 Queensferry Road	Bus Lanes and cycle segregation	Proposals included for Committee approval (Appendix 2D)
A1 Corridor	Bus Lanes and cycle segregation	Proposals included for Committee approval (Appendix 2E)
Slateford Road (A70)	Cycle segregation	Detailed design to be developed
Lanark Road	Cycle segregation	Proposals included for Committee approval (Appendix 2B)
Longstone Road	Cycle segregation	Proposals included for Committee approval (Appendix 2B)
Murrayburn Road (short section at Longstone)	Cycle segregation	Proposals included for Committee approval (Appendix 2B)
Orchard Brae Roundabout	Road markings	Scheme programmed for implementation
LOCAL AREA INTERVENTIONS		
East Craigs	Proposed closures & part-time bus gate	Options to be considered under separate report
Drum Brae North	Cycle segregation	Options to be considered under separate report on East Craigs
Leith	TBA	Design under development

Corstorphine South (Featherhall)	Filtered permeability	Scheme to be developed using funding from Neighbourhood Environment Programme (NEPs) rather than Spaces for People (the estimated cost is £50,000)
SPACES FOR EXERCISE		
Braid Road	Road closure	Review undertaken – recommendation to continue. Continue to monitor adjacent traffic impact
Links Gardens	Road closure	Review undertaken – recommendation to continue. Continue to monitor traffic impact on adjacent streets. Improve access and consider on-street features or school use
Cammo Walk	Road closure	Review complete - recommendation to modify and reopen south Cammo car park included in this Committee report
Warriston Road	Road closure	Review undertaken – Recommendation to remove this scheme included in this Committee report
Stanley Street/ Hope Street	Road closure	Review complete – recommendation to continue with improvements to temporary signage
Braidburn Terrace	One-way road closure	Review complete – recommendation to continue temporary one-way arrangement considered appropriate with Braid Road closure
Silverknowes Road (North section)	Road Closure	Review undertaken - revision proposed for approval in this report
Silverknowes Road (South section)	Alternative on-street proposal to be developed	Following notification response - progress alternative detailed design
Granton Square / Gypsy Brae	Cycle segregation	Local engagement ongoing - scheme under development.
Seafield Street	Cycle segregation	Review programmed for December 2020.
Kings Place	Link between Proms	Temporary measures installed - Review programmed December 2020
Maybury Road	Temporary traffic lights	Review complete – recommendation to continue with no changes
Arboretum Place	Crossing point	Temporary measures installed - Review programmed December 2020
Carrington Road	Road closure	Currently on hold

Public Proposals – Commonplace Consultation	Various	Recommend approval to progress detailed designs:
Broughton Street	Pavement widening and uphill cycle lane	For Approval
Broughton St Roundabout	Improvements for pedestrian crossings	For Approval
Restalrig Road South (Smoky Brae)	Pavement widening and uphill cycle lane. Road layout TBA	For Approval
Starbank Road	Pavement widening with give & go traffic management	For Approval
Fillyside Road - Crossing	Installation of a pedestrian/cyclist crossing point (Island – TBA)	For Approval
Fillyside Road	Pavement widening	For Approval
West End of Princes Street	Footpath widening at Johnny Walker site	No short term changes possible
Musselburgh boundary to Portobello (Edinburgh section)	Cycle segregation from City of Edinburgh boundary in to Portobello	For Approval
Duddingston Road West	Cycle segregation	Assessment completed but considered not feasible due to road width
Portobello Promenade	Improved signage and minor interventions to reduce speed of cyclists	For Approval Additional/improved signage to be considered
Removal of Street Clutter	Working in partnership with Living Streets to remove street clutter	Proposed to package as a single, city wide scheme (excluding city centre)
Greenbank Drive and Glenlockhart Road	Reduce speed limit to 20mph	Speed limit reduction to be considered by the Road Safety team
Schools	Various measures	See Appendix 4.

Note:

Scheme delivery is dependent on installation costs and budget once detailed designs have been developed. The information contained in this list could therefore be subject to changes.

The actual costs are tracked during the procurement and installation phases.

Each project (excluding minor interventions at schools for example) is considered by a Design Review Group (peer review), subject to internal approval and shared with the agreed Notification Stakeholder Group.

On completion of all these stages the projects are considered by the Corporate Incident Management Team (CIMT) or Committee prior to implementation (depending on the anticipated impact of the measures proposed).

Appendix 2 – Schemes for Approval

As set out in the report above, there are four schemes which are being presented to Committee for approval today. The summary of the scheme is set out in the report, with the details of each proposed scheme provided below.

Appendix 2A – South Bridge - Town Centre Measures

Summary of Proposal

Due to the constraints of the existing building lines, existing footway widths, existing traffic management and both North and South bridges being key public transport routes, limited options were available to accommodate all the key desirable outcomes that the Spaces for People projects aim to deliver.

The proposed measures on South Bridge are:

- Reducing the carriageway down to two lanes;
- Allowing buses and taxis only northbound from 0730 hours – 1830 hours;
- Introducing cycle segregation both sides; and
- Widening the footway on both sides.

Following traffic modelling of these measures, to improve the road network capacity there are a small number of additional measures which are required in the streets surrounding South Bridge:

- Introducing a signalised junction at the junction of Chambers Street and George IV Bridge;
- Advance warning signs around the surrounding road network to encourage traffic to use an alternative route;
- Loading areas created on Chambers Street to accommodate deliveries required to be carried out between 0730 hours and 1830 hours;
- Relocation of South Bridge bus stops to North Bridge to reduce obstructions on the footway around the crowded bus stops;
- Closure of George Street west bound between St Andrews Square and Hanover Street; and
- Changes to the traffic signal timings at Hanover street / Queen Street junction.

As noted above, it is intended to relocate the South Bridge bus stops to North Bridge. In addition, as part of the capital infrastructure works which are being carried out on the North Bridge (and to support the measures on South Bridge) it is intended to make northbound traffic only for bus, cycle and taxis between 0730 hours and 1830 hours and to introduce a segregated cycle lane southbound. These measures are expected to be required until the completion of the works (Summer 2022). Ensuring the plans for North and South Bridge fit together and allow both the on-going works (North Bridge) and the planned measures on South Bridge to be implemented has required close partnership working between teams on development and design.

Appendix 2 B – Lanark Road, Longstone Road and Inglis Green Road

Summary of Proposals

The Spaces for People project on Lanark and Longstone Road will establish segregated cycleways and improved bus lanes on Longstone Road and Inglis Green Road between Longstone Roundabout and Slateford Road. It will also provide segregated cycleways and improved bus lanes on Lanark Road between Gillespie Crossroads and Slateford Road.

These measures will form part of a longer route intended to provide an alternative to the Water of Leith and Union Canal towpath to enable physical distancing and reduce congestion and conflict on these busy routes which are shared between cyclists and pedestrians.

The proposed measures on Lanark Road include:

- Removal of kerbside traffic lane – except on approach to junctions;
- Introduction of segregated cycle lanes on both sides of road protected from traffic;
- Retention of parking where space allows – parking will be outside of cycle lane (i.e. footway, then cycle Lane, then parking, then carriageway – similar to Comiston Road);
- Introduction of Bus Lane on approach to Gillespie Crossroads;
- Introduction of parking restrictions on existing bus lane on approach to Inglis Green junction;
- Bus Stop Bypasses have been designed and may be introduced at a later date following review;
- Reduction of speed limit to 30mph; and
- Narrowing side road entries to slow traffic and make crossing easier.

For Longstone Road and Inglis Green Road, the proposed measures include:

- Introduction of segregated cycle lanes on both sides of the road, protected from traffic;
- Retention of parking where space allows;
- No change to bus stops;
- Reduction of speed limit to 20mph; and
- Safety improvements at Longstone/Murrayburn Road roundabout.

Appendix 2C - A1 – London Road to Milton Road West

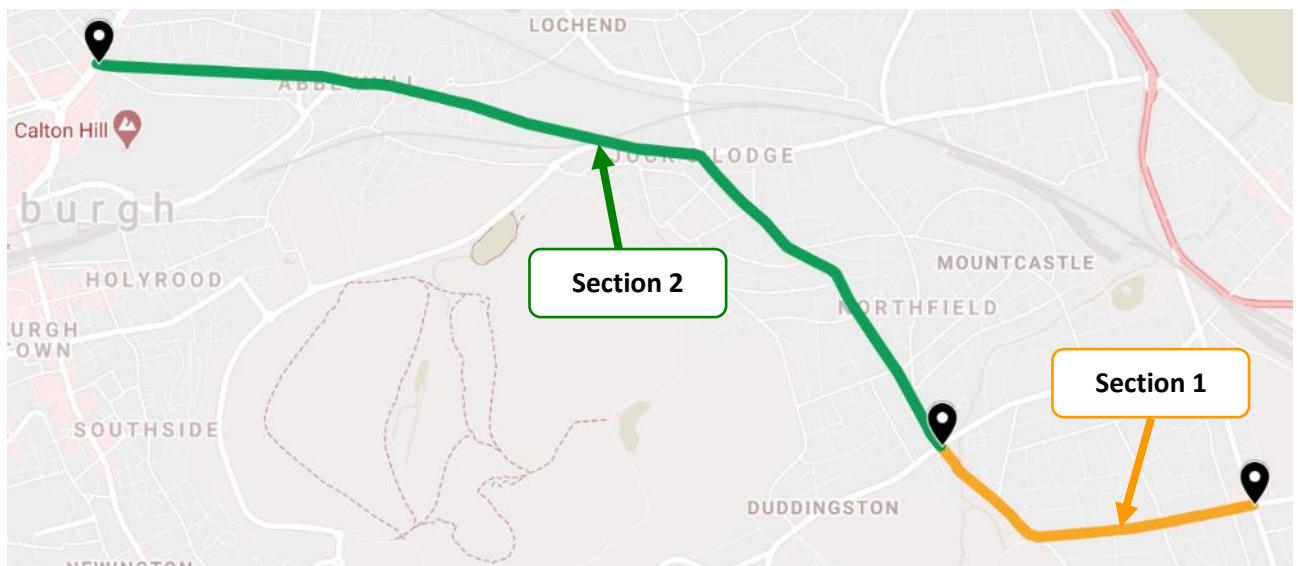
Summary of Proposals

It is proposed to introduce temporary infrastructure improvements to provide significant safety and desirability enhancements for people choosing to cycle along the A1 as part of the Spaces for People programme. Pedestrian improvements and street clutter removal along the corridor have also been considered and, where feasible, have been integrated into the proposals.

These measures have been developed alongside plans for new or enhanced public transport priority which are funded by the Bus Priority Rapid Deployment Fund (BRRDF).

The proposed measures have been developed in a holistic manner to maximise the benefits for both modes while also seeking to minimise any potential adverse impacts on other road users. In sections of the corridor where existing public transport and or cycling infrastructure is already in place, this scheme has aimed to enhance these provisions rather than replace them for the benefit of the other primary mode being improved by this scheme.

Figure 1 defines the extents of the A1 corridor that has been considered for new and or enhanced measures.



In the first instance public transport measures were considered in Section 1 and cycle improvements were considered in Section 2. Principally this was driven by the aim of developing a holistic scheme that delivered strategic benefits in the most impactful locations for both public transport and people choosing to walk and cycle. However, cycle improvement measures are now proposed for Section 1 due one of the scheme objectives to enhance existing public transport or cycle infrastructure rather than removing any for the benefit of the other mode.

The cycle improvement measures have been developed taking into account the existing cycling network, tying into and terminating at key transition points in order to support safe and coherent on-going journeys.

Special consideration has been given when developing the proposals to mitigate potential impacts on the response of emergency vehicles.

It should be noted there are a number of permanent road renewal and enhancement schemes under construction and planned for this corridor which were taken into account during the development of

the proposed measures. More specifically this relates to the section of the A1 corridor between Easter Road and Abercorn Road.

Funding for the implementation of this scheme will be provided through the Spaces for People programme for the pedestrian and cycle measures of the scheme, whereas the public transport measures will be funded through the BPRF programme.

The Spaces for People scheme has been designed to improve the safety and desirability of walking and cycling on one of the city's strategic arterial routes. In accordance with the government policy to promote walking and cycling wherever possible for essential journeys during the pandemic, the proposed measures have been designed to promote and encourage people to choose active and more COVID-19 safe transport modes to: commute to workplaces, schools and other facilities; exercise; access greenspaces and for any other essential trips that utilise the corridor.

It is particularly important to create safe segregated space for people choosing to cycle on this key arterial corridor as the traffic volumes are likely to be in excess of limits set out in the Edinburgh Street Design Guidance for safe and attractive cycling. The installation of segregated cycling infrastructure on this key pedestrian corridor will also provide a significant improvement to the pedestrian environment along the corridor as offsetting vehicles from the footway will provide real and perceived safety benefits for all footway users. It is also important for walking as less traffic can make a safer street space, such as when crossing the road, which is more inviting to walk in.

Minor amendments have been made to the proposals following engagement feedback and have been incorporated into the design presented.

