

Transport and Environment Committee

10.00am, Thursday, 19 August 2021

Active Travel Measures – Traveling Safely (Formerly Spaces for People)

Executive/routine	Executive
Wards	All
Council Commitments	16, 18

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Approve the scheme updates and recommendations included in Appendix 1;
 - 1.1.2 Approve the high-level project programme in Appendix 2;
 - 1.1.3 Note the update on each scheme grouping describing scheme removal, proposed retention under Experimental Traffic Regulation Orders (ETROs), engagement and options to be considered at a future Committee;
 - 1.1.4 Approve the specific actions for scheme modification or removal in paragraphs 4.25 – 4.36;
 - 1.1.5 Note officers have started engagement with Community Councils and local residents regarding specific options for Comiston Road, Braid Road and Lanark Road to bringing a further report to the next meeting of this Committee;
 - 1.1.6 Note the update on school schemes (Appendix 6), and the intention to reinstate all existing school measures on or near the appropriate August school return date; and
 - 1.1.7 Note the projected budget plan for the period 2021/2022.

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Report

Active Travel Measures – Traveling Safely (Formerly Spaces for People)

2. Executive Summary

- 2.1 This report provides an update on existing Spaces for People measures installed over 2020 and 2021 in response to the public health emergency (Coronavirus (COVID-19)) and provides an update on the actions agreed at Council on 24 June 2021.

3. Background

- 3.1 In 2020, the Council introduced a series of measures across the city in response to the public health emergency (Coronavirus (COVID-19)). Transport and Environment Committee has been regularly updated on progress with implementation.
- 3.2 On [24 June 2021](#), Council considered proposals to retain some Spaces for People measures using Experimental Traffic Regulation Orders (ETROs) and asked officers to develop options for measures on Braid Road, Comiston Road, Lanark Road and Drum Brae North.
- 3.3 The actions agreed by Council were to report back to August Transport and Environment Committee:
- 3.3.1 With options for Comiston Road, to improve public transport connectivity and reduce impacts on local residents;
 - 3.3.2 On Braid Road, with options for the reopening of the road in both directions, including analysis of impacts on traffic levels, resident connectivity and vulnerable road users walking, wheeling and cycling;
 - 3.3.3 On Drum Brae North, to consider local feedback received during the consultation (included in this report); and to
 - 3.3.4 Bring a report to the September Transport and Environment Committee on options for retaining Forrest Road and George IV Bridge, based on the support identified in the consultation, until the permanent scheme can be implemented- including options to accelerate the delivery of those schemes (included in this report).

- 3.4 In recognition of the commitment to undertake engagement on the first three schemes noted in 3.2 above, a report on the options will be presented to the rescheduled September Transport and Environment Committee, which will now take place on 14 October 2021.
- 3.5 Since the Council meeting in June 2021, officers have undertaken detailed scheme reviews and considered qualitative data from the consultation exercise. The data and feedback from planned Stakeholder engagement sessions will inform the shape of schemes which, were approved for retention, to be progressed under ETRO powers.
- 3.6 This report describes the different stages required for each project.
- 3.7 Moving forward, it is proposed to progress the implementation of these active travel measures under the title Traveling Safely. The programme will consider projects in the following groupings:
- 3.7.1 City Centre schemes approved for retention – due to additional complexities in the City Centre and considering the likely implementation of Edinburgh City Centre Transformation schemes in the future, scheme retention will be considered in further detail.
 - 3.7.2 Town Centre and other schemes to be removed at an appropriate time when Spaces for People measures are no longer required (in response to public health guidance and any other relevant considerations);
 - 3.7.3 School schemes due for reinstatement at the start of the Autumn term with a further assessment for possible retention;
 - 3.7.4 Schemes to be considered in more detail with a requirement to undertake further engagement with Community Councils and local residents. Options for changes or scheme retention will be considered at future Committees; and
 - 3.7.5 All other schemes approved for retention with supporting ETROs (or in a small number of cases, TROs);

4. Main report

Scheme Technical Reviews and Stakeholder Engagement

- 4.1 Updates on scheme status and recommendations are included in Appendix 1
- 4.2 Over the last two months officers have had the opportunity to consider qualitative data and comments provided during the recent consultation exercise. This information is being used to inform scheme changes that may be appropriate during our Technical Review process.
- 4.3 Before completion of the above process officers will undertake high level Stakeholder engagement with strategic partners to consider design principles proposed for retained schemes.

4.4 It is anticipated Stakeholder Engagement will be undertaken with:

- Emergency Services;
- Mobility and Disability Groups;
- Transport User Groups;
- Groups with an interest in the built environment; and
- Public transport operators.

4.5 The necessary documentation for the ETRO process will be prepared by a framework Consultant.

City Centre Schemes

4.6 Many schemes in the City Centre were approved for retention and progression towards ETRO at the last Council Meeting. Since the last Committee, officers have considered feedback from the recent consultation exercise and the context of the existing Spaces for People measures against the emerging Edinburgh City Centre Transformation (ECCT) programme. Schemes approved at the last Council Meeting are currently under review, will be included in Stakeholder engagement and ETRO proposals will focus on accessibility at bus stops and access for residents and business.

