

Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Spaces for People Update – January 2021

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 (SfP) programme;
 - 1.1.2 approve the schemes noted in paragraphs 4.3 and 4.4 (and in Appendix 2);
 - 1.1.3 approve the recommendations set out in Appendix 1;
 - 1.1.4 note the intention to review the current measures to determine if it would be beneficial to retain or adapt them to support the Council's wider strategic objectives. The arrangements for doing so are set out in paragraphs 4.30 – 4.33 and in Appendix 3 and it is intended to update Committee on this in April 2021;
 - 1.1.5 note the schedule of proposed measures near schools in Appendix 4; and
 - 1.1.6 agree the funding allocation described in section 6.

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Report

Spaces for People Update – January 2021

2. Executive Summary

- 2.1 This report provides an update on Spaces for People (SfP) measures implemented over the last eight months, seeks approval for changes to existing schemes and recommends the introduction or development of new schemes.
- 2.2 The report sets out a process to assess the benefit of retaining or adapting existing measures where these align to the Council's wider strategic priorities, utilising the appropriate legal powers.

3. Background

- 3.1 The Scottish Government's SfP 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 As Roads Authority, the Council has powers to revise road layouts or introduce features on public roads without the need for Traffic Regulation Orders, Temporary Orders or Notices. Temporary Traffic Regulation Orders (TTRs) are generally required when parking or traffic restrictions are required.
- 3.3 The Council's Policy and Sustainability Committee approved creating safe spaces for walking and cycling in [May 2020](#) in response to the impact of COVID-19.
- 3.4 To date the SfP programme has installed and developed proposed designs for:
 - 39 km of segregated cycle infrastructure;
 - 11 widened footpaths in city centre and town centre locations to create more safe space for pedestrians;
 - Three city centre pedestrian zones;
 - Seven areas for safe access to Spaces for Exercise;
 - 10 road closures or vehicle prohibitions for schools; and
 - 54 measures to reduce the risk of infection near school gates.
- 3.5 The last project update was considered by City of Edinburgh Council on [19 November 2020](#), following referral from Transport and Environment Committee.

- 3.6 As noted in the previous report, minor interventions, generally relating to measures for schools, have been installed directly or considered through the existing delegated authority approval process from the Council Incident Management Team (CIMT).
- 3.7 Following the previous Transport and Environment Committee, the Council's SfP Programme has been awarded a further £250,000 of Scottish Government funding in addition to the existing £5m. This means that the total SfP fund allocation is now £5.25m, to be spent by mid-May 2021. However, discussions are on-going with Sustrans to agree funds that may be carried-forward beyond this period to facilitate inspections, maintenance and, where appropriate, removal/reinstatement beyond May 2021.
- 3.8 In addition, as set out below, the Council has also secured additional funding of £1.7m from the Scottish Government's Places for Everyone programme. This funding, for the installation of trial infrastructure during and potentially beyond the period of the pandemic, means that some SfP schemes have now transferred into the Places for Everyone programme.

4. Main report

Programme Update and Scheme Reviews

- 4.1 The schedule in Appendix 1 sets out all current and proposed projects in the programme, noting the scope, status and recommendations.
- 4.2 All significant schemes are subject to an internal peer review to consider:
- 4.2.1 project outcomes in relation to original programme objectives;
 - 4.2.2 findings from Stage 3 (post implementation) Road Safety Audits (where appropriate);
 - 4.2.3 feedback from residents/businesses;
 - 4.2.4 changes in immediate or adjacent traffic patterns; and
 - 4.2.5 feedback from any key stakeholders (including emergency services and Lothian Buses).
- 4.3 Following peer review, amendments to two existing schemes are now recommended for approval:
- 4.3.1 **Braid Road (Existing Road Closure)** – it is recommended that Braid Road be reopened one-way, in a southbound direction. In addition, traffic calming measures should be considered in the Midmar area to manage through traffic speeds. This revision is proposed to reduce the impact on south-bound public transport journey times on Comiston Road (confirmed by Lothian Buses data in December 2020) and the impact of intrusive traffic on Braid Crescent and some other local streets including Cluny Drive etc. If possible, it is hoped to introduce the proposed Greenbank to Meadows Quiet Route in advance of this change. During this interim period engagement with Lothian Buses will continue, as will monitoring of any local traffic pressures.

- 4.3.2 **Tollcross Town Centre (Town Centre pavement widening)** – it is recommended that the footpath widening on Earl Grey Street is removed during the planned Lothian Road phase 2 works, expected to take place in early summer 2021. The new permanent road layout is likely to include cycle lane markings on the southbound route. This will be monitored for any significant impact on public transport journey times.

Schemes Recommended for Approval

- 4.4 There are seven schemes which have recently been designed or developed and are presented to Committee for approval to proceed to Notification and CIMT consideration. Further details on each individual scheme is provided in Appendix 2 and is summarised as follows (subject to available funding):
- 4.4.1 **Silverknowes Road (South Section)** – revised scheme to introduce segregated cycle lanes and a quiet connection. Due to narrow road widths on the approach/exit from the Silverknowes Parkway roundabout, it has not been possible to introduce segregated safer segregated cycle facilities at the northern end of the route or to design a safe access/exit point at the roundabout on the mainline route;
- 4.4.2 **Slateford Road** – this scheme provides safe segregated cycleway infrastructure between Allan Park Road and Dundee Street to reduce pressure and conflict on the Union Canal Tow Path. It also provides a critical link between Lanark Road onto the current Dundee Street measures (notification to be undertaken);
- 4.4.3 **Granton Square to Marine Drive** – this scheme introduces an advisory cycle lane and narrow road markings on the industrial section of West Shore Road and a closed section of road to improve access between the Forth Quarter Park and the Gypsy Brae Recreation area. This scheme has been developed to improve access from the Granton Square area along to the Silverknowes promenade and from the Marine Drive and Waterfront park areas. Commercial access is maintained (notification to be undertaken);
- 4.4.4 **Braid Hills Road / Drive and Liberton Drive** – this scheme has been proposed as an important safe link to areas of exercise in the Hermitage of Braid and Braid Hill area. Appendix 2 sets out five options which have been considered by officers to create this link. Following consideration, it is recommended that the final option, to introduce a combination of bi-directional cycle lanes on the westbound lane, with soft segregation between Braid Farm Road and Liberton Tower, be progressed into a full design, for consideration by the SfP Design Review Group and then Stakeholder notification. This would require the central hatching to be removed (allowing two-way traffic to be retained) and for the speed limit in the open section to be reduced from 40mph to 30mph. As part of the design, this layout would also need to be carefully integrated into uni-directional cycle lanes at either end of the core section of the scheme including Liberton Drive;

- 4.4.5 **Bellevue to Canonmills** – this proposal is an addition to the Broughton Street/Roundabout Commonplace scheme to extend the provision of segregated cycle facilities down to the Rodney Street junction. It is seen as a natural progression from the above scheme and would extend the route towards the North Edinburgh Path Network (notification to be undertaken);
- 4.4.6 **Meadow Place Road/Ladywell Road Junction** –proposes to introduce cycle markings and segregation at the junction and along Meadow Place Road leading towards the school hubs and Broomhouse (notification to be undertaken); and
- 4.4.7 **Orchard Brae Uphill Cycleway** – recommends introducing new cycleways and improvements, such as bus lanes, have been delivered along Crewe Road South and the A90 with safety improvements to be delivered at the Orchard Brae Roundabout. Delivering a cycleway Orchard Brae is a logical addition to the cycleways in the area as it completes the link between cycle provision on the A90 and Crewe Road South. This will give safe access by bike for local people to many destinations, in particular the Western General Hospital (notification to be undertaken).