Appendix 2D - A90 Public Transport improvements and Cycle Segregation

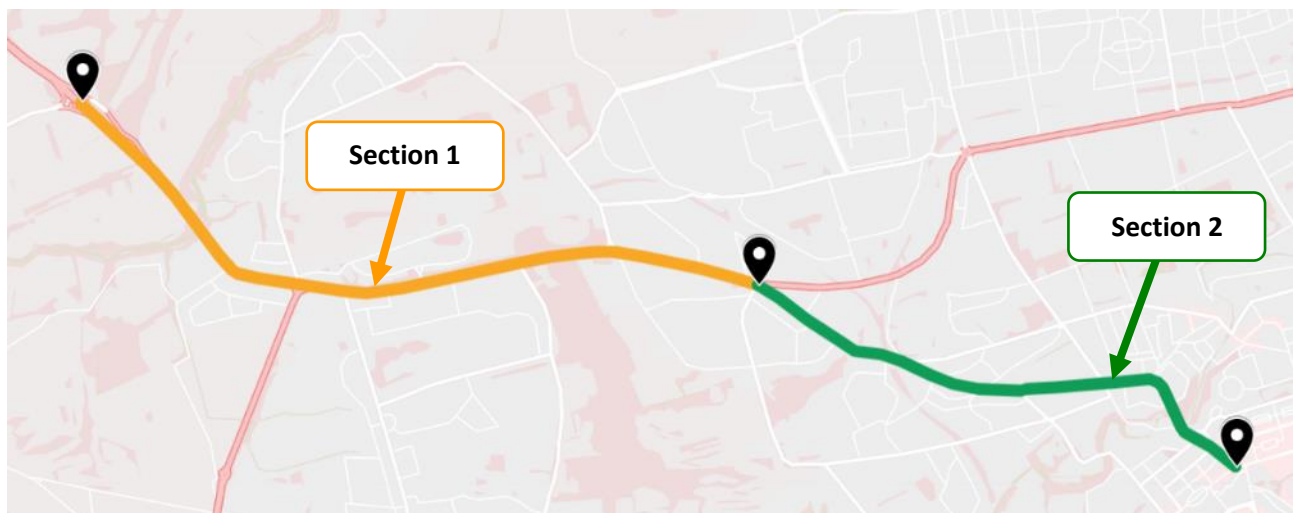
Summary of proposals

It is proposed to introduce temporary infrastructure improvements to provide significant safety and desirability enhancements for people choosing to cycle along the A90 as part of the Spaces for People programme. Pedestrian improvements and street clutter removal along the corridor have also been considered and, where feasible, have been integrated into the proposals.

These measures have been developed alongside plans for new or enhanced public transport priority which are funded by the Bus Priority Rapid Deployment Fund (BRRDF).

The proposed measures have been developed in a holistic manner to maximise the benefits for both modes while also seeking to minimise any potential adverse impacts on other road users. In sections of the corridor where existing public transport and or cycling infrastructure is already in place, this scheme has aimed to enhance these provisions rather than replace them for the benefit of the other primary mode being improved by this scheme.

Figure 2 defines the extents of the A90 corridor that has been considered for new and or enhanced infrastructure.



With reference to Figure 2, in the first instance public transport measures were considered in Section 1 and cycle improvements were considered in Section 2. Principally this was driven by the aim of delivering strategic benefits in the most impactful locations for both public transport and people choosing to walk and cycle. However, a combination of measures is proposed that will provide benefit for both public transport and people choosing to walk and cycle.

The cycle improvement measures have been developed taking into account the existing cycling network, tying into and terminating at key transition points in order to support safe and coherent on-going journeys.

Special consideration has been given to mitigating potential impacts on the response times of emergency vehicles.

With reference to the new and enhanced cycle infrastructure proposed, the measures will improve the safety and desirability of walking and cycling on one of the city's strategic arterial routes. In

accordance with the government policy to promote walking and cycling wherever possible for essential journeys during the pandemic, the proposed measures have been designed to promote and encourage people to choose active and more COVID-19 safe transport modes to: commute to workplaces, schools and other facilities; exercise; access greenspaces and for any other essential trips that utilise the corridor.

It is particularly important to create safe segregated space for people choosing to cycle on this key arterial corridor as the traffic volumes are likely to be in excess of limits set out in the Edinburgh Street Design Guidance for safe and attractive cycling. The installation of segregated cycling infrastructure on this key pedestrian corridor will also provide a significant improvement to the pedestrian environment along the corridor as offsetting vehicles from the footway will provide real and perceived safety benefits for all footway users. It is also important for walking as less traffic can make a safer street space, such as when crossing the road, which is more inviting to walk in.

Appendix 2E – Greenbank to Meadows – Quiet Corridor

Summary of Proposals

This scheme proposes to create a safe cycling route between the south of the city and the city centre, as well as providing a safe way to walk and cycle to school for several primary schools and one high school. It also improves options for safe cycling to Astley Ainslie Hospital.

To achieve this, modal filters (where the street is closed to vehicular traffic) are proposed at the following locations:

- Canaan Lane north of the Astley Ainslie hospital access;
- Whitehouse Loan immediately south of the junction with Strathearn Road;
- Whitehouse Loan immediately south of the junction with Bruntsfield Crescent; and
- Whitehouse Loan immediately north of the junction with Warrender Park Road.

Following a stakeholder meeting with local Councillors the proposed design was revised to reduce the number of closures required. No additional road closures are required in the Cluny/Midmar area if Braid Road remains closed.

It is proposed to introduce a single closure on Canaan Lane just north of the Astley Ainslie entrance. This will remove southbound through traffic from this route and other local streets and will also improve walking or cycling access to the hospital and St Peter's primary school.

Further north, it is proposed to introduce several closures on Whitehouse Loan to remove through traffic and discourage motorists from dropping children off immediately adjacent to James Gillespie's high school and primary school. This will provide additional space for physical distancing and enable people to journey to school by foot or bike.

Braid Road

The current recommendation is to continue with the closure of Braid Road and monitoring of traffic flows on Comiston Road (currently average +11%).

However, it is acknowledged the re-opening of Braid Road could reduce the effect of displaced traffic on the lower section of Comiston Road between the Morningside Station and Greenbank junctions.

At present the closure of Braid Road has effectively removed through traffic from the Cluny area. If Braid Road was re-opened in any direction this would re-introduce traffic to this area, primarily on Midmar Avenue and Hermitage Drive which would cause a conflict between general traffic, and users of the quiet route on Hermitage Drive. This could significantly undermine the attractiveness of the Greenbank to Meadows Quiet Corridor.

It would be challenging to adequately address this conflict particularly at the Hermitage Drive and Braid Road roundabout, where the conflict between cyclists/pedestrians and general traffic is would be difficult to resolve.

While it is considered that the reopening of Braid Road would impact negatively on the wider Greenbank to Meadows plan, if Committee are considering reopening of Braid Road, officers recommend that the southbound route would be the most appropriate. This would require significant traffic calming to main this safe and coherent Quiet Corridor.

In addition, it is likely that additional road closures and other restrictions in the Cluny area would be required to support this.

Further information on all of the schemes, details of the feedback received through the notification process and Commonplace and revised designs will be shared with Elected Members in advance of Committee.

Appendix 3 – Measures near Schools (as at 30 October 2020)

School	Proposal	Status
Murrayburn Primary School	Road Closure and Footpath Widening with Double Yellow Lines (DYLs) at junctions	All in place with the exception of the DYLs.
Gylemuir Primary School	One-way school gate system to be arranged with school, as well as a park smart campaign.	Measures in place. Following discussion with school - install temporary path.
Carrick Knowe Primary School	Letter drop residents to cut back all vegetation on Lampacre Road. Close roads at school frontage.	Letter drop has been passed to Parks and Greenspace service to progress. Road closure to progress through CIMT.
Broomhouse Primary School	One way school gate system to be arranged with school and liaise with St David's Church to use as Park and Stride.	These measures in place. Request for cycle lane on Broomhouse Road to be considered by the Council's Active Travel team.
Forrester High School	Segregated Cycle Lanes (linking in with Meadow Place Road)	Spaces for People team progressing this.
Trinity Primary School	One way school gate system to be arranged with school.	Measures in place and working well. Playgrounds and gates marked and stickered.
Wardie Primary School	Arrange opening other gates with school for one way system at pick up and drop off time. Close access lane to traffic.	All measures in place.
Victoria Primary School	Run a Park Smart campaign, ensure both gates are open for access into school, implement footpath widening and close road to traffic.	Footpath widening in place, will monitor requirement for closure.
Trinity Academy	No measures as permanent 20mph on Craighall Road is at TRO stage	N/A

Appendix 3 – Measures near Schools (as at 30 October 2020)

Bruntsfield Primary School	Road closures.	All in place.
Buckstone Primary School	Run a Park Smart campaign, ensure both gates are open for access into school and agree a one way system at the gates.	Discussion with Head Teacher and Business Manager has taken place. Marked waiting spaces on footway. To go to Design Review Group for introduction of remedial measure.
South Morningside Primary School	Liaise with school to set up a walking bus, encourage Waitrose for use as a Park and Stride site. Road closure on Canaan Lane.	All in place.
Boroughmuir High School	Proposing to extend NE footway of Viewforth	All in place.
Sciennes Primary	Footway widening at gates. Will also arrange for diversion signs to be relocated from footways. Road closure installed along frontage.	All in place.
Tollcross Primary	Liaise with school on making gates one way and utilise car park gate also, restricting entry times for teachers. Permanent scheme delivering footpath widening here.	Arranged on site meeting with Health and Safety
Preston Street Primary	Liaise with school on one way gate system, lane closure on Dalkeith Road and widen footways.	All in place, guardrail removed at both entrances.
James Gillespie's Primary and High Schools	Liaise with schools on creating in/out gate system. Implement pavement widening temporarily.	All measures in place and guardrail removed.
Royal Mile Primary School	No measures possible due to surrounding infrastructure	Suggestion of parent waiting areas taken up by Head Teacher

Appendix 3 – Measures near Schools (as at 30 October 2020)

Taobh na Pairce	Encourage parents to use side gate as more space	All sorted with school
Canal View Primary	Use Westside Plaza as a Park and Stride site, have teachers at the vehicle access to stop vehicles entering the school car park at the start and end of the day to ensure social distancing, restrict entry times for teachers.	Emailed school.
Clovenstone Primary	Arrange one way gates with school	Delivered arrows for one way system.
Sighthill Primary	Ensure paths surrounding the school are clear of vegetation. Liaise with school to open main gate to create a one way in/out system that will be delineated with cones/ barriers.	Contact Head Teacher and Parks and Greenspace service. Been in touch and delivered arrows.
Wester Hailes Education Centre	Run 'paths for all' campaign	Liaise with Head Teacher.
Corstorphine Primary School	Road closures and footway build out	All measures in place.
East Craig's Primary School	Arrange one way gates with school.	System working fine.
Fox Covert Primary School/ St Andrews	Arrange a one way gate system with school, organise park and stride from Drum Brae Hub	Working fine. Arrows delivered.
Hillwood Primary School	Arrange one way gate system	Arrows delivered.
Roseburn Primary School	Arrange one way gate with school.	Liaise with Head Teacher.
Craigmount High School	Measures to be proposed as part of East Craigs Spaces for People programme	N/A
Dean Park Primary	Liaise with school on gate management system at entry/ exit times.	With officer to contact Head Teacher.

Appendix 3 – Measures near Schools (as at 30 October 2020)

Ratho Primary School	Liaise with Bridge Inn as a Park and Stride site, arrange pick up/ drop off with the school recommending parents leave their children before they get to the school gate, if this is not possible, the vehicle access should be utilised as an exit point for parents, this would restrict entry times for teachers.	Arrows delivered. School warning signs and DYL's at the crossing point on North Street with Spaces for People team for notification.
Balerno High School	TTRO for DYL's to prevent drop off happening in cycle lane on Bridge Road along school frontage.	With Spaces for People team to go to notification.
Queensferry Primary School	Arrange one way gate system with the school, TTRO at school frontage to prevent parking	Lining work complete.
Kirkliston Primary School	One way gate system, restrict teachers access times to car park. Encourage Park and Stride	Visited, marked playground. Matting installed at gate. Investigate additional entry point.
Echline Primary School	One way gate system, restrict teachers access times to car park, TTRO at school frontage to prevent parking.	Lining work complete.
Dalmeny Primary	Liaise with the school on setting up a walking bus to reduce number of parents at the school.	No further action at this time, officer has contacted school.
Queensferry High School	Permanent measure already in the pipeline.	Officer met with Head Teacher and Health and Safety. Lining work complete in school grounds to mark a temporary path.
Blackhall Primary School	Arrange vegetation to be cut back on approach to school. Mark 2m spacing on footpath at school gates. Investigate segregating cycle lanes on Craigcrook Road.	With officer to contact Head Teacher and with Spaces for People team to design segregated cycle lanes.

Appendix 3 – Measures near Schools (as at 30 October 2020)

Clermiston Primary School	Mark 2m spacing at school gates, remove guardrail in Parkgrove Place.	Visited and delivered arrows.
Davidsons Mains Primary School	No waiting TTRO between the school and the Turtle Dove café to keep cycleway clear and maximise footway width. Arrange park and stride with school, continue to promote the cycle train and WOW. Install prohibition of vehicles and footway widening.	With officer to contact Head Teacher on soft measures. Lining approved by CIMT. Closures/ widening with Spaces for People team for notification.
Cramond Primary School	Mark 2m spacing at the school gate	Footways marked out.
The Royal High School	Liaise with school on one way system. Widen footway by 2m on south side of Barnton Avenue.	Measures in place.
Balgreen Primary School	Liaise with school on one way system. Have requested additional DYL's.	Reverse direction system working fine.
Craiglockhart Primary School	Liaise with school on one way system. Widen footways around school and remove guardrail. Introduce parking restrictions to clear towpath entrance.	Measures removed in the October week following discussion with Head Teacher. Staggered start times working fine for them.
Dalry Primary School	Liaise with school on one way system. Widen footways around school.	With officer to contact Head Teacher on soft measures. Additional widening out for notification.
Stenhouse Primary School	Liaise with school on one way system. Close Saughton Mains Drive at frontage of school to create more space for pedestrians.	Out for notification. Visited and delivered arrows to enable pedestrian one way.
Tynecastle High School	Liaise with school on one way system.	With officer to contact Head Teacher on soft measures.