Town Centre schemes

4.7 Council agreed that these measures should be removed at an appropriate time, subject to local retention at critical locations. In some Town Centres it has been recognised that in a post-pandemic situation the retention of some footpath widening may be beneficial, where the original footpath widths are extremely narrow. Development of 20 Minute Neighbourhood plans will commence shortly and will include engagement with local communities, businesses and stakeholders.

4.8 Recommendations for retained footway widening, or other modifications are described in Appendix 1:

4.8.1 It is recommended that the scheme on St Johns Road is removed first in response to the anticipated impact on local and strategic public transport services (there is more information on this in paragraph 4.30).

4.8.2 Clearly, the removal and reinstatement of any scheme needs to be carefully planned and communicated with various stakeholders. It is recommended that scheme removal, particularly for Town Centre schemes, will be subject to a Stakeholder Notification exercise to ensure that organisations like the RNIB and Guide Dogs Scotland etc are aware of the planned changes.

4.9 Taking account of the recent changes in Scottish Government Guidance, a programme is currently being developed that would see progressive removal of town centre measures, starting as noted above with St John's Road, in September 2021. The removal programme will be kept under review to ensure that proper account is taken of any changes in guidance or other relevant considerations.

School Schemes

- 4.10 Over the summer holiday period many of the school schemes have either been set-aside or prohibition signage has been removed. As agreed, the majority of measures will be reinstated for or near the August term start dates.
- 4.11 Over the months ahead the Road Safety team will undertake a review of all existing Spaces for People measures around schools to consider retention by appropriate traffic orders. It is expected this School Travel Plan review, focusing on current schemes, will be complete by December 2021.
- 4.12 An School Scheme update is included in Appendix 6.

Other Projects Due for Retention Under ETRO

- 4.13 Other projects currently due to be retained and considered under ETROs are currently undergoing a Technical Review. Officers are considering comments received during the recent Consultation and, where appropriate, improving layouts for a lifespan in a post pandemic context:
- 4.14 Before completion of the Technical Reviews, officers will undertake high level Stakeholder engagement. It should be noted that statutory consultees and members of the public will have an opportunity to make representations regarding proposed experimental traffic regulation orders during the statutory consultation and public advertising periods respectively.

Schemes Under More Detailed Review

- 4.15 There are a number of schemes that have be considered by Committee or Council that are subject to more detailed consideration and require further engagement and development of options to be brought to the Committee.
- 4.16 A motion approved at the last Council Meeting asked officers to undertake engagement with Community Councils and local residents to consider specific options on Lanark Road, Comiston Road and Braid Road. Following this engagement, detailed options for these schemes will be presented to Transport and Environment Committee on 14 October 2021. At the time of this report preparation, officers are making arrangements to undertake engagement meetings with Community Councils and local residents for the schemes noted above.

Project Programme and TTRO Position

- 4.17 The high-level programme shown in Appendix 2 identifies the key activities and milestones required to progress towards scheme retention and make appropriate ETROs. The programme indicates anticipated activities and assumed timelines required to undertake scheme review, removal or retention. It should be noted that, at this stage, detailed programmes for School Scheme assessment and any further engagement requested has not been identified.
- 4.18 Most of the measures included in the Spaces for People (“SfP”) schemes were introduced by TTROs. This is in line with the parameters set out in Section 14 of the Road Traffic Regulation Act 1984 and with guidance issued by Transport Scotland. Throughout the pandemic, officers have been keeping the schemes under review in

conjunction with the public health guidance and national restrictions. This will continue to be the case as the public health guidance is revised and as restrictions continue to be amended where appropriate.

- 4.19 The Transport and Environment Committee has resolved to introduce certain Experimental Traffic Regulation Orders (“ETROs”) in relation to many roads currently covered by the SfP programme. If approved and implemented, the measures supported by these ETROs are expected to effectively subsume existing SfP arrangements.
- 4.20 Once no longer required, and taking account of relevant guidance, SfP measures not planned to be the subject of ETROs will be removed. The programme for removing these measures will take account of the resources required to remove the infrastructure and the road safety issues associated with doing so, making sure that safe road layouts are maintained at all times and that road users have clarity about the measures in place.
- 4.21 The practicalities and planning involved in complex scheme removal or reinstatement should not be underestimated. The resource and timescales required to remove measures agreed by Committee have been considered in the Spaces for People Update (Appendix 1) and the high-level programme (Appendix 2). It should be noted that any change (increase) in the list of schemes currently identified for removal would have a significant impact on the project programme and would be likely to extend the project duration well in to 2022.
- 4.22 For those SfP schemes which are due to be subsumed by experimental measures, alongside keeping schemes under review in line with public health guidance, consideration is being given to the safest, least disruptive and most economic means of achieving this transition.
- 4.23 While TTROs are not required for the placement or retention of segregation features, or changes to road layout, they have been used to introduce waiting restrictions, loading prohibitions and prohibition of motor vehicles where appropriate.
- 4.24 The most recent update from the Scottish Government – [Staying Safe and Protecting Others](#) - (dated 6th August 2021) suggested that public measures may be necessary until early 2022 – “We anticipate that it may be necessary to keep some precautionary measures in place until early 2022, in order to help manage the increased pressure the NHS will face over the winter period. However, we will review the position every 3 weeks to ensure any measures remain necessary and proportionate”.