Commonplace

- 4.5 Public suggestions and comments on the SfP programme were gathered between 29 May and 29 June 2020 using the 'Commonplace' online tool.
- 4.6 To ensure these schemes are progressed quickly final approvals shall be considered under the existing CIMT delegated authority process. Design development and engagement has been undertaken on many of the schemes.
- 4.7 An update on the schemes approved at the November Council meeting are noted below:

Location	Scheme	Progress Update
Broughton Street	Pavement widening and uphill cycle land	Early engagement with stakeholders undertaken to support the design process. Detailed design options are still to be developed
Broughton Street Roundabout	Revisions to the roundabout layout to reduce road space, improve the layout for pedestrians, create safe crossing facilities, remove pedestrian guardrails and create a Dutch style	As above

	layout to suit less confident cyclists	
Restalrig Road South (Smoky Brae)	Pavement widening and uphill cycle lane	Engagement with Councillors and stakeholders ongoing to develop a suitable design. Detailed design options are still to be developed.
Starbank Road	Pavement widening with give and go traffic management. Considering the reduction of pedestrian pressure in the area and the context of the route it may be appropriate to postpone this proposal or consider part-time measures at weekends.	Further plans to be developed with Ward Councillors and local stakeholders
Seafield Road East (Fillyside Road)	Pedestrian/cyclist crossing point and pavement widening	Details of a shared pedestrian and cyclist crossing point are still to be developed
Princes Street (West End)	Footpath widening	Due to significant site restrictions it has not been possible to develop this suggestion further
Portobello Prom (East) to East Lothian Boundary	Cycle segregation	Outline designs have been developed for the installation of a bi-directional cycle lane between the east end of the Portobello Promenade up to the East Lothian boundary, and onwards to the New Street junction in Musselburgh (in partnership with East Lothian Council)
Portobello Prom	Improved signage and minor interventions to reduce speed of cyclists	Local improvements to signage have been developed and should be installed in March 2021

Duddingston Road	Cycle segregation	Plans have been developed for part cycle segregation (east end) and advisory cycle lanes from the Holy Rood School towards Craigmillar
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South Bridge, Chambers Street and George IV Bridge Signals

- 4.8 Detailed designs have been developed for the proposal on South Bridge, including the provision of loading facilities on Chambers Street and the introduction of temporary signals at the George IV Bridge/Chambers Street junction.
- 4.9 As a result of programming changes to the North Bridge capital infrastructure works it will not be possible to introduce a segregated cycle lane on the southbound section through the site as blasting and surface coating operations on the parapets will be taking place in the early part of 2021 and require an increased occupation on the west pavement. Considering the context of infection transmission, the widening of this west footpath during the works is, regrettably, a higher priority than cycle segregation at this time.
- 4.10 The situation on North Bridge with respect to temporary traffic management will continued to be reviewed with the respective project teams.
- 4.11 It is expected the installation of this scheme will commence in early February 2021.

Measures to Improve Access to Schools

- 4.12 An assessment of measures to improve space leading to, in and around our school access points and travel routes has been completed for all Council and independent schools.
- 4.13 These include temporary road closures, footpath widening, the introduction of additional waiting restrictions and changes to access arrangements. Details and the status of these measures are set out in Appendix 4.
- 4.14 Temporary public safety measures have been assessed and introduced at schools across the city as noted below:
- 124 assessments around primary, secondary and independent schools;
 - 54 Individual measures near school gates to reduce the risk of infection;
 - 29 road closures or vehicle prohibitions planned (11 in place);
 - 17 footpath widening proposals (12 in place).

Places for Everyone

- 4.15 A number of existing SfP schemes have been transferred to Places for Everyone programme, following the allocation of £1.7m to the Council, as set out in the table below:

Project Title	Trial/Temporary infrastructure	Estimated Cost
Gilmerton Road enhancements for people	Trial extension of segregation to north of existing scheme	£97,533
Follow on from Dundee Street / Fountainbridge	Trial cycle segregation	£150,280
Follow on from Duddingston Road - Feasibility Study	Trial cycle segregation	£98,709
NEAT Connections (formerly Pennywell Road on portal)	Trial cycle segregation Pennywell Road and Roundabout and Muirhouse/Silverknowes parkway	£172,726
Leith Connections (Follow on from Edinburgh Active Travel Network: George Street and First New Town and Leith Connections)	<ul style="list-style-type: none"> • Trial Low traffic neighbourhood • Trial modal filter/pedestrianization of the Shore Trial footway widening on Great Junction St	£182,296
West Edinburgh Link (follow on from the West Edinburgh Active Travel Network)	Trial cycle segregation on: <ul style="list-style-type: none"> • Wester Hailes Rd • Meadow Place Road • Drum Brae North • Trial low traffic neighbourhood in East Craigs 	£314,559
Follow on from Meadows to George St Streets	Trial cycle segregation on: <ul style="list-style-type: none"> • Forrest Road, • George IV (and footway widening) • The Mound 	£236,137
Pedestrian Priority Zone Feasibility	<ul style="list-style-type: none"> • Trial modal filtering of Waverley Bridge • North/South bridge- active travel improvements • Pleasance- trial uphill cycle segregation • Trial traffic reduction at East end of Princes St 	£92,287.10

	<ul style="list-style-type: none"> • Trial closure of Cockburn St • Trial closure of Victoria St • Cowgate- trial one-way system 	
Leith Street to Jeffrey Street Feasibility		£360,814
Old Dalkeith Road (Bioquarter connections) - NB application not yet submitted, as has been a Sustran funded project until now.	Trial uni-directional cycle segregation	TBC
Total		£1,705,341

Legal Powers

- 4.16 Powers delegated to the Authority under the terms of the Road Traffic Regulation (1984) Act allow the introduction of measures to reduce the likelihood of danger to the public. Where necessary under the SfP programme, these measures have been introduced using TTRO powers due to the potential harm to public health during the pandemic.
- 4.17 At the time of writing, a national vaccination programme has just commenced, and Scottish Government have announced further stay at home advice in January and early February 2021.
- 4.18 Following legal advice, it is considered that the measures set out in this report are a reasonable interpretation of the legislation and the various interventions are considered proportionate in response to the pandemic.
- 4.19 It is not yet possible to forecast when the measures will no longer be required in response to the pandemic. However, it is expected that SfP measures will continue to be appropriate for a number of months yet. These will be kept under review in line with the process agreed by Policy and Sustainability Committee.

Winter Maintenance

- 4.20 The Council's Road Operations team have defined and established three dedicated cycle segregation treatment routes across the city. These routes are now treated on a call-off basis in line with existing Priority 1 (P1) footpath treatment decisions, or as required during snow events.
- 4.21 It should be acknowledged that footpath and cycle segregation winter maintenance operations are delivered by volunteer staff and resource availability during this difficult time of the pandemic can be challenging. The Council's team of 22 road gritters and 16 mini-tractors have been treating 1,400km of road network over the last few weeks to clear snow and ice in very challenging conditions.

- 4.22 Gritting operations are undertaken on an agreed priority basis with an emphasis on maintaining the essential Priority 1 network. Where resources and the prevailing weather conditions have allowed, footpath clearing has been extended beyond the P1 network and additional resources have also be deployed to locally treat community care homes, bus stops and local shopping areas.
- 4.23 The city-wide cycle segregation treatment plan is included in Appendix 5.

Street Cleaning

- 4.24 Specific cleaning schedules, including SfP projects, were prepared in advance of the leaf fall season and additional resources have been allocated to the programme to manage the clearance of leaves and litter within temporary SfP infrastructure.

Removal of Street Clutter

- 4.25 Working in partnership with Living Streets, a new project theme has been created to define and schedule the removal of non-essential street furniture, 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 for action. At this stage a budget of £300,000 has been allocated to support this work.
- 4.26 It is expected the decluttering project will be carried out over 27 streets throughout the city. Examples of items being assessed for removal are:
- Signs and poles – remove or relocate or reduce where possible;
 - Pedestrian guardrail - remove or reduce where possible;
 - Waste bins - relocate where possible;
 - Bollards – remove, relocate or reduce where possible; and
 - Any other street furniture not included in the above.

Pedestrian Priority measures at Signalised Crossings

- 4.27 To further support pedestrians, the SfP Programme has assigned a dedicated resource to improve pedestrian crossing timings and equipment across the city. An allocation of £100,000 has been made to focus on known or reported locations and define what improvements can be made during the lifespan of the SfP programme.
- 4.28 Support arrangements and the final scope of the project is still to be defined; a further update will be provided at a later Committee.