Appendix 3 – Measures near Schools (as at 30 October 2020)

Craigour Park School	Encourage Park and Stride. They are having issues. They would like pavement widening and removal of parking or road closure to enable this.	Contact made with school.
Gilmerton Primary School	Additional enforcement from Police Scotland to enforce school streets.	With Police Scotland
Liberton Primary School	Road closure at school frontage, investigate new temporary footway to rear of school.	Awaiting information from care home to implement closure. Temporary path to be installed.
Prestonfield Primary School	Widen footway along frontage of school, introduce TTRO to prevent parking opposite school. Liaise with school on one way gate system. Close road along school frontage.	Lining completed during October Week. With Notification team to proceed with closure to CIMT.
Liberton High School	Remove guardrail at Mount Vernon entrance.	Guardrail removed.
Leith Primary School	Liaise with school on one way system and marking out footway. Request enforcement from Police Scotland on School Streets.	Liaise with Head Teacher.
Craigentenny Primary School	Liaise with school on one way system and marking out footway. Widen footway along frontage and revoke parking.	Liaise with Head Teacher on school entry points and feedback. Footpath widening in place, one way with Spaces for People team for notification.
Hermitage Park Primary	Widen footway at front of school, remove guardrail. Liaise with school on walking and cycling promotion	Widening in place, guardrail removal complete.

Appendix 3 – Measures near Schools (as at 30 October 2020)

Lorne Primary School	Liaise with school on one way system and marking out footway. Contact School with regards to a park smart campaign as soon as possible. Build out footway and revoke parking at frontage	Liaise with Head Teacher. Widening in place. TTRO in progress.
Leith Academy	Contact school to ensure all access gates are being used.	Liaise with Head Teacher.
Towerbank Primary School	Contact school to see if they require arrows. Request additional School Streets enforcement with Police Scotland.	Liaise with Head Teacher.
Duddingston Primary	Request additional School Streets enforcement with Police Scotland, communicate Park and Stride with Parents. Spaces for People installing segregated cycle facilities on Duddingston Road	Liaise with Head Teacher.
Brunstane Primary School	Liaise with school on Park and Stride at The Range. Contact Head Teacher with regards to removing railings in school Close Magdalene Gardens and Magdalene Drive along frontage of the school.	Closures in place. TTRO for DYL's with Spaces for People team to proceed with closure to CIMT. Plans to introduce closure on the bend outside the school is with the notification team. Plans to amend closures to go to notification following discussion with Head Teacher.
Parsons Green Primary School	Liaise with school for requirement of footway arrows and implementation of Walk Once a Week WOW. Closure on Paisley Drive.	Closure in place.
Royal High Primary School	Liaise with school on any additional support/ arrows they need.	Liaise with Head Teacher.

Appendix 3 – Measures near Schools (as at 30 October 2020)

Portobello High School	Stanley Street closed under Spaces for People for active travel/ physical distancing. Mark to contact head over concerns in the car park.	Liaise with Head Teacher.
Craigroyston Primary School	Liaise with school on one way gates and to see if closure of Muirhouse Place West would be beneficial.	Cluster to be completed.
Pirniehall Primary School		Measures are still being developed.
Forthview Primary School		Measures are still being developed.
Craigroyston Primary School	Liaise with school on one way gates	Cluster to be completed.
St Josephs RC Primary School	Liaise with school on one way gates	Arrows and marked footway arrows provided.
Castleview Primary School	Extend Footway by 1 metre along school frontage, remove guardrail and introduce DYL's from Greendykes Road along the school frontage.	With Spaces for People team to proceed with closure to CIMT.
Newcraighall Primary School	Liaise with school on Park and Stride.	Liaise with Head Teacher.
Castlebrae Community High School	Introduce parking restrictions to keep junction clear.	With Spaces for People team to proceed with closure to CIMT.
St John Vianney's RC School	Close road along frontage of school, maintain access for residents and waste	With Spaces for People team to proceed with closure to CIMT.
St Catherine's RC Primary School	Close road along frontage of school, maintain access for residents and waste	With Spaces for People team to proceed with closure to CIMT.
St Marys RC Primary School	Mark out footprints etc around school and in playground	Installation to be completed.

Appendix 4

Spaces for People: Detailed Commonplace Analysis Report

Contents

- Introduction
- Spatial presentation of data
- Longlisting: Cluster selection
- Citywide trends
- Shortlisting
- Scoring
- Recommended schemes
- Schemes for further discussion
- Assessed and rejected longlisted sites

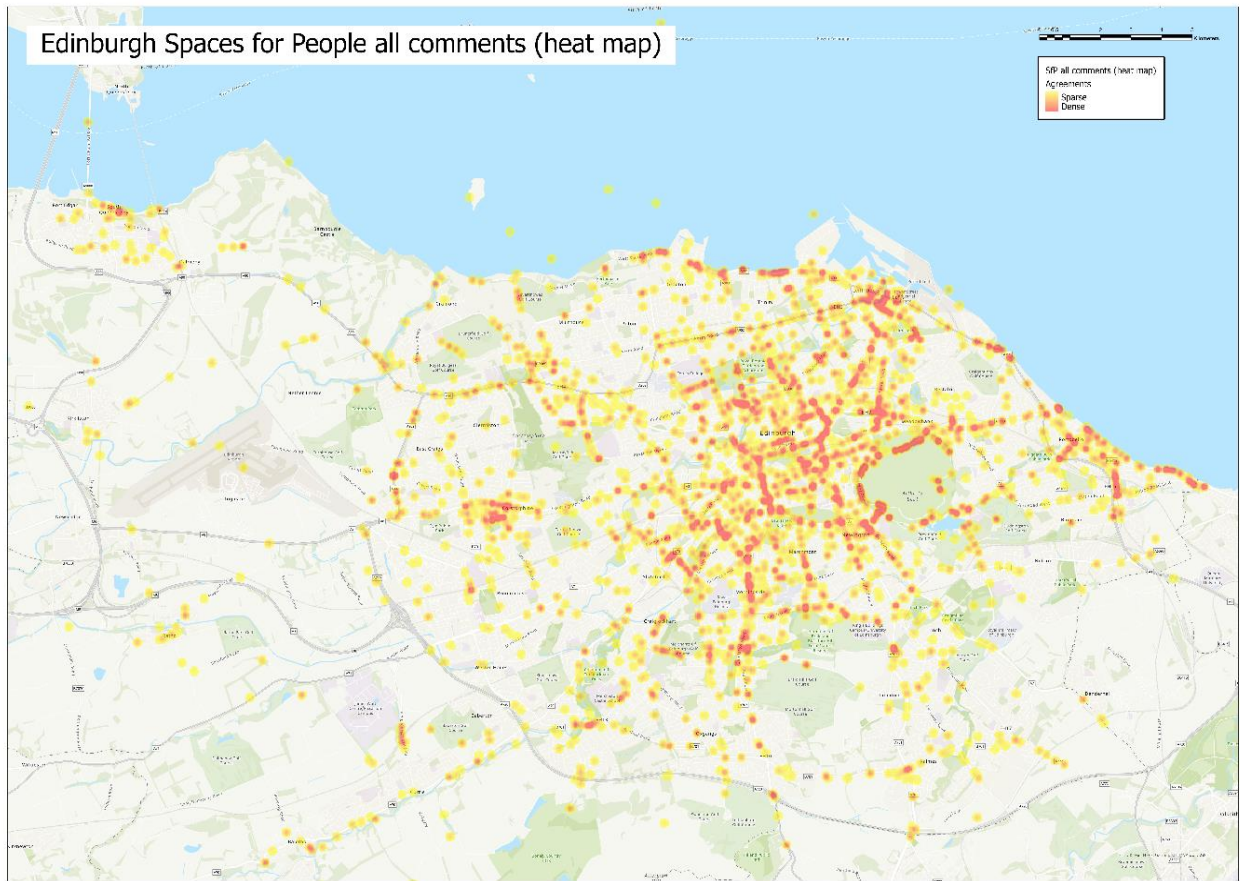
Introduction

This report summarises the detailed analysis undertaken to generate a shortlist of new Spaces for People schemes, based on issues and suggestions raised via the public via the Commonplace platform. It encompasses a recommended shortlist of schemes to be developed further, as well as documenting sites/suggested schemes that were longlisted before being ruled out.

Methodology

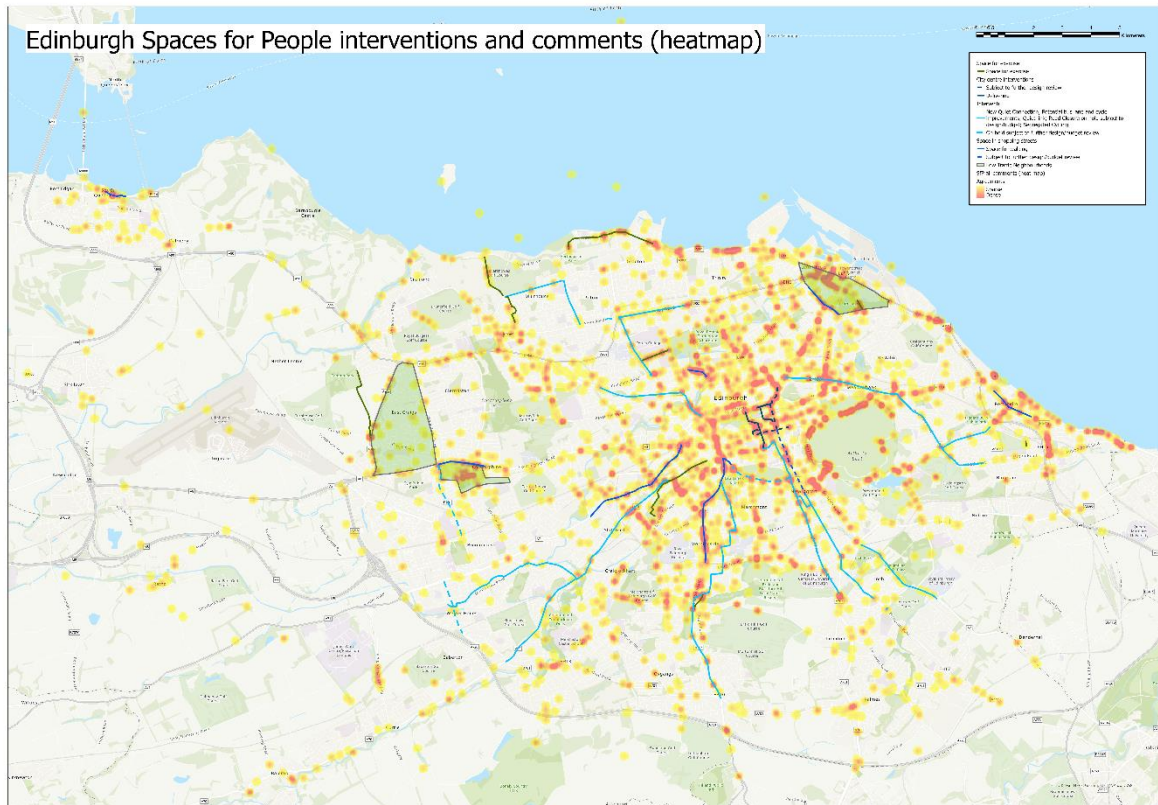
Initial Steps- Spatial presentation of data

The commonplace data was extracted and analysed visually using GIS software so that spatial trends in comments across the city could be identified. The heatmap (Map 1) displays all of the comments styled in a heatmap of agreements. The denser (more red) the colour, the more comments and/or agreements were clustered. It was used to identify locations with significant numbers of comments and/or high levels of agreements.



Map 1: Heatmap of all the Commonplace comments and agreements within City of Edinburgh Council boundary

The heatmap was overlaid with the proposed programme of interventions. In many locations there was a strong correlation between measures already under consideration and commonplace clusters of comments (see map 2). Comments aligning with schemes that were already being proposed were not analysed as part of this process. Instead, officers were able to examine these comments during the design process for each scheme individually. See Summary graphs at the end of the report for an overview of the barriers and solutions highlighted via Commonplace for



Map 2: Spaces for People Programme overlaid with the Commonplace comments and agreements

each strand of the Spaces for People Programme. Similarly, clusters of comments around and relating to schools were passed to the team specifically addressing these sites.