Revisions to George IV Bridge

- 4.25 In line with the Council Motion the existing layout on George IV Bridge has been carefully considering including feedback from Lothian Buses, local businesses and officer observations. Risks and benefits of retaining, revising or removing the scheme are outlined below:

- 4.25.1 Retention – It is clear the current layout is causing operational challenges for public transport services at busy times and can restrict access for business deliveries. Due to the current progression of the proposed Meadows to George Street scheme and the associated Traffic Regulation Order (TRO), the continuation of this temporary scheme under an ETRO is not possible. The formal TRO statutory consultation, for the permanent scheme, is expected to commence in September/October 2021. It is not legally possible to simultaneously advertise an experimental TRO covering the same streets.
- 4.25.2 Revision under TTRO.- This option would include moving the current segregation closer to the kerb , the introduction of an advisory cycle lane and kerbside loading areas (with restricted access times). Restricted loading times have been considered to protect the route for cyclists and public transport services during morning and afternoon peak periods. The attached plan (Appendix 3) suggests the layout for this option. The replacement of segregation units on The Mound does not require a formal traffic order and can be considered independently. It should also be possible to retain a cycle lane (and potentially some segregation units) on Forrest Road under pre-existing waiting and loading restrictions.
- 4.25.3 Removal – As noted above, due to the expected start of the formal TRO process for the Edinburgh City Centre Transformation, Meadows to George Street scheme in September/October 2021, it is not possible to bring forward an ETRO to support the retention of the current measures (or similar) on George IV Bridge. It is worth noting that the permanent scheme, which incorporates a 2-way cycleway on the east side of George IV Bridge, is materially different from the current measures. The removal of the scheme and reinstatement of original bus lanes and loading areas is suggested to be the most appropriate course of action following the end of the Festival period, when pedestrian footfall is likely to reduce.

Options considered:

Proposal	Risks	Benefits
Retention	Retention of the existing scheme under ETRO is not considered appropriate as the proposed permanent Meadows to George Street scheme is now progressing towards the formal TRO consultation and public advertising stage. Significant ongoing maintenance liability.	Continued pedestrian and cyclist protection. Retention of the widened footpath was a critical public health response in this area over the busy Festival period.
Revision	The lifespan of any revised temporary scheme under	The increased available road width

	<p>TTRO is expected to be relatively short unless an ETRO is made to revise and retain a scheme during an experimental period.</p> <p>As noted above an ETRO in advance of a proposed alternative permanent scheme is not considered an appropriate use of the legislation.</p>	<p>will provide space for drivers to safely pass cyclists.</p> <p>Supports return to public transport services</p> <p>Space to create bus stop build-outs</p> <p>Reinstatement of existing bus stop outside Nando's</p>
<p>Removal (Reinstatement of original road layout) (Recommended Option)</p>	<p>No additional protection for pedestrians or cyclists.</p>	<p>Improves public transport access</p> <p>Improved delivery access for local businesses</p> <p>Reinstatement of existing bus stop outside Nando's</p> <p>Reduces ongoing maintenance liability</p>

4.26 Subject to necessary notifications and programming of works, it is recommended the existing George IV Bridge scheme is removed following the Festival period and the original road layout is reinstated. Segregation units on The Mound would be replaced (no ETRO required) and a cycle lane introduced on Forrest Road (some segregation possible).

4.27 At the time of writing, a local business on George IV Bridge has asked if the widened footpath area could be used as an extended trading area. This option has not been considered as a longer-term option as the remaining footway width is limited and a further occupation could reduce delivery access.

Revisions to Canonmills (North of the Rodney Street Junction)

4.28 Following our formal review process and engagement with Lothian Buses officers proposed to reinstate a road layout similar to the original on the lower section of the Rodney Street Junction. Unfortunately, public transport services have suffered journey time delays over this section and the reinstatement of the original layout should mitigate the issue for public transport services whilst providing a safe route for cyclists and pedestrians.

4.29 Background information regarding the proposal is shown below and the proposed plan is included in Appendix 4.

Proposal	Reason	Benefit
Removal of Segregated cycle lane at Canonmills Junction with Broughton Road	Complaints from road users and Lothian buses regarding significantly increased congestion. Lothian Buses also report the SfP measures here add 3-4 mins to their no.10 bus route.	Shorter waiting times for vehicles and buses at traffic signals, easing traffic congestion.
Removal of pedestrian buildouts on both sides of Canonmills	Necessary to provide enough space to restore left turn lane	As above
Restoration of two southbound lanes of traffic (left turn and straight on lane).	Complaints received from the public that the removal of the left turn lane has significantly increased congestion.	As above
Installation of 1.25m mandatory cycle lane	Cycle lane marking should improve access for cyclists and reduce obstructions	Cycle lane will discourage close passes.
Retention of right turn ban.	Reduced congestion and dangerous right turns by large vehicles onto Eyre Place	Should improve road safety for pedestrians on the crossing point
Creation of red screed advisory cycle lane across Broughton Road at junction.	Additional feature to highlight cycle lane at busy junction	Measure should improve road safety for cyclists
Change to segregation layout just after Warriston Road Junction	Lothian buses report it can be difficult to pass segregators without crossing the centre line	Improved road layout for public transport operators

Early Removal of St John's Road Measures

4.30 Due to the anticipated increase in seasonal traffic levels on this corridor and the likely operational impact on public transport operators following the return of schools, and a phased return to office working later into Autumn, it is recommended that the Town Centre scheme on St Johns Road is removed first, as soon as practicable after Committee in August.