Additional Road Patching

- 4.29 An additional £100,000 has been allocated, on top of the existing £200,000 allocation for city centre road patching, to undertake additional carriageway patching where appropriate in advance of segregated cycle lane installation.

Potential Scheme Retention

- 4.30 There are strong strategic reasons to continue or adapt existing schemes to align with the aims and objectives of the Council's Local Transport Strategy, draft City

Mobility Plan, the Active Travel Action Plan 2016, and the Edinburgh City Centre Transformation programme to protect vulnerable road users, provide opportunities for active travel and/or improve safety on the street environment.

- 4.31 It is therefore proposed to assess the existing SfP measures to determine whether it is appropriate to retain or adapt measures beyond the period of the pandemic using separate legal powers.
- 4.32 Assessment considerations have been developed to determine if it would be appropriate to retain existing SfP projects, or elements of them. In most cases retention would initially be for a limited period on an experimental basis aligned with the economic recovery, in order to monitor how the city's transport network is used and to ensure that there is protection for active travel modes. This is likely to mean the use of Experimental TRO (ETRO) powers as opposed to continuation of using TTRO powers. Draft considerations are set out in Appendix 3.
- 4.33 In parallel with the assessment of projects discussed above, it is proposed to carry out a consultation exercise to seek views on the retention or adaptation of appropriate measures. Following the consultation and assessment, it is intended to bring an update on this to Committee in April 2021.

5. Next Steps

- 5.1 If the recommendations of this report are approved:
 - 5.1.1 existing interventions will continue, or be modified; and
 - 5.1.2 the newly approved measures will be introduced as soon as possible.
- 5.2 In addition, the other recommendations set out in the report will be progressed as appropriate.

6. Financial impact

- 6.1 The City of Edinburgh Council has now been allocated £5.25m from the Scottish Government's SfP programme. In addition, the Council has received an allocation of just over £1.7m from the Sustrans Places for Everyone 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 SfP interventions will be contained within the allocated funding and are summarised below:

Package	Spaces for People	Places for Everyone
Consultancy Support	272,718	
Internal Management Costs	654,523	
Monitoring & Evaluation	190,903	
Removal	490,982	
City Centre	165,841	689,238
Shopping Streets	374,998	44,716
Travelling Safely - Arterial Routes	1,221,139	519,248
Travelling Safely - Low Traffic Neighbourhoods	0	452,139
Schools	218,174	
Spaces for Exercise	275,431	
Commonplace Interventions	322,565	
Street Cleaning over winter period	50,000	
Road patching	100,000	
Removal of street clutter	300,000	
Pedestrian priority measures at signalised junctions	100,000	
Winter maintenance allowance (3 additional routes)	75,000	
Additional grounds maintenance for off-road cycle path network in Spring 2021	25,000	
Replacement Defenders	151,884	
Contingency	260,842	
Spaces for People	5,250,000	1,705,341

7. Stakeholder/Community Impact

- 7.1 The process for notification on SfP 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 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
- 9.3 Appendix 3 – Criteria for Continuation Assessment and Evaluation.
- 9.4 Appendix 4 Project list for measures near schools
- 9.5 Appendix 5 - City-wide cycle segregation treatment plan

Appendix 1 – Project List / Review Recommendation

Location	Intervention (Proposed/Actual)	Review Outcome/Update
CITY CENTRE		
South Bridge – Town Centre measures inc. Chambers St temp signals (see below)	Installation of northbound bus gates on South Bridge and North Bridge - Footway widening on South Bridge (east side) & cycle lanes. No cycle provision proposed on North Bridge due to bridge repair access.	Approved at Council 19 November 2020 – Detailed design complete. Scheme drawings circulated to Notification distribution list. Installation programmed February 2021
Chambers Street	Temporary signals at George IV Bridge Junction	As above
Morrison Street	Footpath widening at Dalry Road junction	Scheme on Hold – Footpath widening near the Morrison Street/Dalry Road junction to provide increased pedestrian space - currently on hold due to reduced footfall on this route, however, recommended to retain proposal, monitor pedestrian footfall and consider possible interventions adjacent to the EICC vaccination centre. (Notification to be undertaken)
Cowgate	N/A	Scheme on Hold – temporary road layout currently in place to facilitate hotel development.
Waverley Bridge	Pedestrian area with limited servicing access	Review completed December 2020 – Recommendation to continue with no changes
Forest Road	Cycle segregation	Review completed December 2020 – Recommendation to continue with no changes
George IV Bridge	Cycle segregation	Review completed December 2020 – Recommendation to continue with no changes
The Mound	Cycle segregation	Review completed December 2020 – Recommendation to continue with no changes
Princes Street East End	Bus gate on Princes Street and South St David St	Review completed December 2020 – Recommendation to continue with removal of widened footway outside the Balmoral.
Victoria Street	Pedestrianised area with limited servicing access from George IV Bridge	Changes approved at Council 19 Nov 2020 – Layout revised 11 Dec 2020.

TOWN CENTRES		
Queensferry High Street	Pedestrian space	Installation delayed in late December 2020 to avoid roadworks/road closure during late Christmas trading period. To be installed January/early February 2021.
Great Junction Street	Pedestrian space (remove)	Removed September 2020
Stockbridge	Pedestrian space	Installation completed on 5/11/2020 following conclusion of SGN and Scottish Water works. (Review due February 2021)
Gorgie / Dalry Road	Pedestrian space	Review completed 17 December 2020 – Recommendation to continue and consider minor actions noted in Road Safety Audit.
Bruntsfield	Pedestrian space	Review completed 17 December 2020 – Recommendation to continue with no changes.
Tollcross		Review completed 17 December 2020 – Recommendation to continue and consider removal of Earl Grey Street measures in February 2021 following resurfacing scheme.
Morningside	Pedestrian space	Review completed 17 December 2020 – Recommendation to continue with no changes.
Portobello	Pedestrian space	Review complete 22 December 2020 – Recommendation to continue with no changes
Corstorphine	Pedestrian space	Review complete 22 December 2020 – Recommendation to continue and consider eastbound cycle lane improvements.
Newington Corridor	Pedestrian space	Not possible to introduce measures and maintain critical public transport infrastructure due to the road width.
The Shore	Quiet Corridor on Queen Charlotte Street and Tolbooth Wynd	Scheme not taken forward at this time due to reduced footfall and pedestrian conflict in the area.

TRAVELLING SAFELY		Scheme list under review wrt available budget
Telford Road	Cycle segregation	Proposals withdrawn due to significant impact on public transport, delays and need for costly junction changes anticipated
Melville Drive	Cycle segregation	Scheme on hold. There are alternative routes available if further funding is made available.
Wester Hailes Road	Cycle segregation (Alternative plans to be developed)	Scheme on hold due to design constraints and conflict with distributor route and Calder Road junction.
Crewe Toll Roundabout	Cycle segregation (Further consideration at DRG – traffic modelling)	Scheme on hold – Current traffic levels and risk of significant congestion
Kingston Avenue closure and connection to Gilmerton Rd via Ravenswood Ave	Road closure	Scheme on hold. Proposal to be considered at the Design Review Group.
Meadowplace Road	Cycle segregation	Scheme to be considered at TEC 28th January 2021 Proposal to introduce cycle markings and segregation at the junction and along Meadow Place Road leading towards the school hubs and Broomhouse. (Notification to be undertaken)
Ferry Road	Cycle segregation	Review completed 10 December 2020 – Recommendation to continue with revisions to remove lone segregator units.
Fountainbridge Dundee St	Cycle segregation	Scheme installed December 2020.
Teviot Place / Potterow	Cycle segregation	Scheme installed November/December 2020.
Buccleuch St / Causewayside	Cycle segregation	Review undertaken 14 January 2021 – Recommendation to continue
Gilmerton Road	Cycle segregation	Scheme installed November/December 2020.
Duddingston Road	Cycle segregation	Scheme installed December 2020.
Craigmillar Park corridor	Cycle segregation	Installation started in December 2020
Crewe Road South	Cycle segregation (segregator units to be installed)	Revised layout installed November 2020 – removal of temporary traffic cylinders and installation of segregator units. Lone segregator units to be revised/removed.
Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Revised layout installed November 2020 – removal of temporary traffic cylinders and installation of segregator