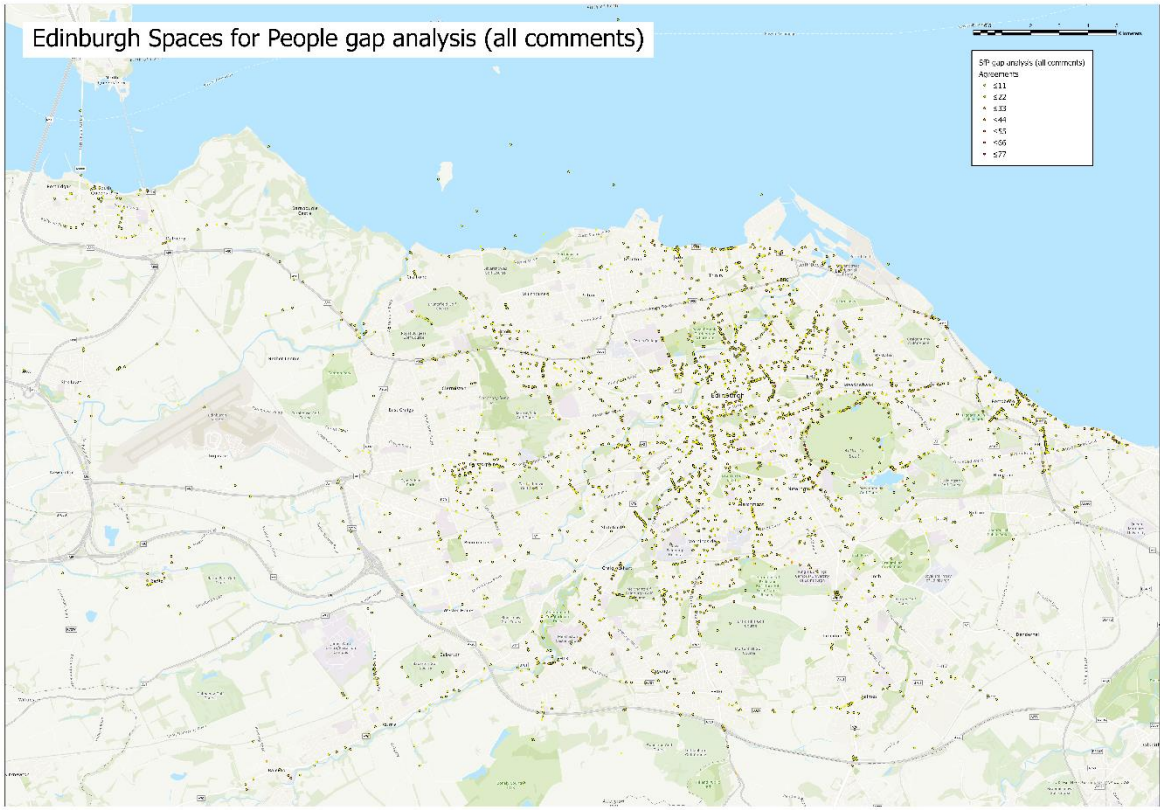
Comments aligning with existing proposals were then filtered out of the data to enable identification of spatial trends more easily within the remaining data (see Map 3). Based on the predefined tags available to respondents when they completed the questionnaire, along with key search terms within the free text option, filters were used to identify key corridors or locations that were a particular issue for:

- a) Pedestrians (see map 4)
- b) People using bikes (see map 5)

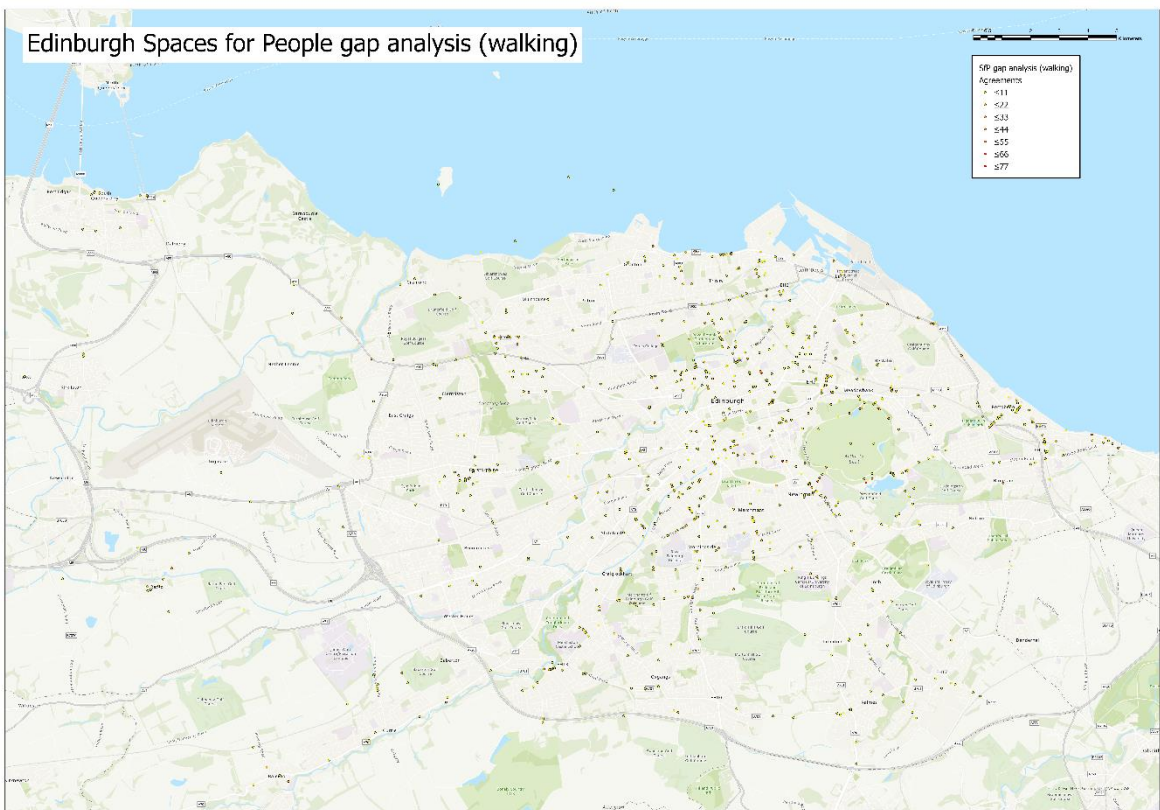
Comparing the filtered maps to the overall comments map meant that it was easier to spot potential corridors of movement or localised hot spots for different user groups.

In addition, using land-use information for the city, comments in proximity to shops were cross-checked. The purpose of this was to understand if any other shopping

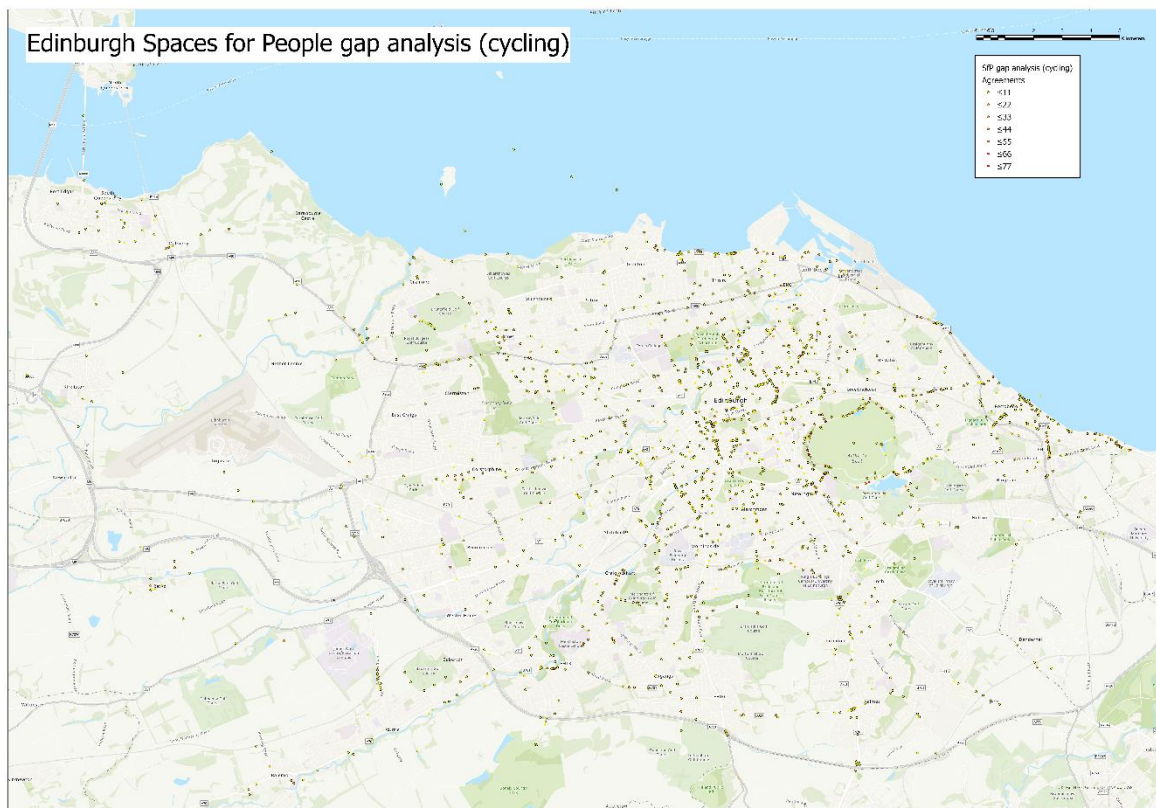
locations should be added into the space in local shopping streets part of the programme.



Map 3



Map 4



Map 5

Longlisting: Cluster Selection

Using the filtered maps, the locations of clusters of five or more comments were recorded under the following categories:

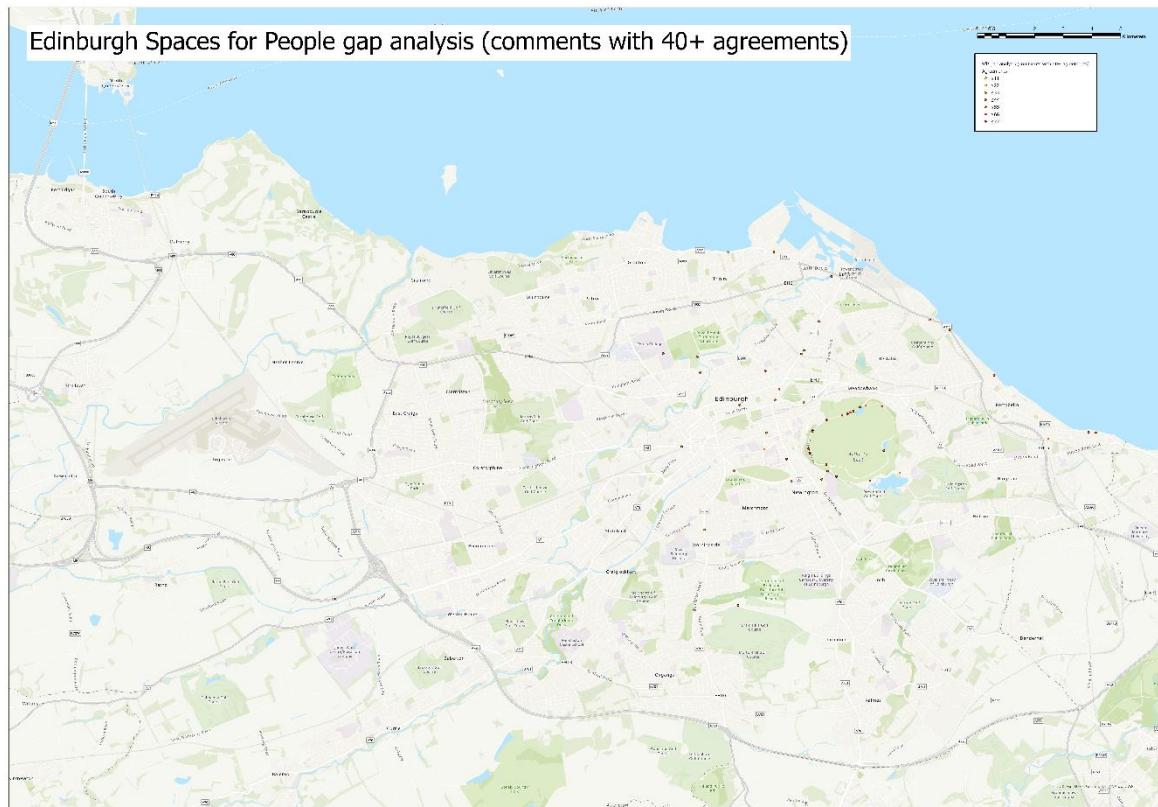
- Walking clusters
- cycling clusters
- shopping streets
- and city centre

The strength of agreement for the range of the comments in that location was then assigned a numerical category. The length of the street over which the comments were spread was also recorded. Using these pieces of information, a ranking was produced for all longlisted locations. A weighting for comments within or connecting to areas of higher SIMD. This was felt necessary given the far lower levels of engagement from within these communities (see high level commonplace report for the postcode data breakdown on engagement with the tool).

The top 20 walking locations, the top 20 cycling locations and approximately the top 10 shopping st and city centre locations were then selected from the longlist. Several locations were identified as having a strong number of comments for walking and cycling.

As the programme progressed quite rapidly, several corridors or sites that were longlisted were then brought on board in the programme, due to connection or importance to another scheme in the package. These schemes have therefore not been included in table 3. The total number of separate locations assessed across the city therefore is therefore slightly lower than the sum of the longlists.

At this stage, a filter was also run to pull out all comments with more than 40 agreements. These can be seen on map 6. A similar check was done with comments with 30+ agreements. The highest number of agreements on a single comment on Commonplace was 71. The average number of agreements was between 10 and 20. This filter therefore provided a check that no significant localised sites had been missed by the 5 comment threshold.