- 4.31 The A8 corridor through Corstorphine is a well-established strategic corridor for many public transport services and the early removal of the scheme is in anticipation of increased traffic and bus passenger levels after the summer holiday period.

Temporary Controlled Pedestrian Crossing on Seafield Road East (Fillyside)

- 4.32 Due to staff resource issues, this project has not been installed to date.
- 4.33 Temporary signalled crossings are relatively expensive as they require rental of equipment and ongoing maintenance for battery replacement. With this in mind, it is proposed the short-term temporary project is not progressed, rather a permanent crossing in the vicinity will be added to Active Travel Investment Programme for proposed installation in 2022/2023. A pedestrian refuge island is currently in place at this location and can offer a level of protection for pedestrians until the installation of permanent infrastructure.

Options for Drum Brae North (Cycle Segregation)

- 4.34 The agreed Motion from 24 June Council Meeting asked to bring a report to this Committee on options for modifications to Drum Brae North based on the concerns expressed through the public engagement.
- 4.35 Consideration of concerns expressed in the recent Consultation exercise are noted with options in Appendix 5.
- 4.36 Based on the analysis included in the above Appendix the recommendation is to retain the scheme in modified form taking into account the concerns expressed – (Option 2 as described in Appendix 5). This would involve removing segregation units from the steepest downhill section of cycle lane, but retaining the cycle lane and associated waiting restrictions.

5. Next Steps

- 5.1 If approved, the changes recommended in this report will be implemented.
- 5.2 It is proposed to continue with detailed assessment of the consultation responses, undertake Stakeholder engagement and progress to the formal ETRO stage as soon as reasonably possible.
- 5.3 It is proposed to carry out engagement with Community Councils and Local Residents on the different options for Lanark Road, Comiston Road and Braid Road before bringing a further report covering the results of this engagement to the next meeting of this Committee with a recommendation on next steps.
- 5.4 Appropriate Programme Management activities and further statutory stages/steps as described in the project programme in Appendix 2 will be progressed as soon as reasonably possible.

6. Financial impact

6.1 Sustrans have agreed the carryover of unspent funds from the final 2020/21 allocation could be used to fund activities and services required to either remove, retain or modify existing schemes in 2021/2022.

6.2 Budget allocation and projection for 2021/2022 is noted below:

Travelling Safety - Provisional Budget Allocation

Activity All forecasts (£,000)	21/22 Forecast Places for Everyone	21/22 Forecast Spaces for People	Total 21/22 forecast costs Combined Funding
Costs to prepare ETROs Statutory Consultation / Advert and Reports - (PCL Appointment)	40	160	200
TRO and advertising costs	8	32	40
Design consultancy costs	15	110	125
Road safety audits	4	16	20
Staff costs (5 FTE including inspector)	60	240	300
Material and contract costs for revised schemes and other installations	40	210	250
Monitoring and evaluation costs	50	100	150
Street cleaning costs	10	40	50
Maintenance costs	10	40	50
Winter maintenance	10	40	50
Comms and engagement	8	60	68
Removal and reinstatement allowance	30	150	180
Completion of Pedestrian priority project. Reducing ped crossing waiting times and replacing infrastructure.	Est 90	TBA	90
<i>Anticipated spend distribution is still to be finalised, use Total Confirmed Carry-over values at this stage</i>			
TOTAL CONFIRMED CARRY-OVER	375	1,198	1,573

Sustrans - Places for Everyone 2021/22 Provisional Allocation (TBC)

Actual allocations to be discussed and agreed with Sustrans.

Original Project Title	Schemes Considered Appropriate	Funding Allocation
Pedestrian Priority Zone Feasibility	Waverley Bridge Princes Street East End - Victoria & Cockburn Street	£64,000
Meadows to George Street	Forrest Road George IV Bridge The Mound	£74,368
Leith Connections	Great Junction St Leith Connections	£22,999
West Edinburgh Link	Meadowplace Road East Craigs Drum Brae North	£23,300
Follow on From Duddingston Road - Feasibility Study	Duddingston Road	£13,127
Gilmerton Road enhancements for people	Gilmerton Road	£143,178
Follow on From Pennywell and Muirhouse Regeneration Key Cycle Link	Pennywell Road	£34,072
		£375,046