		units. Revised to maintain road width for buses and emergency vehicles.
Comiston Road	Cycle segregation	Review completed 22 December – Recommendation to continue scheme.
Pennywell Road Including Silverknowes Parkway	Cycle segregation	Review completed 15 December 2020 – Recommendation to continue Consider revisions to improve delivery access on Silverknowes Parkway.
Mayfield Road	Cycle segregation	Scheme installed November/December 2020.
Quiet Corridor - Meadows / Greenbank	Various closures	Notification period ended end December 2020. Installation planned late January 2021.
A90 Queensferry Road	Bus Lanes and cycle segregation	Proposals to be installed January/February 2021
A1 Corridor	Bus Lanes and cycle segregation	Scheme installed December and January 2021
Lanark Road	Cycle segregation	Revised scheme installed January 2021
Longstone Road	Cycle segregation	Revised scheme installed January 2021
Inglis Green Rd	Cycle segregation	Revised scheme installed January 2021
Murrayburn Road (short section at Longstone)	Cycle segregation	Revised scheme installed January 2021
Slateford Road (A70)	Cycle segregation	Scheme to be considered at TEC 28th January 2021 This scheme provides safe segregated cycleway infrastructure between Allan Park Road and Dundee Street to reduce pressure and conflict on the Union Canal Tow Path. It also provides a critical link between Lanark Road onto the current Dundee Street measures; (Notification to be undertaken)
Orchard Brae Roundabout	Road markings	Scheme programmed for implementation February 2021.
Bellevue to Canonmills	Cycle segregation	Scheme to be considered at TEC 28th January 2021
LOCAL AREA INTERVENTIONS		
East Craigs	Proposed closures & part-time bus gate	LTN proposal not taken forward.

		Crossing improvements and traffic calming introduced on Craigs Road in early January 2021.
Drum Brae North	Cycle segregation	Cycle segregation introduced early January 2021.
Leith	Quiet Corridor on Queen Charlotte Street and Tolbooth Wynd	Scheme not taken forward at this time due to reduced footfall and pedestrian conflict in the area.
Corstorphine South (Featherhall)	Filtered permeability	Scheme to be developed under Experimental Traffic regulation order with funding from the Neighbourhood Environment Programme.
SPACES FOR EXERCISE		
Warriston Road	Road closure	Removed
Silverknowes Road (North section)	Road Closure	Revision agreed at 19 November 2020 Council – Installed December 2020, bus gate signage installed January 2021, bus service now reinstated.
Silverknowes Road (South section)	Part cycle segregation and quiet route due to narrow road width.	Scheme to be considered at TEC 28th January 2021 Revised scheme to introduce segregated cycle lanes and a quiet connection. Due to narrow road widths on the approach/exit from the Silverknowes Parkway roundabout it has not been possible to introduce segregated safer segregated cycle facilities at the northern end of the route. It has not been possible to design a safe access/exit point at the roundabout on the mainline route;
Carrington Road	Road closure	Currently on hold due to conflict with emergency services access.
Braid Road	Road closure	Review undertaken 22 December 2020 – Recommendation to reopen Braid Road in a southbound direction following implementation of the revised Greenbank to Meadows, Quiet Connection scheme. Include features to mitigate the impact of through traffic in the Midmar area. Continue to monitor Comiston Road traffic levels and Bus journey times with LB.

Braidburn Terrace	One-way road closure	Review complete – Continue with changes to reflect above
Links Gardens	Road closure	Review completed 10 December 2020 – Recommendation to continue scheme and continue to monitor traffic impact on adjacent streets.
Cammo Walk	Road closure	Review complete – Recommendation to continue with no changes.
Stanley Street/ Hope Street	Road closure	Review complete – Recommendation to continue with no changes.
Seafield Street	Cycle segregation	Review completed 8 December 2020 – Recommendation to continue with no changes.
Kings Place	Link between Proms	Review completed 3 December 2020 – Recommendation to continue with plans to install planters and improve road markings for waiting restrictions/access.
Maybury Road	Temporary traffic lights	Review complete – recommendation to continue with no changes
Arboretum Place	Crossing point	Review completed December 2020 – Recommendation to continue with no changes.
Public Proposals – Commonplace Consultation	Various	Recommend approval to progress detailed designs:
Broughton Street	Pavement widening and uphill cycle lane	Extended scheme under development with N&BCC and Better Broughton
Broughton St Roundabout	Improvements for pedestrian crossings	As above
Restalrig Road South (Smoky Brae)	Pavement widening and uphill cycle lane. Road layout TBA	Scheme under development with local stakeholders
Starbank Road	Pavement widening with give & go traffic management	On Hold – pedestrian numbers greatly reduced at this time. Consider part-time measures or postpone to Spring 2021 if required.
Fillyside Road - Crossing	Installation of a pedestrian/cyclist crossing point (Island – TBA)	Design of shared controlled crossing point to be finalised
Fillyside Road	Pavement widening	As above

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 CEC boundary in to Portobello	Detailed scheme will be issued for Stakeholder Notification in late January 2021. CEC are working with East Lothian to extend cycle segregation up to the Musselburgh New Street junction, in partnership with ELC.
Duddingston Road West	Part cycle segregation (East end) and part road markings (due to available road width)	Detailed design to be completed. Stakeholder Notification process to be carried out late January 2021.
Portobello Promenade	Improved signage and minor interventions to reduce speed of cyclists	For Approval Additional/improved signage to be considered
Removal of Street Clutter		
Various priority locations	£300k funding package allocated to work in partnership with Living Streets to remove street clutter	Scope of interventions under review. Contractor to be appointed in early February and works should commence late February 2021.
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.
Additional Schemes		
Braid Hills Road/Drive and Liberton Drive	Cycle segregation	Scheme to be considered at Committee on 28 January 2021 This scheme has been proposed as an important safe link to areas of exercise in the Hermitage of Braid and Braid Hill area. There are five possible options for measures at this location (as set out in Appendix 2). It is recommended that Option 5 be progressed to full design, Design Review Group consideration and Stakeholder notification.

Bellevue to Canonmills	Cycle segregation	Scheme to be considered at TEC 28th January 2021 Proposal is an addition to the Broughton Street/ Roundabout Commonplace scheme to extend the provision of segregated cycle facilities down to the Rodney Street junction. It is seen as a natural progression from the above scheme and would extend the route towards the North Edinburgh Path Network;
Meadowplace Road/Ladywell Road	Cycle lanes and segregation	Scheme to be considered at TEC 28th January 2021 Proposal to introduce cycle markings and segregation at the junction and along Meadow Place Road leading towards the school hubs and Broomhouse
Orchard Brae	Uphill cycle segregation	Scheme to be considered at TEC 28th January 2021 New cycleways and improvements, such as bus lanes, have been delivered along Crewe Road South and the A90 with safety improvements to be delivered at the Orchard Brae Roundabout. Delivering a cycleway Orchard Brae is a logical addition to the cycleways in the area as it completes the link between cycle provision on the A90 and Crewe Road South. This will give safe access by bike for local people to many destinations, in particular the Western General Hospital

Note: Information contained in this list will be subject to change with the potential for estimated costs to be revised during the detailed design phase. 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.

Appendix 2 Scheme Proposals for Approval

1. Silverknowes Road (South section)

Summary of Proposal

This scheme is part of overall emergency measures in response to the Covid-19 pandemic, that re-designate key parts of the road network to help pedestrians and cyclists travel and exercise safely while meeting physical distancing requirements. It is proposed to provide a cycle route between Silverknowes Road (north of Silverknowes Parkway) and the Blackhall Path, essentially split into two schemes north and south of the roundabout. On the southern section it is acknowledged that many experienced cyclists will continue to use the main road however, the creation of the proposed link will ensure vulnerable cyclists can reach Silverknowes Promenade from the North Edinburgh Path Network (NEPN) without having to negotiate main road traffic or a roundabout. This will result in Silverknowes Promenade being accessible to all levels of biking experience. It will also benefit local Silverknowes residents who may wish to cycle to the Promenade or onto the NEPN.