Exceptions

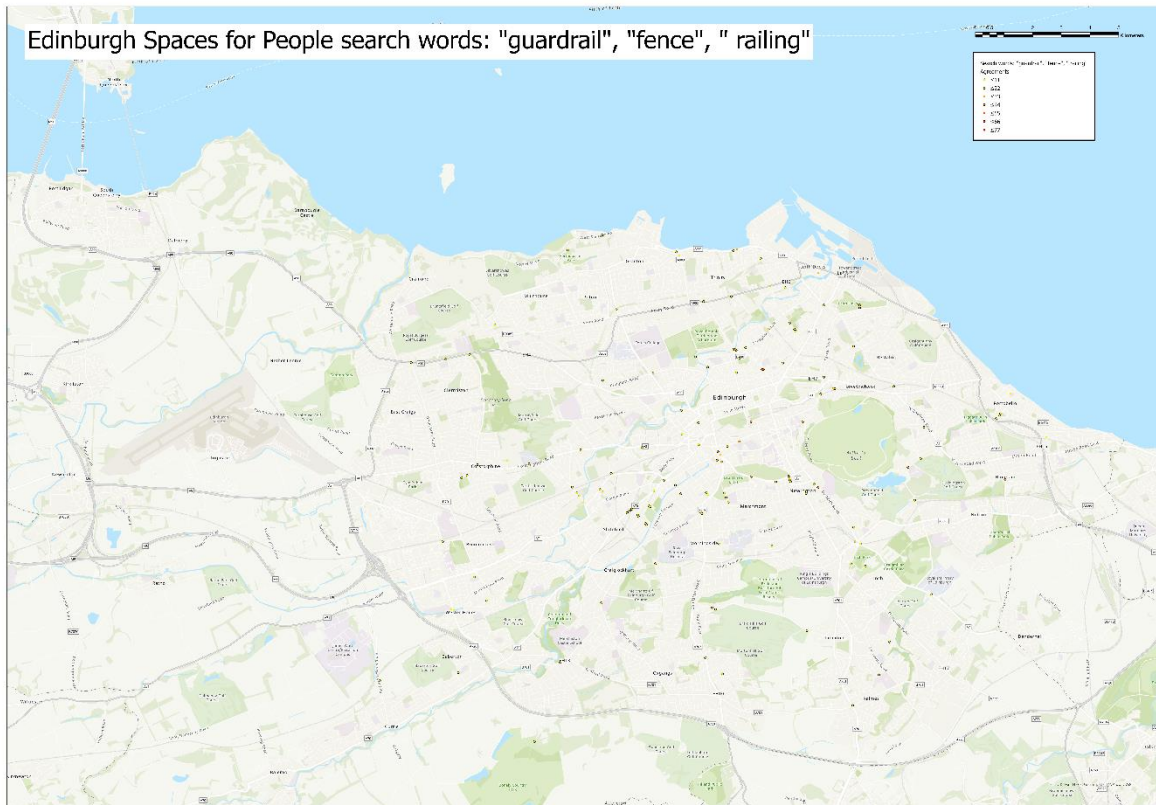
- 1) Due to the ongoing tram construction works and their significant impact on the street, comments on Leith Walk weren't analysed as part of this process as the layout of the street was dramatically altered during and since Commonplace was open to comment. Feedback on the new layout is being dealt with by the Trams to Newhaven team.
- 2) Although not shown on the map as part of the Spaces for People programme, changes to George St are being considered and undertaken by Economic Development to support business recovery. As such, comments on George St were not analysed to identify a separate intervention.
- 3) As part of identifying clusters, the level of similarity between different comments on a street was also briefly reviewed. Due to the very strong extent to which comments were identifying the same issue, along with the unusually high levels of agreement with comments, the Portobello to Musselburgh corridor was included for assessment despite falling out with the top 20 sites.
- 4) There are a small number of schemes that were already under consideration at the point of the Commonplace analysis, but have since been dropped from the programme due to feasibility issues. These locations were therefore also not analysed. Easter Road is an example of this type of situation.

Citywide trends

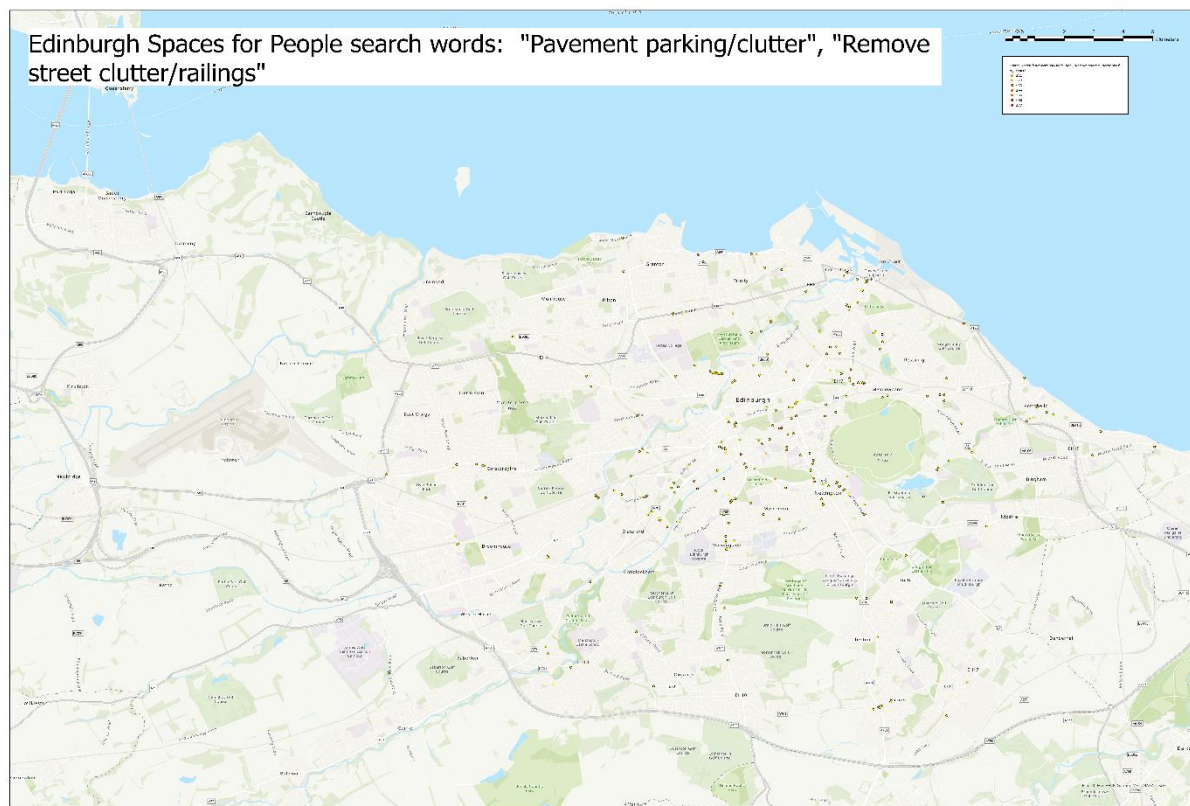
Whilst looking at comments across the city, it was noted that guardrail and street clutter were themes that came up in a variety of locations (see maps 7 & 8). These are issues that can be best addressed as a package of work, delivered at multiple locations across the city. As such, they were added into the longlist as such and scored in this way, rather than looking at each site individually.

Several comments across the city also flagged the need for overhanging vegetation to be cut back. This was not scored as an intervention, but the locations were fed into the Council's usual workstream for such matters. This includes targeted social media campaigns encouraging residents to cut back their hedges where they overhang the pavement.

Similarly, requests for cycle parking were extracted from the database and each location assessed as part of the citywide cycle parking rollout. Where there was a suitable site at the locations raised, it has been added to the cycle parking programme and will be delivered over the next year through that, rather than Spaces for People.



Map 7: Comments relating to guardrail across the city



Map 8: All comments across the city tagged as relating to street clutter and/or pavement parking

Shortlisting - with Starbank Road and Trinity Crescent example

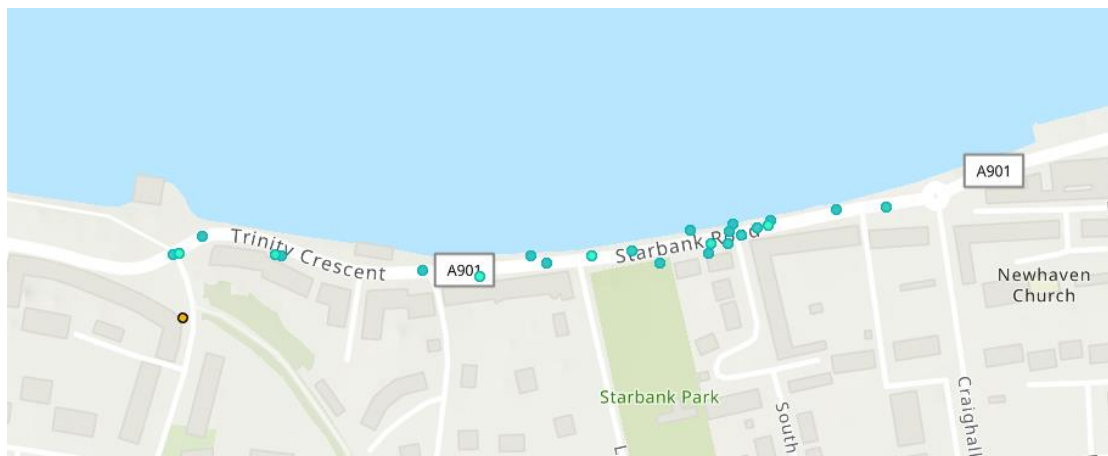
For each of the longlisted locations, the barriers, solutions and specific issues provided on commonplace for that location were then assessed. See below for an example extract of the summaries produced for each location.

Whilst clusters were selected based on the filtered maps, all comments in a street were looked at during this stage. This ensured all issues within the street were taken into consideration when identifying a design solution. The proposed interventions tried where possible to address the most major concerns, however in some situations it was only feasible for an intervention to address a sub-section of the issues identified.

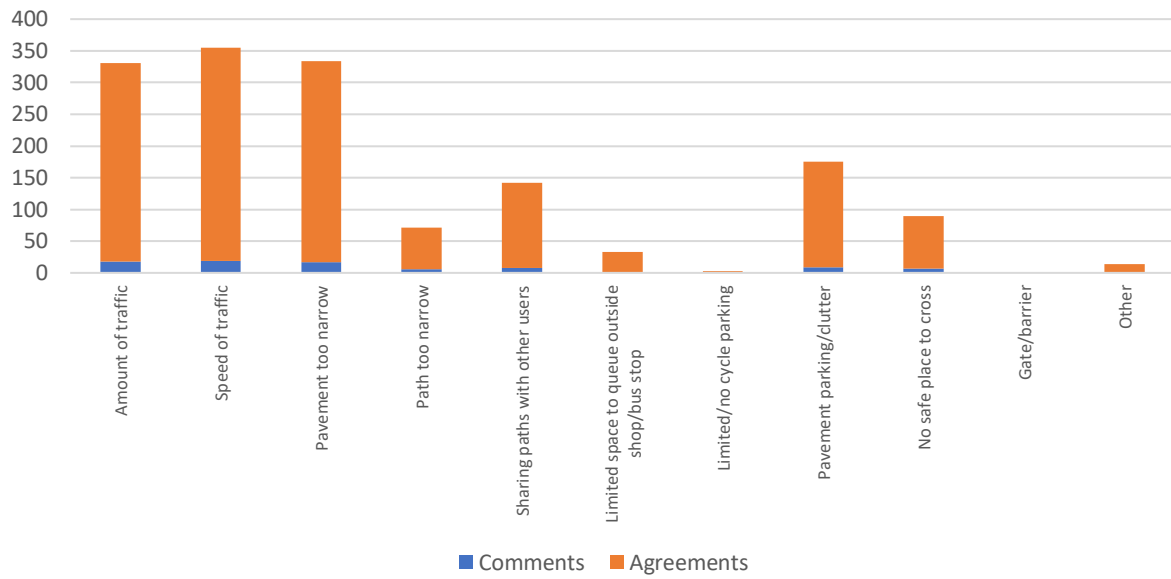
Starbank Road & Trinity Crescent

Total comments: 24

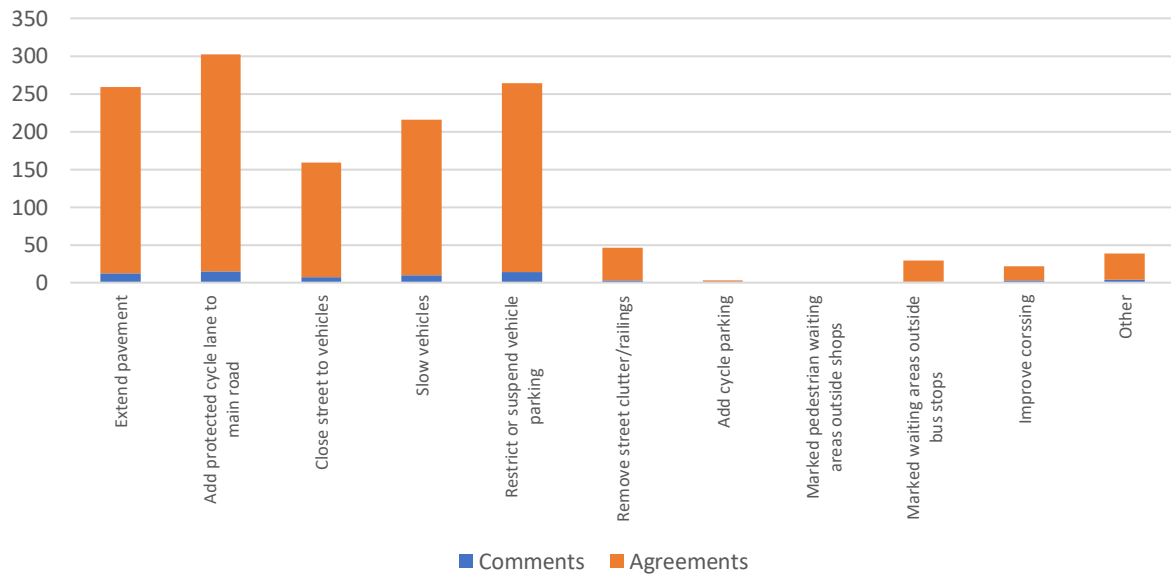
Total agreements: 395



Starbank Road + barriers w/ agreements



Starbank Road + temporary measures w/agreements



Extract from the comments summary table

Agreements	Any other comments relating to physical distancing in this location?
43	pavement very narrow and is a weak link in an otherwise well-served walk/cycle between Newhaven and Granton. Normally a very unpleasant busy road
36	I've twice cycled along here, moved out into the road to give distance to pedestrians who have not enough space as it is to pass each other safely and had cars blast their horns at me. Its extremely dangerous and needs addressed. The whol extension to granton needs closed to vehicular traffic. Its a really nice walk giving variety to views for people wishing to follow the guidance and stay local with the lovely views over the forth.cars need to be removed from here.
33	It's literally impossible to walk down this bit of road without stepping out into the carriageway. It's an incredibly popular cycling and walking route with no space as it links key greenspaces and path networks together. There's no good reason for this to be a through road anyhow as through traffic should be on Ferry Road.
32	<p>Is it impossible to social distance on Starbank Road due to the width and the volume of traffic which prevents opportunistic crossings to avoid people.</p> <p>Additional problems are caused by queues outside the Old Chain Pier and frequent pavement parking at various points along both sides of the road.</p>
31	Remove railings to make crossing easier. Pavement too narrow to walk on in 'normal time' and impossible in C-19 times. High traffic, speeding and pollution along here make it unpleasant and dangerous. Really lets the front down after the brilliant work on McKelvie Parade
28	It's literally impossible to walk along this road in a safe way. Between Craighall Road and Trinity Road should be completely closed to traffic (except for residents).