7. Stakeholder/Community Impact

- 7.1 Stakeholder engagement for schemes described in the Motion agreed at Council on 24 June has commenced. Officers will arrange and participated in meetings with appropriate Community Councils and local residents where appropriate. Outcomes and options for consideration will be presented to the next meeting of the Transport and Environment Committee.
- 7.2 High-level stakeholder engagement will also be undertaken with emergency services, mobility/disability groups, transport user groups and other key partners to consider project design principals or specific project features and advance of final ETRO plan and document package completion.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 – Scheme Updates and Review Schedule
- 9.2 Appendix 2 – High Level Project Programme
- 9.3 Appendix 3 – Revised option for George IV Bridge (Sketch)

- 9.4 Appendix 4 – Proposed changes to Canonmills Scheme (Plan)
- 9.6 Appendix 5 – Drum Brae North – Options for modification
- 9.5 Appendix 6 – Schools Schemes Update

Appendix 1 – Spaces for People Update (v1.4)

Measures Currently Introduced Under TTRO

Ongoing scheme recommendations will be subject to Technical Reviews, Stakeholder Engagement and final Committee decision:

Planned scheme removal will be subject to Scottish Government advice and any other relevant guidance and considerations. The proposed timescale for removals is discussed in the main report.

Location	Intervention	Review Date/Scheme Recommendations
CITY CENTRE		
Waverley Bridge	Pedestrian area with limited servicing access	Review undertaken August 21 Progress towards ETRO
Forest Road	Cycle segregation	Review undertaken August 21 Recommendation to introduce mandatory cycle lane. No ETRO required for mandatory cycle lane, remove segregation
George IV Bridge	Cycle segregation	Review undertaken August 21 Three options discussed in main report: Retain/Revise or Remove Recommendation to remove scheme.
The Mound	Cycle segregation	Review undertaken August 21 Recommendation to install new cycle segregation units No ETRO required as existing restrictions apply
Princes Street East End	Bus gate on Princes Street and South St David St	Review undertaken – August 21 Retain and remove when route is required as Tram diversion.
Victoria Street	Pedestrianised area with limited servicing access from George IV Bridge	Review undertaken – August 21 Progress towards ETRO
Cockburn Street	Pedestrianised area with limited servicing access from High Street	Review undertaken August 21 Progress towards ETRO

TOWN CENTRES		
Queensferry High Street	Pedestrian space	Review undertaken August 21 Road Safety Audit reviewed July/August 21 (Actions TBA) Retain experimental scheme as proposed Queensferry High Street project has similar layout. Progress towards ETRO and consider mitigation on diversion route.
Stockbridge	Pedestrian space	Review undertaken August 21 Remove entire scheme subject to check with Stockbridge Library requirement for outside queuing
Gorgie / Dalry Road	Pedestrian space	Review undertaken August 21 Recommendation to retain widened footway section opposite Murieston Crescent, with consideration of conversion to cycle lane (No ETRO required) Remove rest of scheme
Bruntsfield	Pedestrian space	Review undertaken August 21 Remove scheme
Tollcross	Pedestrian space	Review undertaken August 21 Remove scheme
Morningside	Pedestrian space	Review undertaken August 21 Recommendation to retain widened footway on west side south of The Merlin Bar up to and including the pedestrian crossing at Waitrose and revise uphill cyclelane to an advisory lane with no segregation (inadequate road width) Remove rest of scheme
Portobello	Pedestrian space	Review undertaken August 21 Recommendation to retain two sections on High Street: 1. Brighton PI to Windsor PI 2. West of Bridge St Remove rest of scheme
Corstorphine (St Johns Road)	Pedestrian space	Review completed August 2021 Consider retention of footway widening at Templeland Rd junction to support routes to school. Observation to be undertaken when schools return Recommendation to remove remainder of scheme as a high priority following Committee decision to mitigate the impact of measures on strategic and local public transport services.

CYCLE SEGREGATION		
Meadowplace Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Ladywell Road	Cycle segregation	As above
Ferry Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Fountainbridge Dundee St	Cycle segregation	Review completed June 2021 Progress towards ETRO
Teviot Place / Potterow	Cycle segregation	Review completed June 2021 Progress towards ETRO
Buccleuch St / Causewayside	Cycle segregation	Review completed August 2021 Progress towards ETRO
Gilmerton Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Duddingston Road	Cycle segregation	Review completed – June 2021 Progress towards ETRO
Craigmillar Park corridor	Cycle segregation	Review completed – June 2021 Progress towards ETRO consider revisions to improve public transport journey times
Crewe Road South	Cycle segregation (segregator units to be installed)	Review completed June 2021 Progress towards ETRO
Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Review completed June 2021 Progress towards ETRO, possibly with revisions subject to consideration of interactions with permanent Cameron Toll to Bioquarter project
Comiston Road	Cycle segregation	Review ongoing and options to be developed for October 21 Committee. Council Action - Bring a report to the August 2021 Transport and Environment Committee on options for Comiston Road, to improve public transport connectivity and reduce impacts on local residents.
Pennywell Road & Muirhouse/Silverknowes Parkway	Cycle segregation	Review completed August 2021 Progress towards ETRO with minor revisions to improve delivery access
Mayfield Road	Cycle segregation	Review completed July 21 Progress towards ETRO
Quiet Corridor - Meadows / Greenbank	Various closures	Review completed June 2021 Progress towards ETRO Scheme may be subject to modification subject to outcome of Braid Road decision (October TEC)