The southern section of the scheme is more direct than one previously promoted and includes 360m of main road segregation for cyclists. Due to the width required to allow two buses to pass each other it is not possible to accommodate segregated cycle provision on Silverknowes Road between the roundabout and Silverknowes Court.

The proposed measures are:

- 50m length of segregated, bi-directional cycle lane at the west end of Silverknowes Parkway between the roundabout and Silverknowes Place using Rosehill Lane Defenders.
- A quiet route for cyclists along Silverknowes Place and Silverknowes Court marked out with cycle symbols on the carriageway surface and signage.
- 360m length of segregated, bi-directional cycle lane on Silverknowes Road between Silverknowes Court and Silverknowes Drive using Rosehill Lane Defenders.
- Improved connections to the NEPN.
- Temporary footway build-out to assist school children crossing at the existing patrol crossing.
- Carriageway narrowing of a wide and fast section of Silverknowes Road.

The design of the scheme has been developed taking into account feedback obtained from local stakeholders following the notification undertaken in relation to the previous design. Many of these responses supported a more direct route that utilised segregated cycling lanes on Silverknowes Road.

The cycle improvement measures have been developed to tie into key sections of the existing cycle network in order to support safe and coherent onward journeys.

2. Slateford Road

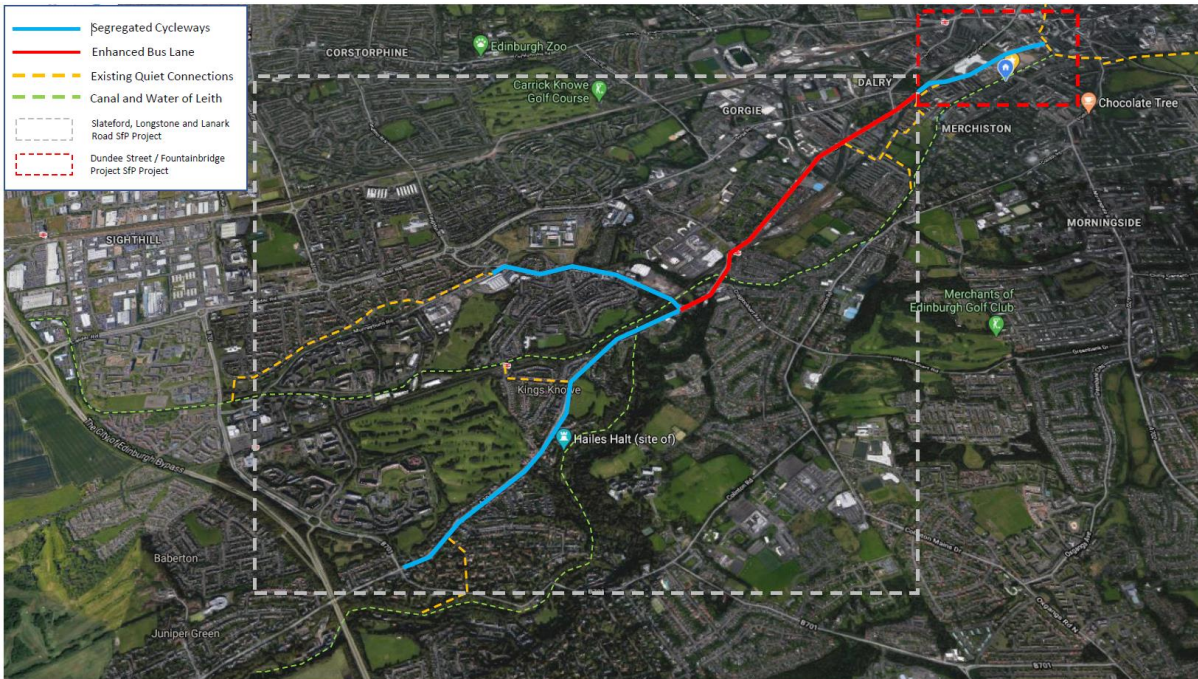


Figure 1: Slateford Road (Red) shown as part of the Alternative Route to the Canal and Water of Leith, alongside Lanark/Longstone Road and Dundee Street/Fountainbridge

Summary of Proposal

This scheme is one part of a broader SfP measure to provide a safe cycling route along the Lanark Road, Slateford Road and Dundee Street corridor. As well as providing for local journeys to be made safely by bike this route will provide an alternative to the Union Canal Towpath and Water of Leith walkway helping to relieve congestion and conflict on these routes. The need to provide an alternative route has long been established, however this has been brought into sharp relief during the Covid-19 pandemic and the need to maintain physical distancing. The council's automatic counters show that the towpath experienced a significant increase in people walking, and the Water of Leith walkway experienced a significant increase in people cycling during Lockdown in 2020.

The Dundee Street/Fountainbridge project is now largely implemented, and the Lanark/Longstone Road project is due to commence on Monday 25 January.

The proposed measures are:

- Introduction of segregated cycleways where possible/required
- Introduction of advisory cycle lanes where street geometry does not allow for segregation
- Removal of parking and loading from existing bus lanes to ensure these can be used effectively by bikes, as well as buses
- Relocation of loading into side streets where required
- Consideration of extending bus lane hours of operation

Designs for this scheme have been drafted with the intention to go to Stakeholder Notification in the coming weeks.

3. Granton Square to Marine Drive

Summary of Proposal

This scheme is part of overall emergency measures in response to the Covid-19 pandemic, that re-designate key parts of the road network to help pedestrians and cyclists travel and exercise safely while meeting physical distancing requirements. It is proposed to close a section of West Shore Road between the last industrial unit (travelling westbound) and the entrance of Forth Quarter Park. It is also proposed to provide a combination of advisory cycle lanes and traffic calming measures along the remainder of the route between the entrance to the Prom (opposite Granton Castle walled garden) to near Granton Square.

Following notification of businesses on a previous design that proposed one-way traffic flows the proposal has been amended as a result of feedback received. The feedback received mainly objected to the one-way road proposal and therefore this evolution of the design aims to mitigate the potential impact on the commercial premises and the vehicular movement associated with them (in particular HGVs).

This proposed measures / intended outcomes are:

- West Shore Road would be closed from the last industrial premises near Gypsy Brae until the entrance of Forth Quarter Park. Therefore, the section of West Shore Road would function more like an industrial estate / cul-de-sac rather than a through road.
- Gated / bollard access retained for service vehicles requiring access to the prom.
- Industrial traffic and cars would no longer be mixing with people walking and wheeling at the entrance to the prom at Gypsy Brae. Traffic free active travel link will be created between Forth Quarter Park and Silverknowes Promenade.
- Promenade parking retained either side of closure.
- LGVs would have to turn inside the individual industrial parks away from the carriageway.

On-carriageway provision for cyclists along West Shore Road and West Harbour Road towards Granton Square will be improved through the introduction of uni-directional advisory cycle lanes and traffic calming measures. Parking and waiting restrictions will also be introduced. West Shore Road would be quieter making the advisory cycle lanes and traffic calming perform better.

- West Shore Road and Harbour Road vehicular traffic to use middle of the road and only enter cycle lanes when passing each other.
- Through traffic to be diverted along Waterfront Avenue.
- The scheme will terminate at the junction of West Harbour Road and Oxcrail Street and will tie in with the existing shared use path towards Granton Square.
- The design team are investigating the potential to remove the steel fence forming the boundary of Forth Quarter Park with West Shore Road. It is anticipated that this would create a significantly more pleasant environment for walking and cycling

4. Braid Hills Road / Drive and Liberton Drive

Summary of Proposal

This scheme is part of overall emergency measures in response to the pandemic, that reallocates key parts of the road network to help pedestrians and cyclists travel and exercise safely while meeting physical distancing requirements. It is proposed to improve the environment for cyclists in what is, at present, a car dominated layout. Road space would be reallocated to allow the installation of segregated cycle ways at particular/selected sections of Braid Hills Road/ Drive and Liberton Drive.