For each location either a solution was identified, or it was deemed that there was no viable short-term solution that could be delivered through Spaces for People. In some cases, the issues raised are already being investigated and dealt with through

other workstreams within the Council. In these instances, particularly when the delivery timeframe under the alternative workstream is in relatively near future, these sites were ruled out for an intervention through Spaces for People. Table 3 provides details of these locations. Taking this approach ensures the Council are spending money as efficiently as possible between different workstreams.

Scoring

Of the longlisted locations, 20 had a potentially viable solution. These were then scored using the same criteria as the rest of the Spaces for People programme. Below is the table of the top 10 scoring interventions, recommended for progressing. These will now need further design work to ascertain if they are definitely deliverable and to generate a more precise costing.

Recommended Schemes

Table 1: Recommended shortlisted schemes

Scheme location	Proposed intervention	Benefit Score	Impact Score	Cost (£1,000)	Comments
Broughton Street & Roundabout	Footway widening, uphill cycle lane and investigate ped improvements to the roundabout	26	-12	112	Changes to roundabout would need to be discussed with the tram team
Restalrig Road South	Re-allocation of carriageway (via road closure or give and go system) to footway and possibly space for uphill cyclists	23	-6	6	Further design optioneering required on this scheme
Starbank Rd	Give and go traffic management to allow carriageway reallocation for footway/shared use widening	21	-10	15	
Fillyside Road	Wide D island and carriageway space re-allocation to facilitate crossing to Portobello Prom/shared use path towards Leith	20	0	37	
West End of Princes St	Re-allocation of carriageway to footway space in line with construction work by House of Fraser, to mitigate footway narrowing	19	-5	4	
Musselburgh boundary to Portobello High St	Bi or uni-directional on-carriageway cycle segregation	17	-5	120	Need to liaise with East Lothian to tie in at the boundary
Duddingston Road West	uni-directional on-carriageway cycle segregation	16	-4	High	Decision made to not progress this scheme further at this stage as has greater design challenges and will therefore provide less of a step change in

					active travel provision than some of the other schemes.
Portobello Prom	Signage campaign on cyclist speed and minor adjustments to mitigate cycle/ped interaction along prom	16	0	TBA	
Citywide guardrail removal	Citywide programme of guardrail removal, taking into account the multiple locations flagged on Commonplace	16	-1	TBA	
Greenbank Drive and Glenlockhart Rd	Reduce road to 20mph	12	-1	3	

Table 2: City Centre scheme identified to be considered alongside South Bridge scheme

Location	Issues/scheme for further investigation
Leith St	Uphill cycle lane

Rejected sites/schemes

Table 3: Other shortlisted Commonplace issues, not recommending progressing through SfP

Location	Issues raised	Why not taken forward	Alternative programme issue being addressed by (if applicable)
Princes St	Amount of traffic- Need for protected cycle lane, and desire to see traffic removed and space given to businesses.	Not deliverable without significant impacts on PT.	Tram cycle safety project- cycle signal early releases going in imminently along this corridor.
Duddingston Low Rd, Holyrood Park	Volume and speed of traffic, narrow pavement	Proposed solution that would be affordable and viable does not score highly enough to look to progress.	Recommend we add clear signage at junction with Duddingston Road West that park is shut on weekends to prevent traffic entering unnecessarily.
Granton Square, Granton	Size of carriageway - intimidating and challenging for both pedestrians and cyclists to traverse square	Low score for SfP.	Longer-term: Granton masterplan or should be considered in next ATAP.
Bridge Road, Colinton	Footway width, particularly outside shops and carriageway surface/traffic speed	Footway widening only feasible in very localised area, so benefit would be very small scale.	Traffic speed (and possibly carriageway surface) to be addressed by Road Safety 20mph remedial actions programme.
Boswell Parkway, Granton	Footway width outside shops	Footway fairly wide and widening would be so localised, unlikely to be of largescale benefit.	
Holyrood Park Road, Southside	Pedestrian pinch point at park	Addressing pedestrian pinch	

	gates. No crossing within park. Cycle segregation into park requested.	point too small scale an impact. Don't own land in park to address crossing issue. Cycle segregation wouldn't tie into existing wider network particularly well.	
Queen's Drive – High Road, Holyrood Park	Keep closed. Divide space between peds and cyclists. Make two-way. Address access barrier issues.	HES has already addressed many of these points.	
Arboretum Avenue, Stockbridge	St closure	Traffic flows already low	
Brighton Place, Portobello	Improved active travel access along st and through tunnel.	Not able to address tunnel concerns safely in a temporary form.	
Abbeymount Rd, Abbeyhill	Guardrail under railway bridge, need for uphill cycle lane	Guardrail necessary. Cycle lane less in demand and beneficial compared to other proposed cycle schemes	
Cramond Road South and Main St, Davidson Mains	Pavement width, street clutter	Issues to be picked up via other programmes	Issues with route to school to be identified as part of refreshed School travel plans Traffic calming (humps and narrowing) being introduced to Roundabout by Road Safety
Malborough St, Portobello	Pavement parking, street clutter and narrow pavements (access to Portobello prom)	Issue and potential intervention scored lower than other projects included for recommendation.	
Brunstane Rd, Portobello	Demand for Road closure and as an	Commonplace comments very divided as to	

	active travel connection	whether this intervention was wanted	
Dalkeith Rd/Pleasance, Southside	Issues around East Preston Primary School, segregated cycle lane	Cycle infrastructure provided on parallel corridors, with connection.	Primary school access addressed as part of schools scheme Guardrail at crossings by Commonwealth pool can be addressed as part of citywide guardrail removal programme
Meadows to Blackford Hill via Marchmont and Kilgraston Rd, Marchmont/Blackford	Pavement width, amount of traffic	Significant road width constraints on Kilgraston Road. Is a potential crossing improvement to the park but would likely require civils. Cluny gardens speed limit in process of being brought down to 20 with permanent TRO.	Longer-term active travel scheme Marchmont to King's buildings addresses some of these issues.
West Mains Road and Blackford Avenue	Speed reduction, cycle segregation,	No temporary solution	Speed reduction currently being developed for this corridor with permanent TRO. Cycle improvements being delivered as part of Marchmont to KB active travel scheme.
Portobello Road	Demand for cycle segregation and/or widened footway	Not deliverable in temporary scheme	
Queen's Drive and Duke's walk	Demand for closure	Following discussions with the Council, Park has closed on weekends.	

		Any further intervention may have interaction with South Bridge scheme.	
Kirkbrae, Liberton Rd, Blackford Glen and Mayfield Rd junction	Lack of pedestrian crossing, demand for cycle segregation on Liberton road corridor	No viable temporary solution for this junction – already looked at by signals. Cycle segregation being provided along parallel Gilmerton Road under SfP and Roads renewals scheme.	
Merchiston Ave	Traffic speed, lack of crossing, narrow pavements	No viable temporary solution.	Pick up crossing improvements through active travel minor improvements programme
Ravelston Dykes Rd	Traffic speed, pavement width, lack of safe crossing into corstorphine hill	Majority of issues currently being looked at through a permanent scheme	Road Safety 20mph remedial actions programme.
Salisbury Road	Guardrail at junction, traffic volumes	Cannot close road – network impact.	SfP citywide guardrail removal would address this
Main St/Wilkieston Ave, Ratho	Narrow pavements, pavement parking and traffic speed through village an issue, makes lack of crossing facility a problem	Unable to address pavement parking issue. Addressing speed should improve crossing.	Wilkieston Ave in 20mph remedial actions programme for Vehicle
West Crosscauseway, Southside	Road closure – narrow pavements and cut through by traffic at speed.	Already permanent scheme with lot of history and background in area.	Localities- TRO with hearing due for permanent Causey project design.
Montrose Terrace, Abbeyhill	Improve crossing (increase time), pavement width, safe cycle	Not a high footfall shopping st, low commonplace demand compared to other shopping	

	facilities, reduce traffic speed.	sts and potential interaction with south bridge scheme.	
High St, Corstorphine	Narrow pavements	Addressed as part of SfP schools programme	SfP schools programme
Abercromby Place and Albany St	Vehicle speed, safe crossings, non-residential parking	Pavement width sufficient, parking changes and change to layout of st to enforce speed limit not viable in temporary form.	Road layout recently adjusted to facilitate crossing of Dublin St.
Seafield Road	Shared use path too narrow, particularly over road bridge	Adding cycle lane to carriageway not viable as road width required to cater for HGV movements- this is key access corridor to Forth Port. Public proposal of adding an off-road connection via Craigentenny golf course isn't a short-term solution, although could be explored further in next Active Travel Action Plan if appropriate.	
Cranston St	Narrow pavements	Does not score strongly for risk mitigation as far lower in footfall than other city centre streets	
Kaimes Junction and Frogston Road East	Lack of crossing and pavement at new development, lack of cycle provision in area and junction pavements not wide enough. Route to school.	None of these issues had a suitable short-term solution. Vegetation cutback to be picked up in citywide programme.	Consider route to school interventions as part of travel plan. Cycle provision in area/along Frogston Road for potential

			consideration under next ATAP.
East Trinity Road	Narrow pavements, pavement parking and street clutter	Potential solutions of removing guardrail likely to exacerbate pavement parking problem. Making street one-way also likely to increase speed of traffic on street and closure would have very significant impact, particularly if considering intervention on parallel starbank rd.	Flagged as a route to school, should therefore any viable interventions should be picked up as part of the renewing school travel plans work.

Annex to Appendix 2: Summary of Commonplace key barriers and solutions, by Spaces for People workstream

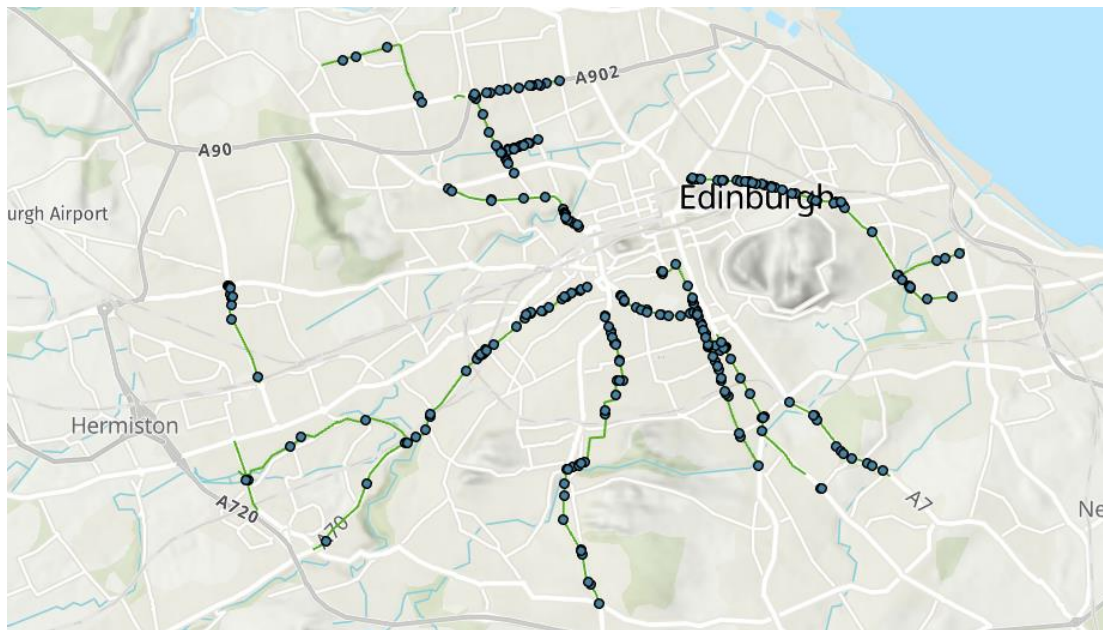
Introduction

This section contains a summary of the number of comments and agreements and Explain what image shows.