A90 Queensferry Road	Bus Lanes and cycle segregation	Review completed – August 2021 Progress towards ETRO
A1 Corridor	Bus Lanes and cycle segregation	Review completed – August 2021 Progress towards ETRO
Lanark Road	Cycle segregation	Review ongoing and options to be developed for October 21 Committee. Council Action - Officers to engage with local residents and the Community Council to achieve cycle speed mitigation measures and reconsider parking provision where parking spaces sit outside protected cycle lanes and report to October TEC. Consideration should also be given to measures to reduce conflict for all Water of Leith path users and to improve winter travelling conditions in this location. Officers to re-examine the Lanark Road scheme and bring a report to Transport and Environment Committee in October with cross-modal counter data to demonstrate usage for a final decision on removal of the temporary scheme or use of an ETRO, while retaining the 30mph speed limit.
Longstone Road	Cycle segregation	Review completed June 2021. Council Action - Officers to engage with local residents and community representatives ahead of an ETRO to address resident parking pressure. Progress towards ETRO
Inglis Green Rd	Cycle segregation	As above
Murrayburn Road (short section at Longstone)	Cycle segregation	As above
Slateford Road (A70)	Cycle segregation	Review completed August 21 Progress towards ETRO
Orchard Brae Roundabout	Road markings	Review completed June 2021 Retain scheme - No ETRO required
SCHEMES DEVELOPED FROM LTN PROPOSALS		
Craigs Road	Crossing improvements at Craigmount High School and traffic calming on Craigs Road	Interim project review to be undertaken Subject to School Travel Plan Review
Drum Brae North	Cycle segregation	Review completed July 2021

		<p>Council Action - Bring a report to the August 2021 Committee on options for modifications to Drum Brae North based on the concerns expressed through the public engagement.</p> <p>Option 2 Recommended in Report – see Appendix 6</p>
Corstorphine High Street	Widened pavements leading to Primary School	<p>Review to be undertaken</p> <p>Progress towards ETRO</p>
SPACES FOR EXERCISE		
Silverknowes Road (North section)	Road Closure	<p>Review to be undertaken</p> <p>Progress towards ETRO</p>
Silverknowes Road (South section)	Part cycle segregation and quiet route due to narrow road width.	<p>Review to be undertaken</p> <p>Progress towards ETRO</p>
Braid Road	One-Way (South-bound)	<p>Review ongoing and options to be developed for October 21 Committee.</p> <p>Council Action - Bring a report to the October 2021 Transport and Environment Committee, with options for the reopening of the road in both directions, including analysis of impacts on traffic levels, resident connectivity and vulnerable road users walking, wheeling and cycling.</p> <p>Council commitment to engage with Community Councils and local residents.</p>
Braidburn Terrace	One-way (East-bound)	As above
Links Gardens	Road closure	Scheme removed on 9 th August in advance of Tram construction works at the foot of Leith Walk
Cammo Walk	Road closure	<p>Approved for retention under Council decision.</p> <p>Current closure to be considered in broader terms with the proposed experimental closure of Cammo Road (expected late 2021/Early 2022) and options for Cammo Walk with respect to the proposed Craigs Road junction and active travel route.</p>
Stanley Street/ Hope Street	Road closure	<p>Review completed June 21.</p> <p>Progress towards ETRO</p>
Seafield Street	Cycle segregation	<p>Review to be undertaken</p> <p>Recommendation to continue with no changes</p>

Kings Place	Link between Proms	Review to be undertaken Recommendation to continue with no changes
Maybury Road	Temporary traffic lights	Scheme revised in July 21 to increase S/B network capacity following discussions with the Police. Temporary signals to be removed when construction of the proposed Craigs road junction commences.
Arboretum Place	Crossing point	Review to be undertaken Progress towards ETRO
West Shore Road and Marine Drive	Road closure, improved access to/from Forthquarter Park and waiting restrictions on Marine Drive	Review to be undertaken Turning circle and disabled parking improvements to be considered Progress towards ETRO
Public Proposals – Commonplace Consultation	Various	Scheme updates
Broughton Street	Pavement widening and uphill cycle lane	Review to be undertaken Progress towards ETRO
Broughton St Roundabout	Improvements for pedestrian crossings	As above
Bellevue to Canonmills	Cycle segregation	Recommendation to reinstate the original road layout to the north of the Rodney Street junction due to journey time delays with public transport services.
Starbank Road	Waiting restrictions to stop pavement parking and improve pedestrian access.	Scheme Notification completed June 2021 Scheme noted for retention in Council Report: Scheme not taken forward to date due to timeline and revised guidance
Fillyside Road – Crossing (Seafield Road East)	Installation of temporary signalised pedestrian crossing at existing island over summer period.	Recommendation to promote a permanent pedestrian crossing – Temporary signalised crossings are relatively expensive as they require rental of equipment. Provision of a permanent crossing in the vicinity be added to Active Travel Investment Programme for anticipated installation in 2022/2023.
Duddingston Road West	Part cycle segregation (East end) and part road markings (due to available road width)	Review to be undertaken Progress towards ETRO
Removal of Street Clutter		
Various priority locations	Schedule of prioritised street clutter removal undertaken in partnership with Living Streets	Works now complete.