Four design options were initially prepared, as outlined as follows:

- In option 1, Braid Hills Road / Drive would remain open to vehicular traffic with segregated, uni-directional cycle lanes provided. These segregated cycle lanes would be in place from the junction of Braid Road / Braid Hills Road to the junction of Liberton Road / Liberton Brae.
- Option 2 provides segregated, uni-directional cycle lanes from the junction of Braid Road / Braid Hills Road to a closure point just east of the junction with Braid Hills Avenue. There would also be a closure point at the junction of Braid Farm Road and Braid Hills Road. From here Braid Hills Road / Drive would remain closed until the junction with Liberton Tower Lane. East of this closure point, a segregated, bi-directional cycle lane would be provided on the southern edge of the carriageway until the junction with Alwickhill Road and east of this, segregated, uni-directional cycle lanes would be provided until the junction with Liberton Brae.
- In Option 3 a closure point would be situated on Braid Hills Road, just east of the junction with Braid Hills Avenue. A closure point would also be introduced at the junction of Braid Farm Road and Braid Hills Road. From here Braid Hills Road / Drive would remain closed until the junction with Liberton Tower Lane. East of this closure point, a segregated, bi-directional cycle lane would be provided on the southern edge of the carriageway until the junction with Alwickhill Road where the scheme would terminate.
- The fourth option would include the same closure point at Braid Hills Road east of the junction with Braid Hills Avenue. A closure point would also be introduced at the junction of Braid Farm Road and Braid Hills Road. From here Braid Hills Road / Drive would remain closed until the junction with Liberton Tower Lane.

A fifth option has now been developed which combines bi-directional cycle lanes with soft segregation on the westbound lane, between Braid Farm Road and Liberton Tower. This would require the central hatching to be removed but would allow two-way traffic to be retained. In addition, the speed limit would be reduced in the open section from 40mph to 30mph. In designing this option, careful integration would be required with the uni-directional cycle lanes at either end of the core section of the scheme including Liberton Drive. A full design for this option will be developed, if approved, in advance of consideration by the SfP Design Review Group and then stakeholder notification.

Following consideration of all of the above options, officers recommend progressing with option 5 at this location.

5. Bellevue to Canonmills

Summary of Proposal

This scheme is part of overall emergency measures in response to the Covid-19 pandemic, that re-designates key parts of the road network to help pedestrians and cyclists travel and exercise safely while meeting physical distancing requirements. It is proposed to improve the environment for cyclists in what is, at present, a car dominated layout. Carriageway space will potentially be reduced wherever possible and uni-directional with segregated cycle ways implemented. The intended outcome of this is to provide safer spaces for local communities to exercise whilst social distancing as well as providing cycling connections to key local destinations. The scheme intends to link into wider improvements for pedestrians and cyclists at Broughton Roundabout and Broughton Street creating an improved corridor from Canonmills to York Place.

The measures we will be considering are:

- Converting the existing uni-directional advisory cycle lanes from Bellevue to Canonmills to segregated cycle lanes using temporary measures.
- Increasing footway at junction of Bellevue Crescent and Rodney Street to aid social distancing, assist pedestrians at crossing and improve safety for cyclists at junction by slowing vehicles turning out from Bellevue Cres. Creation of a more perpendicular junction will make cyclists more visible and less likely to be in driver's blind spot. May combine with addition of red screed in junction to further enhance visibility of cycle lane.
- Reduction of northbound lane width at Rodney St to enable extension of footway either side.
- Removal of southbound traffic lane at Canonmills to enable footway widening and addition of segregated uni-directional cycle lane (temporary measures) on uphill and advisory lane on downhill side.
- Addition of segregated uni-directional cycle lane (temporary measures) on either side of Huntly St
- Part removal of railings at Warriston Road junction. Addition of red screed to make cycle lane more visible at junction prior to start of segregation.

Designs influenced and supported by Commonplace Data. Consultation to be arranged with stakeholders; New Town and Broughton Community Council; Better for Broughton.

Decisions to be taken internally on the viability of elements of the above measures, particularly the effects of removing lanes of traffic.

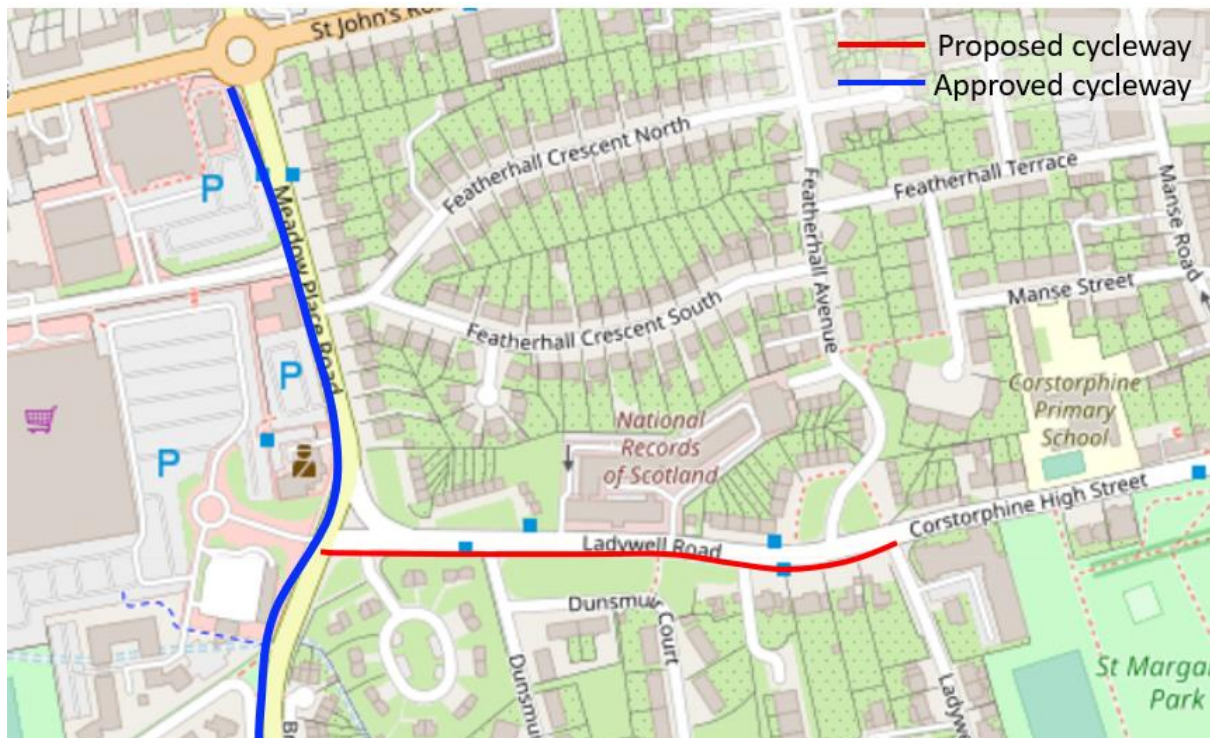
6. Meadowplace Road / Ladywell Junction

Summary of Proposal

In July a scheme for segregated cycleways was initially proposed as part of the SfP programme. This scheme was put on hold pending further funding allocation. With this funding now secured, the project is being brought back into the programme. With the additional funding it is possible to extend the cycleways along Ladywell Road creating an important link for people around the Corstorphine High Street area.

Justification

- Under the Edinburgh Street Design Guidance, the amount of traffic on Ladywell Road places it in the category where segregation should be considered in order to make cycling feel safe and attractive.
- The link connects local people in Corstorphine to local shops, greenspaces and onward to existing cycle routes: QuietRoute 9 and QuietRoute 8. In so doing, this link helps create a more cohesive network for active travel in this area.
- Requests for segregated cycleways were made through the Commonplace engagement.
- This link was considered at the scoping stage of the Orchard Brae Roundabout scheme, however budget limitation at that time prevented the scheme being taken forward. Additional funding means this is no longer a limiting factor.



7. Orchard Brae uphill cycleway

Summary of Proposal

A segregated uphill cycleway along Orchard Brae from the Orchard Brae Roundabout to the A90.