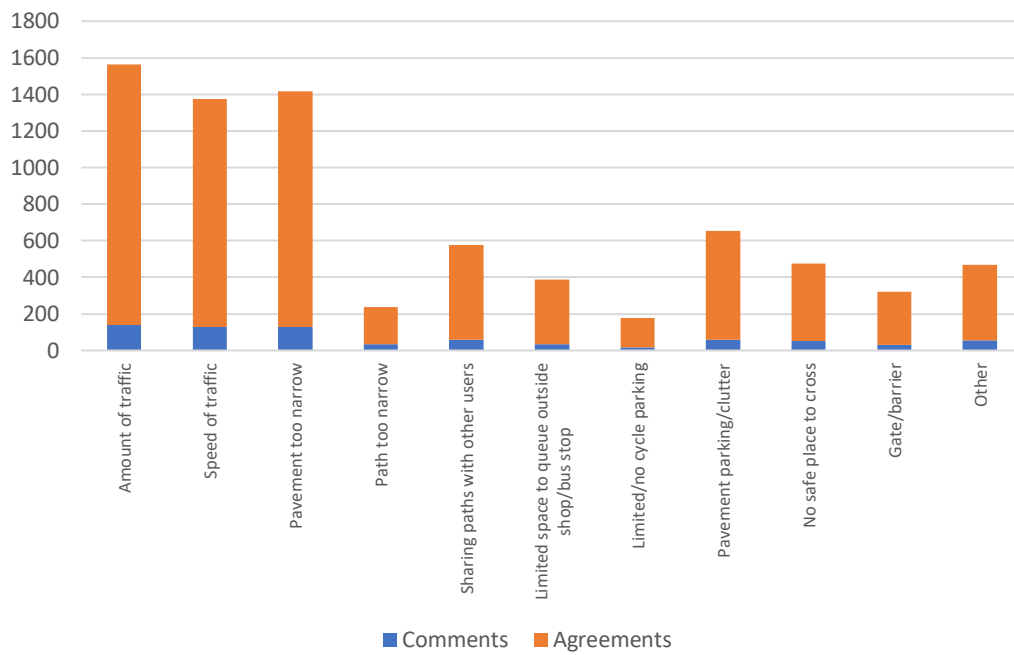
Travelling Safely

Total comments: **306**

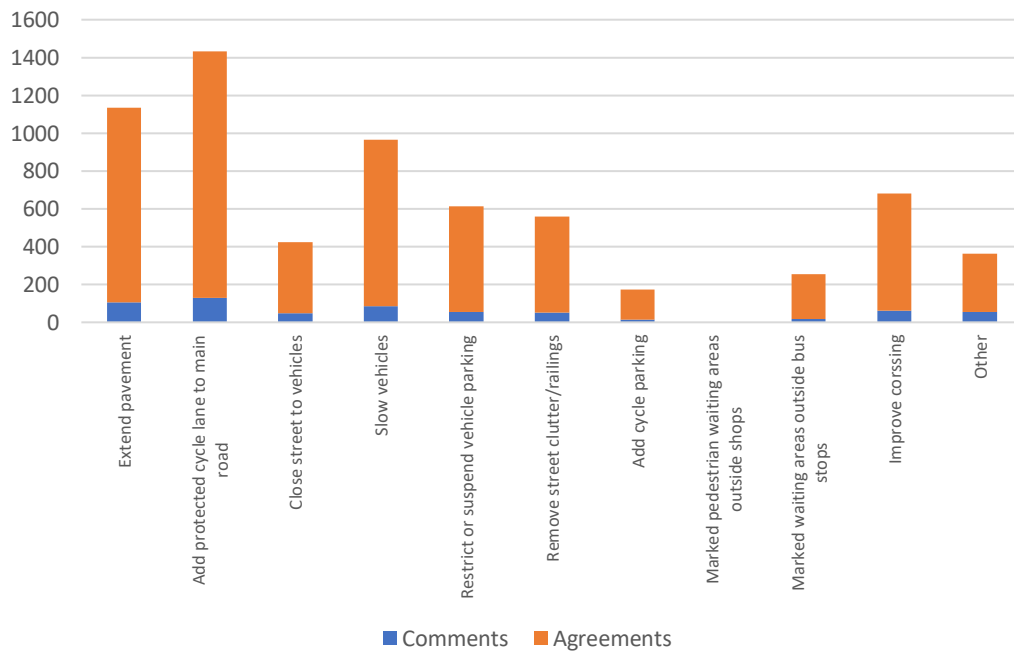
Total number of agreements: **2618**



Travelling safely barriers w/ agreements



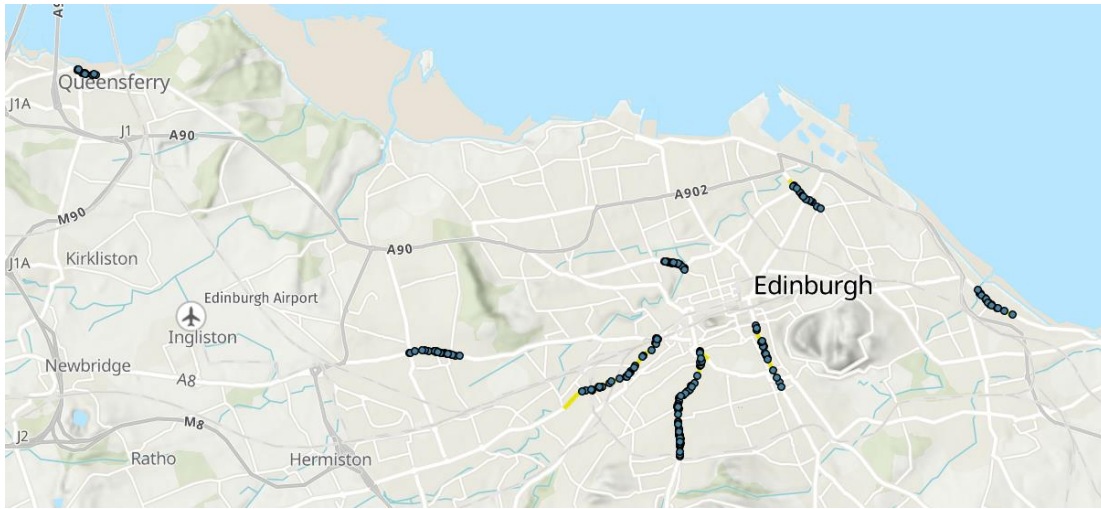
Travelling safely temporary measures w/agreements



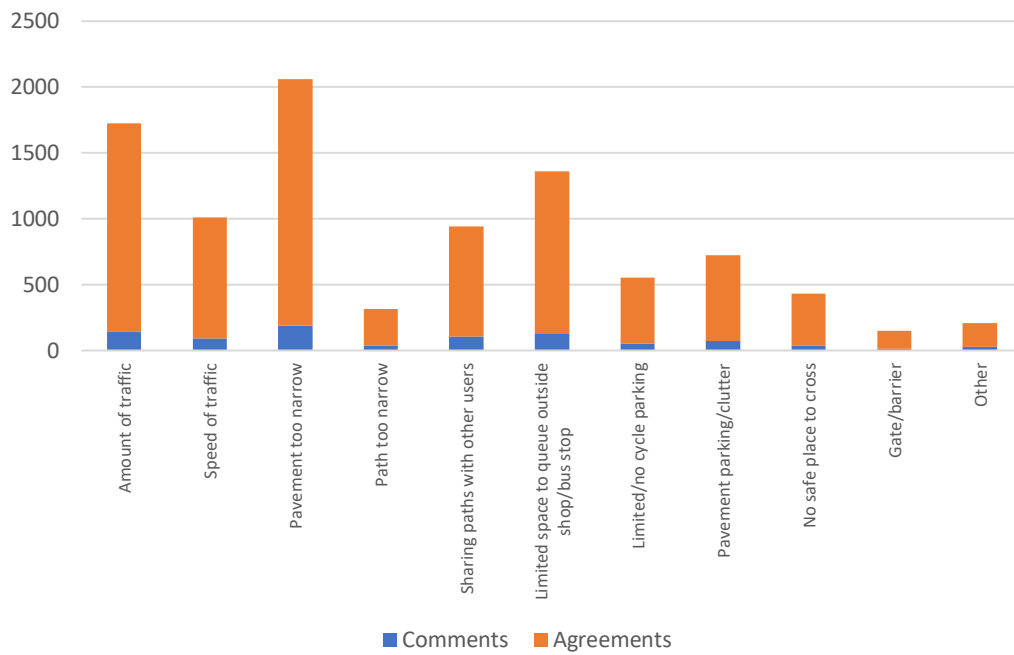
Space in shopping streets

Total comments: **280**

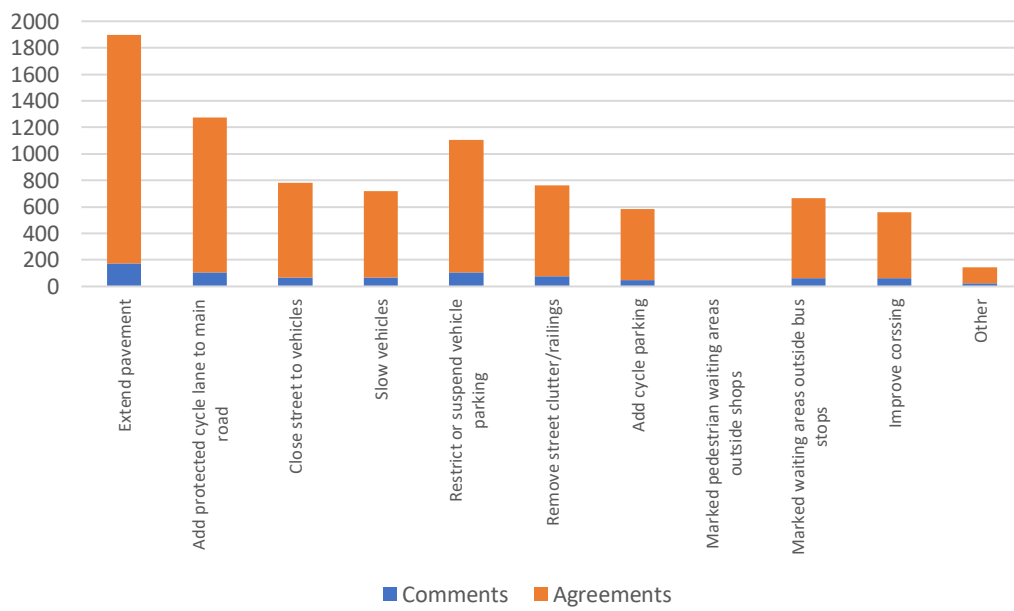
Total number of agreements: **2528**



Space in shopping streets barriers w/ agreements



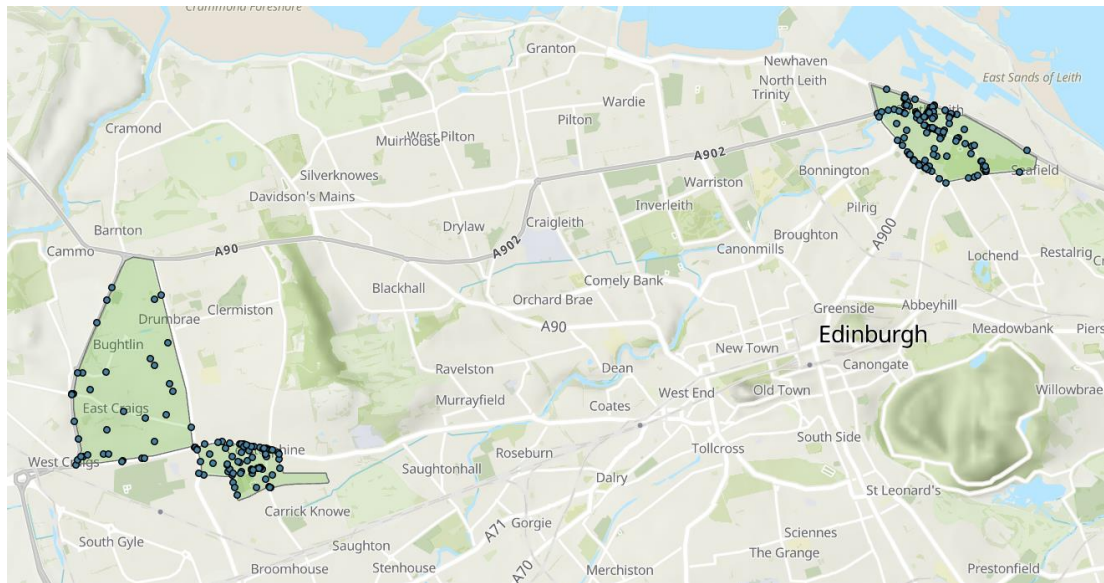
Space in shopping streets temporary measures w/agreements