Pedestrian Priority Improvements at Controlled Crossings	Project to scope and implement improvements to controlled pedestrian crossings. Introducing improved infrastructure and reduce waiting times.	Funding carried over from 20/21 allocation. Traffic modelling and upgraded pedestrian crossing infrastructure, should be complete by August 2021
Schools	Various measures introduced at schools to create car free areas and increased space for parents, carers and children near school gates.	Planters installed in May 2021 to prohibit or restrict traffic. Majority of measures set-aside or prohibition signage removed during summer school holidays (excluding Sciennes and Gillespies road closures). Other measures to be reinstated for school return in August.
Additional Schemes		
Cramond Glebe Road	Introduction of temporary waiting restrictions leading to the Cramond Car Park.	Double yellow lines installed following discussions with the Cramond & Barnton Community Council as a temporary Public Health and Emergency access response. No recommendation made in last report: Recommendation to retain TTRO and consider appropriate time for removal. Separate TRO under consideration for this location pre-dates the Pandemic.

Temporary Option for Summer 2021 – VERSION 2

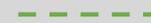
- Provide advisory cycle lane throughout
- Create kerbside off-peak loading bays to improve servicing
- Protect public transport access & improve journey times
- Install segregator posts only for footway widening (allows immediate removal for emergency situations/reinstatement)
- Provide valuable widened footpath areas during the summer Festival period
- Remove segregated cycle lanes and provide advisory cycle lane
- Reinstatement yellow lines at kerbside
- Maintain existing bus stop build-outs, but remove cycle markings (pedestrian space only)
- Replace cycle segregation on the Mound and Forrest Road with more robust SfP segregators and marker posts