Justification

- Orchard Brae is a steep hill where the speed difference between people on bikes and cars is significant. A segregated cycleway will make bike journeys along this road safer.
- Through Spaces for People new cycleways and cycles improvements, such as bus lanes, have been delivered along Crewe Road South and the A90 with safety improvements to be delivered at the Orchard Brae Roundabout. Delivering a cycleway Orchard Brae is a logical addition to the cycleways in the area as it completes the link between cycle provision on the A90 and Crewe Road South. This will give safe access by bike for local people to many destinations, in particular the Western General Hospital.
- This link was considered at the scoping stage of the Orchard Brae Roundabout scheme, however budget limitation at that time prevented the scheme being taken forward. Additional funding means this is no longer a limiting factor.
- Requests for the making a cycle link to the A90 from Orchard Brae Roundabout was raised by Spokes during the notification for Orchard Brae Roundabout
- A request for an uphill cycleway was made by through the Commonplace engagement, with 24 people agreeing with it.

Proposed scheme extents



Appendix 3: Assessment Considerations for retention of projects initially introduced under the Spaces for People programme

These considerations will be used to assess each scheme in a post-pandemic situation environment, identifying if retaining or adapting measures would be appropriate. It should be noted that some are similar to the criteria used to evaluate schemes for inclusion in the Spaces for People programme, however there are some differences e.g. on-going physical distancing is not included.

1. Does the project encourage walking and/or cycling?

- *Does the project improve conditions for walking on the streets concerned and/or contribute to a connected network of safe and pleasant routes for walking?*
- *Does the project improve conditions for cycling on the streets concerned and/or contribute to a connected network of safe and pleasant routes for cycling?*

2. Does the project have beneficial impacts on the street environment?

- *Does the project make impacted streets (especially shopping streets) more attractive as places to linger by reducing traffic speeds or volume, increasing space for pedestrians, or allowing scope for environmental improvements?*

3. What are the project's impacts on public transport?

- *Is the project likely to impact positively or negatively on public transport users and services in a scenario where traffic is at pre-Covid levels?*
- *Could the project be modified to reduce or ameliorate impacts on public transport users and services?*

4. What are the project's impacts on traffic disturbance of communities?

- *On balance, does and will the project impact positively or negatively on traffic disturbance of communities, or is it likely to be neutral?*
- *Can the project be modified to reduce or ameliorate impacts on traffic disturbance?*

5. What are the project's impacts on residents of streets that are the subject of measures?

- *On balance, how does the project impact on people living on the street/road that is the subject of measures? In particular:*
 - *What is the impact on traffic volume and speeds?*
 - *What is the impact on the ability to safely cross the road?*
 - *What is the impact on car parking?*
 - *What is the impact on necessary servicing?*
- *Can the project be modified to reduce or ameliorate negative impacts without undue impact on any benefits?*

6. What are the project's impacts on businesses?

- *Are any improvements to the street environment likely to be beneficial for businesses in a post-Covid scenario?*
- *To what extent does the project restrict or inhibit servicing of businesses?*
- *To what extent does the project reduce car parking availability to support businesses?*
- *Can the project be modified to reduce or ameliorate adverse impacts?*

7. What are the project's impacts on disabled street users?

- *Is the project likely to impact positively or negatively on disabled street users?*
- *Could the project be modified to reduce or ameliorate impacts on disabled street users?*

Appendix 4 – Project List for measures near Schools

School	Proposal	Status
Murrayburn Primary School	Vehicle prohibition and footpath widening at school frontage, DYL's at junctions to improve visibility.	All measures in place.
Gylemuir Primary School	One way school gate system to be arranged with school, as well as a park smart campaign. Prohibit vehicles on loop outside school.	Measures in place, including temporary path. Vehicle prohibition out for notification.
Carrick Knowe Primary School	Cut back all vegetation on Lampacre Road. Prohibit vehicles at school frontage.	With Parks and Greenspace. All measures in place.
Broomhouse Primary School	One way school gate system to be arranged with school, liaise with St David's Church to use as Park and Stride.	Measures in place. Passed on request for cycle lane on Broomhouse Road to Active Travel as discussed at DRG.
Forrester High School	Segregated Cycle Lanes (Linking in with Meadow Place Road).	Active Travel leading on this.
Trinity Primary School	One way school gate system to be arranged with school.	Measures in place. Playgrounds and gates marked and stickered.

Appendix 4 – Project List for measures near Schools

Wardie Primary School	Arrange opening other gates with school for one way systems at pick up and drop off time. Close access lane to traffic.	All measures in place. School don't need closure.
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. School don't need closure.
Trinity Academy	No measures as permanent 20mph on Craighall Road is at TRO stage.	N/A
Bruntsfield Primary School	Prohibit vehicles at school frontage.	All measures in place.
Buckstone Primary School	Ensure both gates are open for access into school and agree a one way system at the gates. Prohibit vehicles at school frontage.	Spoke to HT and BM. Marked waiting spaces on footway. To go to CIMT for approval.

Appendix 4 – Project List for measures near Schools

South Morningside Primary School	Encourage Waitrose for use as a Park and Stride site. Prohibit vehicles at school frontage on Canaan Lane.	All measures in place.
Boroughmuir High School	Widen NE footway of Viewforth.	All measures in place.
Sciennes Primary	Footway widening at gates. Will also arrange for diversion signs to be relocated from footways. Road closure along frontage.	All measures in place, footway widening removed following implementation of closure.
Tollcross Primary	Liaise with school on making gates one way and utilise car park gate also, restricting entry times for teachers. TDD delivering footpath widening here.	All measures in place.
Preston Street Primary	Liaise with school on one way gate system, lane closure on Dalkeith Road, remove guardrail and widen footways.	All measures in place.
James Gillespies Primary and High Schools	Liaise with schools on creating in/out gate system. Remove guardrail and implement pavement widening temporarily.	All measures in place.

Appendix 4 – Project List for measures near Schools

Royal Mile Primary School	No measures possible due to surrounding infrastructure.	Suggestion of parent waiting areas taken up by HT.
Taobh na Pairce	Encourage parents to use side gate as more space.	Arranged 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.	With Parks and Greenspace. Delivered arrows to school.
Wester Hailes	Run paths for all campaign.	With officer to contact HT.

Appendix 4 – Project List for measures near Schools

Corstorphine Primary School	Vehicle prohibitions and footway build outs	All measures in place.
East Craig's Primary School	Arrange one way gates with school.	Been in touch with school, one way 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.	With officer to contact HT.
Craigmount High School	Being addressed by East Craigs LTN.	N/A.
Dean Park Primary	Liaise with school on gate management system at entry/ exit times.	With officer to contact HT.

Appendix 4 – Project List for measures near Schools

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.	Spoke to Chris and delivered arrows. School warning signs and DYL's at the crossing point on North Street with 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 team to go to notification.
Queensferry Primary School	Arrange one way gate system with the school, TTRO at school frontage to prevent parking	All measures in place.
Kirkliston Primary School	One way gate system, restrict teachers access times to car park. Encourage Park and Stride. Install temporary hard standing at school gate.	Marked playground. Matting installed at gate.
Echline Primary School	One way gate system, restrict teachers access times to car park, TTRO at school frontage to prevent parking.	All measures in place.

Appendix 4 – Project List for measures near Schools

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 measures in progress via Schools team.	Officer met with head and H&S. 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 Parks and Greenspace. With AT for consideration/design of segregated cycle lanes.
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 HT on soft measures. Lining approved by CIMT. Closures/ widening with team for notification.

Appendix 4 – Project List for measures near Schools

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.	All 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 HT. 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 HT 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. School do not require closure.
Tynecastle High School	Liaise with school on one way system.	Officer contacted school.

Appendix 4 – Project List for measures near Schools

Craigour Park School	Encourage Park and Stride. Prohibit vehicles on Moredun Park Street.	With team for notification.
Gilmerton Primary School	Additional enforcement from PS to enforce school streets.	Additional enforcement being carried out by Police Scotland.
Liberton Primary School	Road closure at school frontage, investigate new temporary footway to rear of school.	Awaiting info from care home and school to Implement closure as may now not be required. Temporary path 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 in place in October Holidays. Road closure with team for installation.
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.	Officer contacted school. Additional enforcement being carried out by Police Scotland.
Craigentinny Primary School	Liaise with school on one way system and marking out footway. Widen footway along frontage, implement one way and revoke parking.	All measures in place.