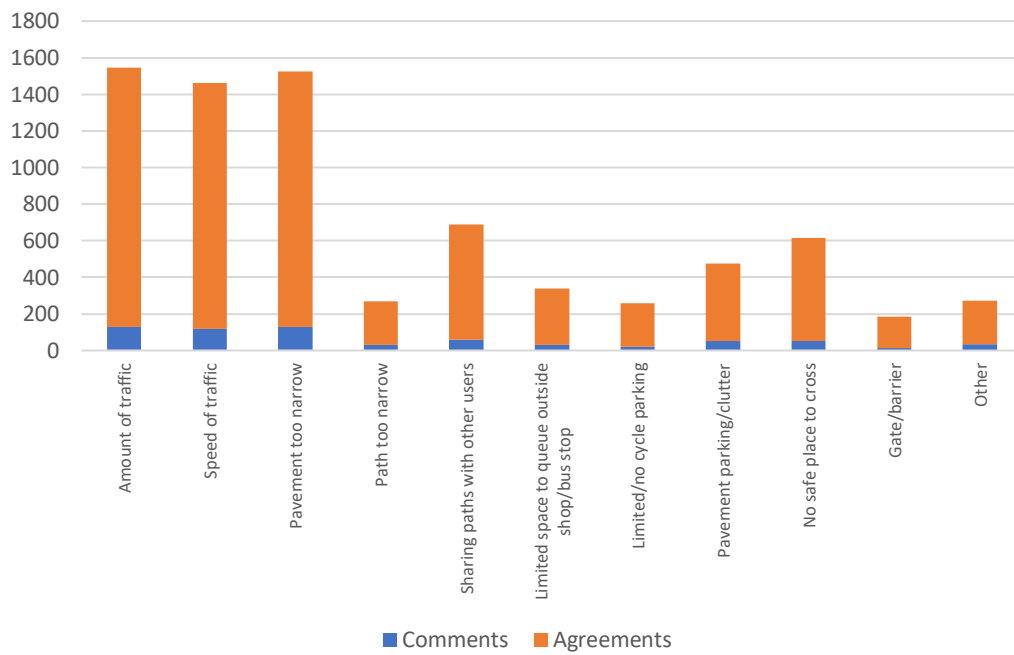
Low traffic neighbourhoods

Total comments: 243

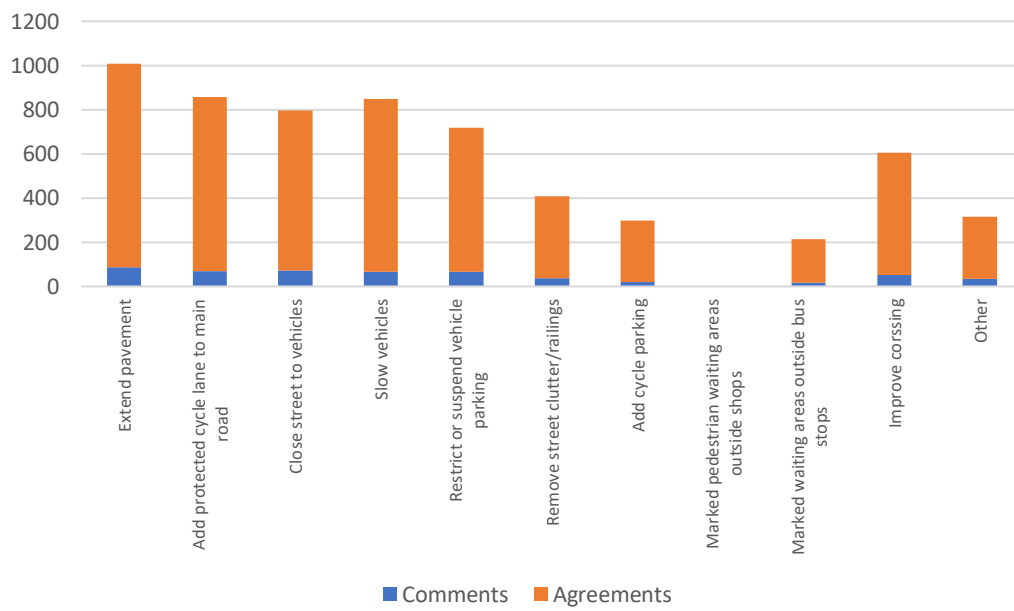
Total agreements: 2313



Low traffic neighbourhoods barriers w/ agreements



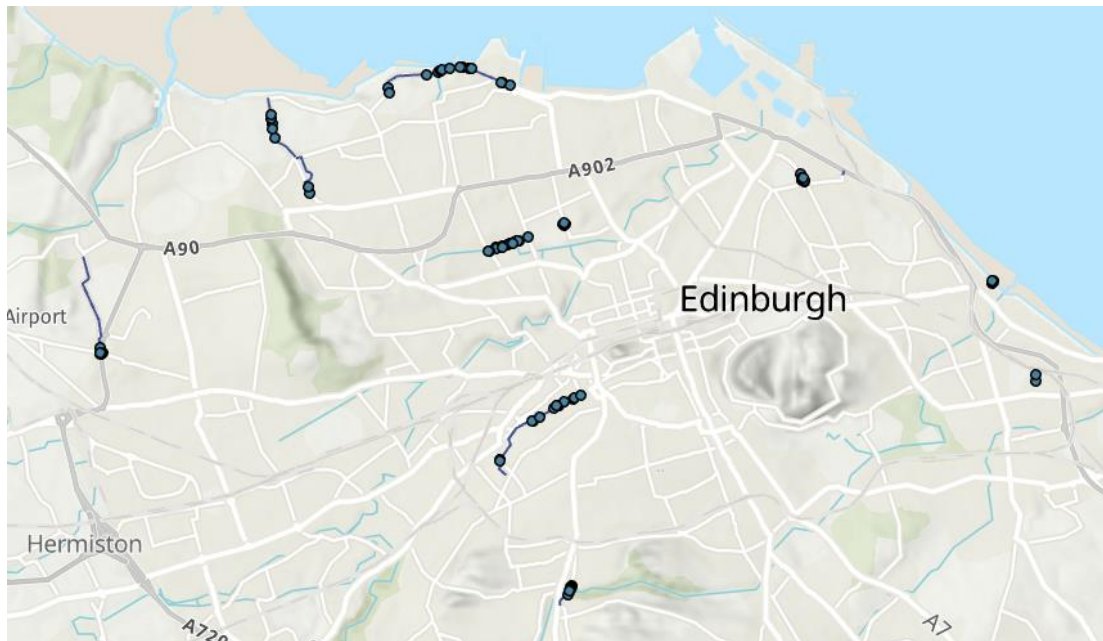
Low traffic neighbourhoods temporary measures w/agreements



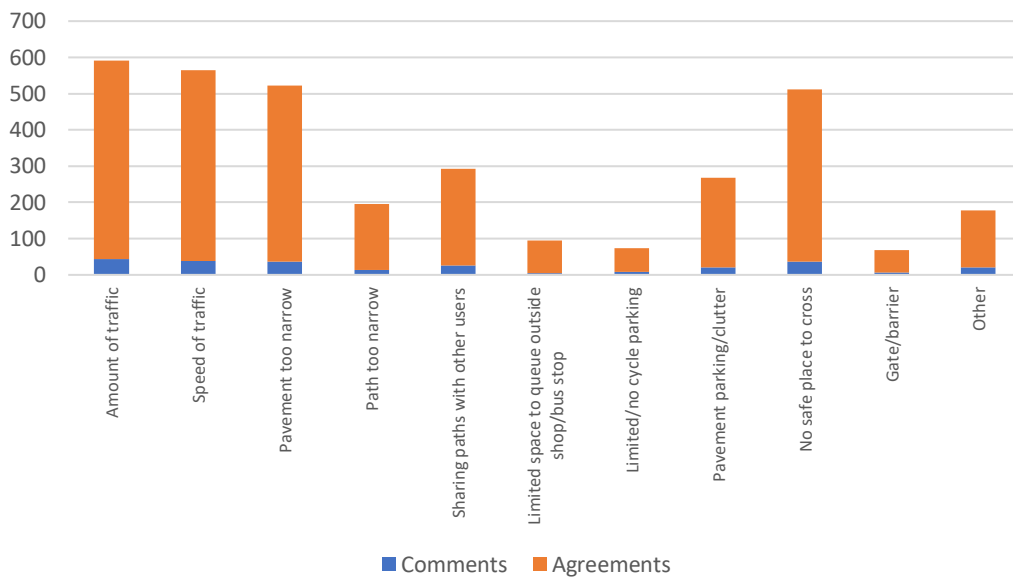
Space for exercise

Total comments: 118

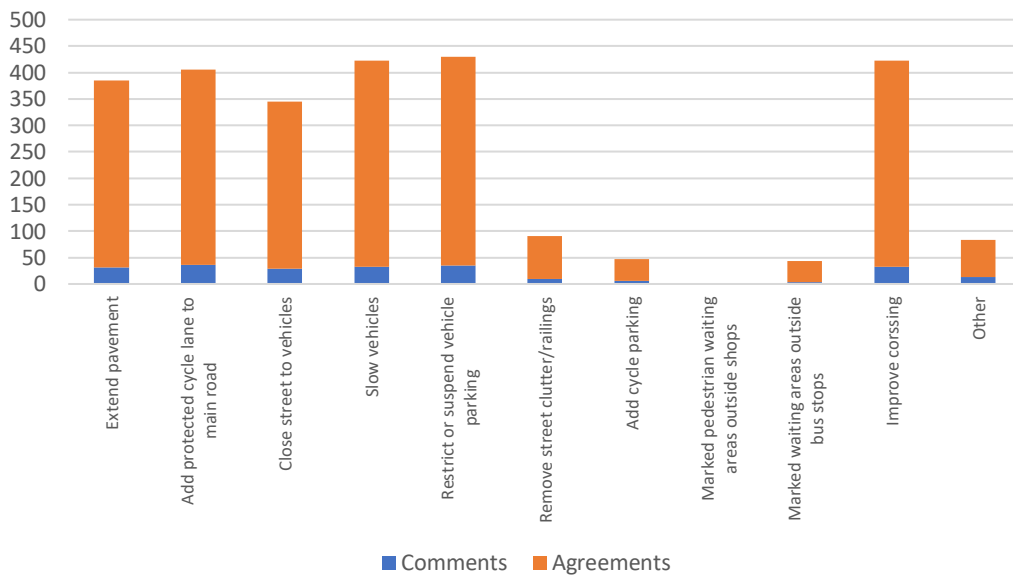
Total agreements: 1164



Space for exercise barriers w/ agreements



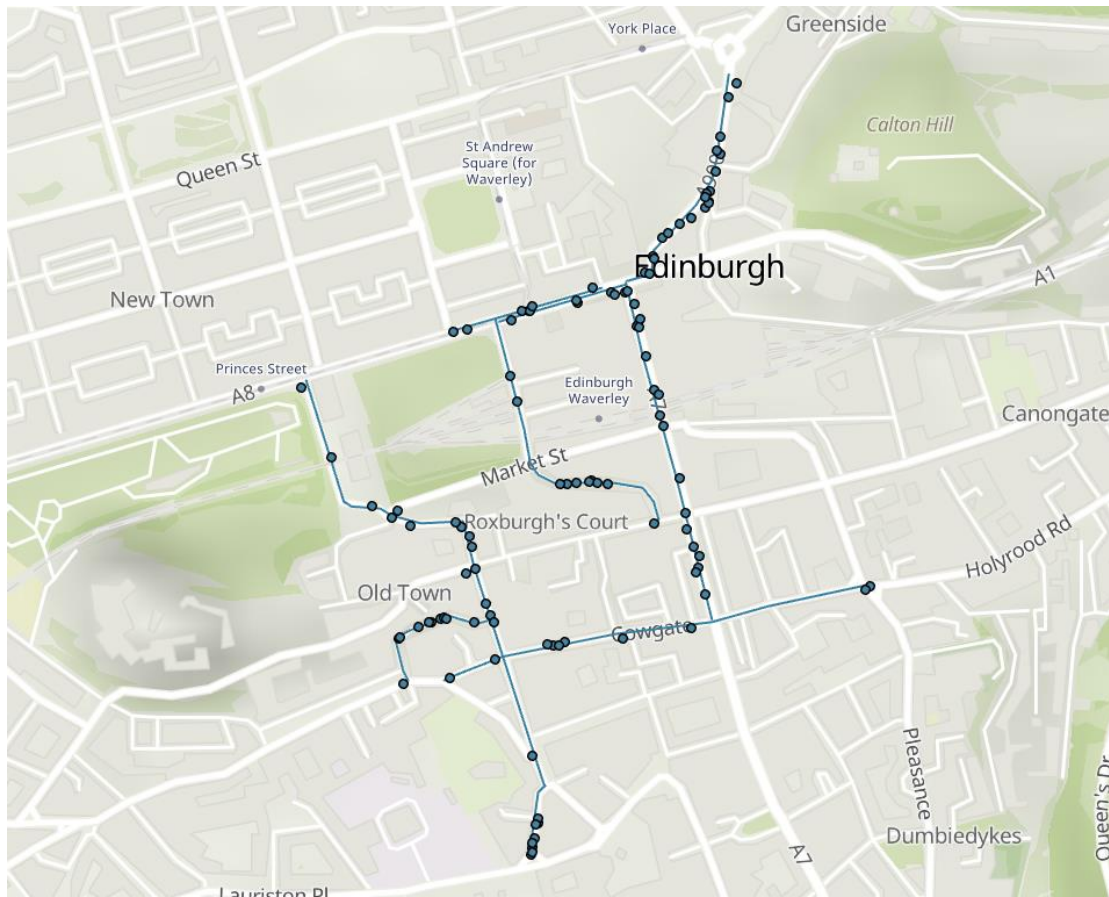
Space for exercise temporary measures w/agreements



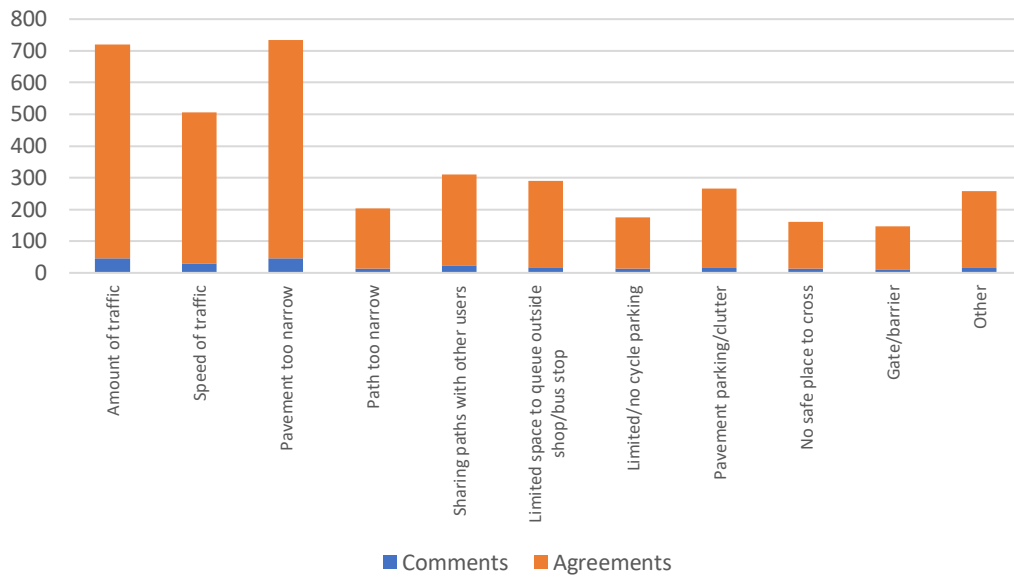
City Centre

Total comments: **105**

Total agreements: **1084**



City centre barriers w/ agreements



City centre temporary measures w/ agreements