Appendix 4 – Project List for measures near Schools

Hermitage Park Primary	Widen footway at front of school, remove guardrail.	All measures in place.
Lorne Primary School	Liaise with school on one way system and marking out footway. Build out footway and revoke parking at frontage.	All measures in place.
Leith Academy	Contact school to ensure all access gates are being used.	Officer contacted school.
Towerbank Primary School	Contact school to see if they require arrows. Request additional School Streets enforcement with Police Scotland.	Officer contacted school. Additional enforcement being carried out by Police Scotland.
Duddingston Primary	Request additional School Streets enforcement with Police Scotland, communicate Park and Stride with Parents. SfP installing segregated cycle facilities on Duddingston Road.	Officer contacted school. Cycling facilities in place.

Appendix 4 – Project List for measures near Schools

Brunstane Primary School	Prohibit vehicles/ close Magdalene Drive along frontage of the school and install DYL's on bend in Magdalene Gardens.	DYL's in place, amendment to vehicle prohibition with team for notification.
Parsons Green Primary School	Liaise with school for requirement of footway arrows and implementation of WOW. Closure on Paisley Drive.	All measures in place.
Royal High Primary School	Liaise with school on any additional support/ arrows they need.	Officer contacted school.
Portobello High School	Stanley Street closed under SfP for active travel/ physical distancing.	Officer contacted school.
Craigroyston Primary School	Liaise with school on one way gates and to see if closure of Muirhouse Place West would be beneficial.	With officer to liaise with school.
Pirniehall Primary School	Prohibition of motor vehicles along school frontage	To go to CIMT for approval

Appendix 4 – Project List for measures near Schools

Forthview Primary School	Liaise with school on one way gates and to see if closure of the bend on West Pilton Place would be beneficial.	With officer to liaise with school.
Craigroyston High School	Liaise with school on one way gates.	Officer contacted school.
St Joseph's RC Primary School	Liaise with school on one way gates	Officer has dropped off arrows and marked footway.
Castleview Primary School	Extend Footway by 1 metre along school frontage, remove guardrail and introduce DYL's from Greendykes Road along the school frontage.	Officer arranging installation.
Newcraighall Primary School	Liaise with school on Park and Stride.	Officer contacted school.
Castlebrae Community High School	Introduce parking restrictions to keep junction clear.	Officer arranging installation.
St John Vianney's RC School	Prohibit motor vehicles along frontage of school, maintain access for residents and waste.	All measures installed.
St Catherine's RC Primary School	Prohibit motor vehicles along frontage of school, maintain access for residents and waste.	Officer arranging installation.

Appendix 4 – Project List for measures near Schools

St Francis RC/ Niddrie Mill Primary School	Prohibit vehicles on Moffat Way and Collier Place around school frontage.	With team for notification
St Johns RC Primary School	Existing School street. Cycle Segregation being installed by another workstream.	N/A
St Marys Leith RC Primary School	Existing School Street and beside space for exercise closure on Leith Links.	N/A
Holy Rood RC High School	Officer liaising with school on potential measures.	Officer in contact with school.
St Marys RC Primary School	Mark out footprints etc around school and in playground.	With officer to install.
Juniper Green Primary School	Prohibition on vehicles on Baberton Mains Wynd and adjoining Streets, Officer to liaise with Golf Club on using car park as Park and Stride.	To go to CIMT for approval
Nether Currie Primary School	New waiting and loading restrictions on the bend on Thomson Crescent. Officers to contact the school on AT promotion.	To go to CIMT for approval.

Appendix 4 – Project List for measures near Schools

Currie Primary School	Officer to liaise with school on park and stride sites such as Scotmid. Introduce prohibition of vehicles on Curriehill Road at school frontage, introduce waiting and loading restrictions to keep junctions clear.	With officer to arrange installation.
Bonaly Primary School	Introduce Prohibition of Motor Vehicles on Bonaly Brae, liaise with school on one way gates.	To go to CIMT for approval
Colinton Primary	Existing School Street	N/A
Longstone Primary	Introduce Prohibition of Motor Vehicles on Redhall Grove.	To go to CIMT for approval
Oxgangs Primary		Officer liaising with school.
Pentland Primary	Introduce Prohibition of Motor Vehicles on Oxgangs Green and restrictions on Pentland Drive.	With team for notification.
Firrhill High School		Officer liaising with school.
Braidburn	Working with the school on traffic management for their buses.	Officer liaising with school.

Appendix 4 – Project List for measures near Schools

Abbeyhill Primary School	None - Existing School Street	N/A
Broughton Primary School	Officer arranging vegetation cut backs and arranging park and stride sites with school.	With Parks and Greenspace. Officer liaising with school.
Leith Walk Primary School	Introduce one way system on Brunswick Road, widen footpath along frontage of school.	To go to CIMT for approval.
Drummond High School	Officer arranging vegetation cut backs	With Parks and Greenspace.
Gracemount Primary School	Prohibit Motor Vehicles on Gracemount House Road.	With team for notification.
Gracemount High School	Refresh all cycle lane markings on Lasswade Road. Officer to liaise with school on one way system.	With officer for installation.
Holy Cross RC Primary School	Prohibit motor vehicles on Craighall Terrace, officer to liaise with school on footway markings.	With team for notification.
St Marks RC Primary School	New DYs at the junction at the school, temporary path.	With team for notification. Temporary path installed.
St Marys RC Primary School	Officer to liaise with school on installing 2m markings and arrange vegetation cut back.	Officer liaising with school. With Parks and Greenspace.

Appendix 4 – Project List for measures near Schools

St Peters RC Primary School	Existing School Street, officer to liaise with school.	N/A
St Thomas Aquins RC High School	Officer to speak to school on access points.	Officer liaising with school
Ferryhill Primary School	Prohibition of motor vehicles along school frontage.	With team for notification.
Flora Stevenson Primary School	Officer liaising with school on potential measures	N/A.
Granton Primary School	Prohibit motor vehicles on Wardieburn St W and Wardieburn St E. widen footway on Boswall Parkway along school frontage.	With team for notification.
Stockbridge Primary School	Officer to liaise with school on markings.	N/A
Broughton High School	Officer liaising with school on potential measures.	N/A
St Cuthberts RC Primary School	Officer marking footways at school and arranging vegetation cut backs.	Officer liaising with school. With Parks and Greenspace.
St Davids RC Primary School	Officer liaising with school on potential measures.	N/A
St Joseph's RC Primary School	Officer liaising with school on potential temporary access.	N/A
St Margaret's RC Primary School	Officer marking footways at school and arranging vegetation cut backs.	Officer liaising with school. With Parks and Greenspace.

Appendix 4 – Project List for measures near Schools

St Augustine's RC High School	Officer liaising with school on potential measures	N/A
Basil Paterson Schools	Officer arranging vegetation cut backs.	N/A
Cargilfield	Officer arranging vegetation cut backs.	N/A
Clifton Hall	No measures identified.	N/A
Fettes College	No measures identified.	N/A
George Watsons	Potential vehicle prohibition on Merchiston Gardens - School currently liaising with residents.	N/A
George Heriots	Considered under SfP Buccleuch Street project -officer to liaise with school on one way.	N/A
Mannafields Christian School	Officer to liaise with school on Park and Stride.	N/A
Mary Erskine and Stewarts Melville	No measures identified for ME. Officer liaising with SM.	N/A
Merchiston Castle	No measures identified.	N/A
Regius School	Officer to liaise with school on Park and Stride.	N/A
Rudolf Steiner	1.5m footway widening along school frontage.	With team for notification.
St Georges School	Prohibit motor vehicles on Crarae Avenue.	With team for notification.

Appendix 4 – Project List for measures near Schools

St Mary's Music School	No measures required.	N/A
Edinburgh Academy	Officer liaising with school on potential measures.	N/A
Montessori Arts school	No measures required.	N/A

SfP Routes Overview Map

- SfP_001_North_Inverleith
- SfP_002_Inch
- SfP_003_South_Murrayburn