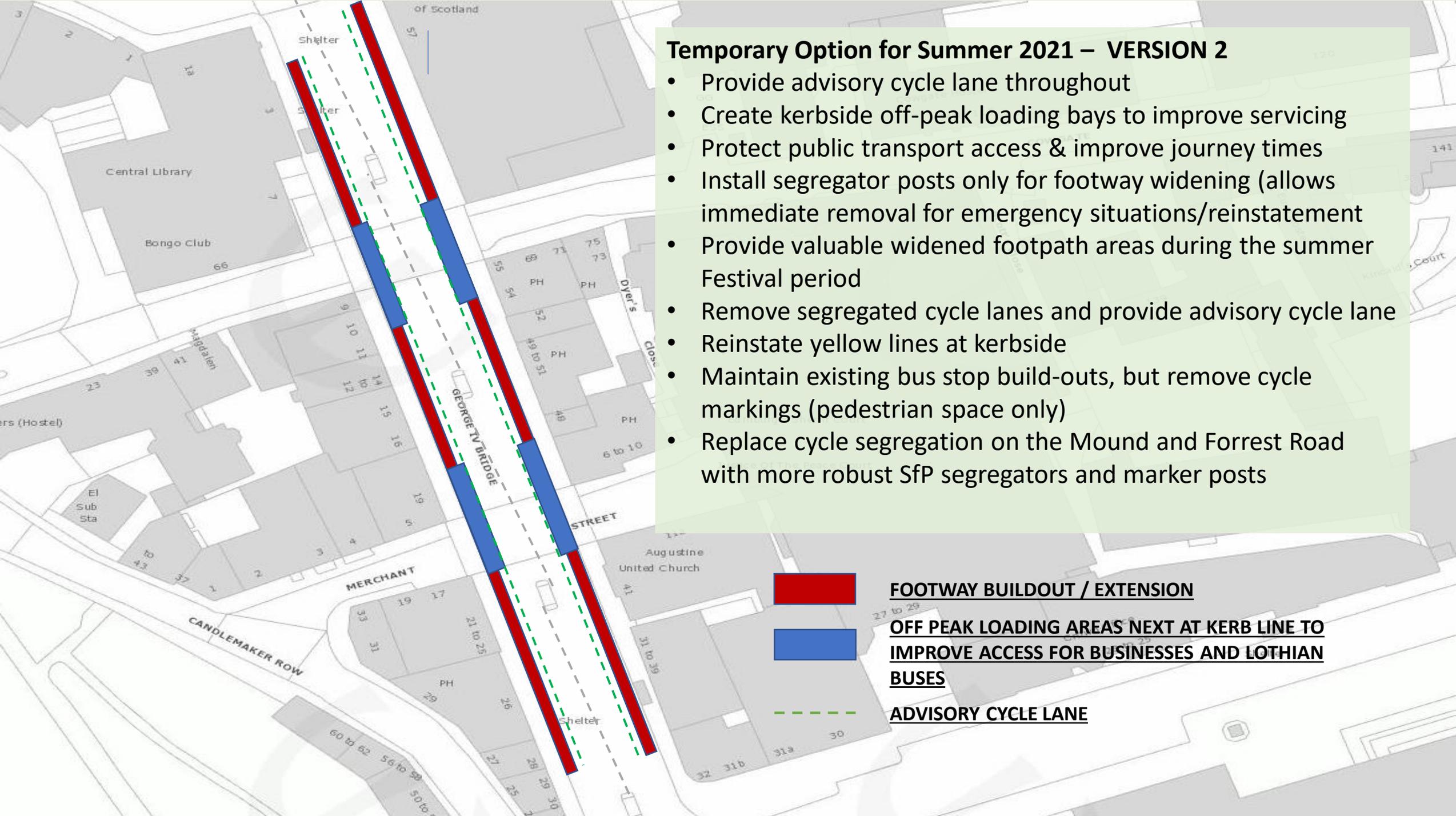
FOOTWAY BUILDOUT / EXTENSION



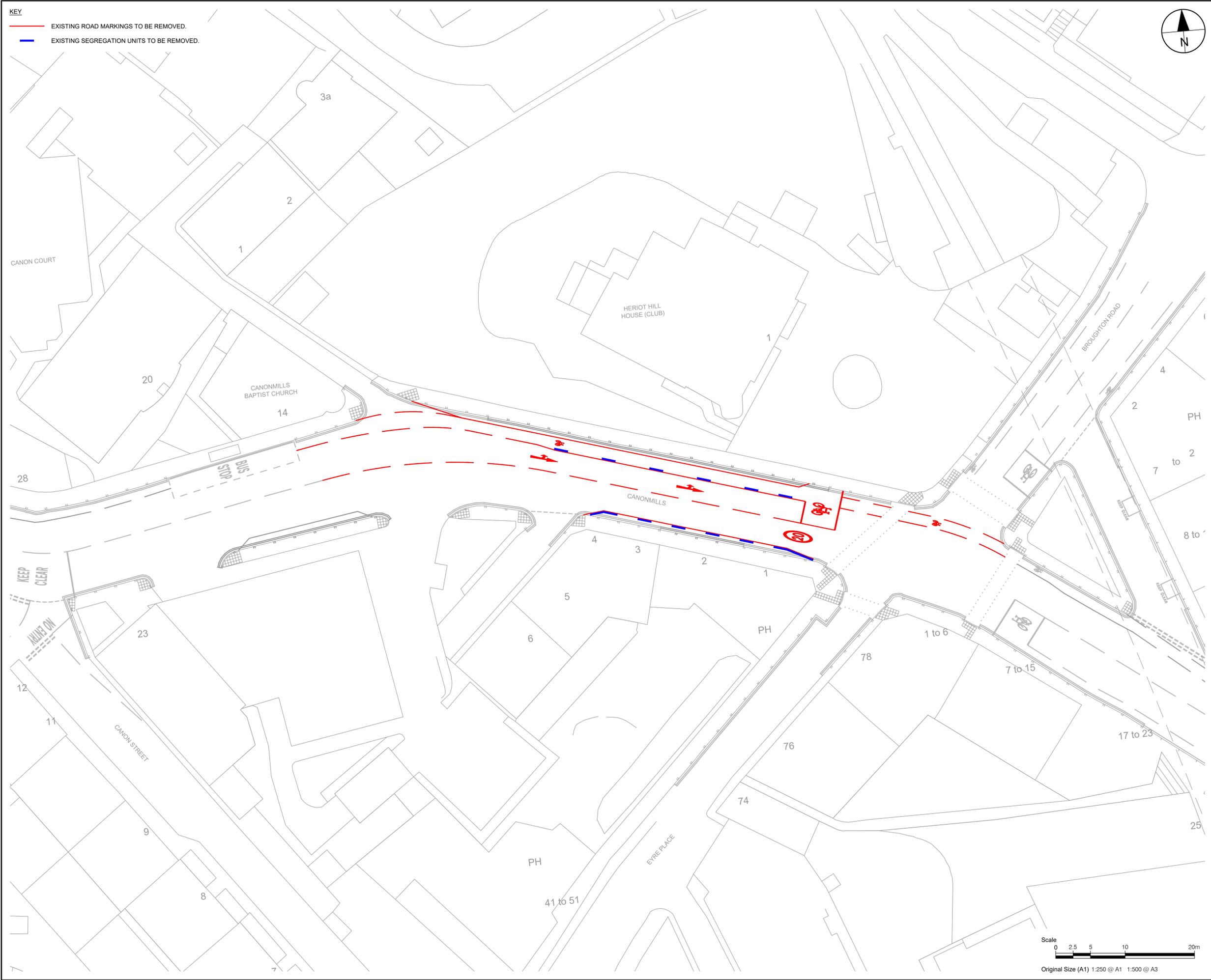
OFF PEAK LOADING AREAS NEXT AT KERB LINE TO IMPROVE ACCESS FOR BUSINESSES AND LOTHIAN BUSES



ADVISORY CYCLE LANE



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 Project Management Initials: Designer: AUS Checked: LT Approved: PM
 ISO A1 594mm x 841mm



KEY

— EXISTING ROAD MARKINGS TO BE REMOVED.

— EXISTING SEGREGATION UNITS TO BE REMOVED.



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ISSUE/REVISION

I/R	DATE	DESCRIPTION
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KEY PLAN

PROJECT NUMBER

60636731

SHEET TITLE

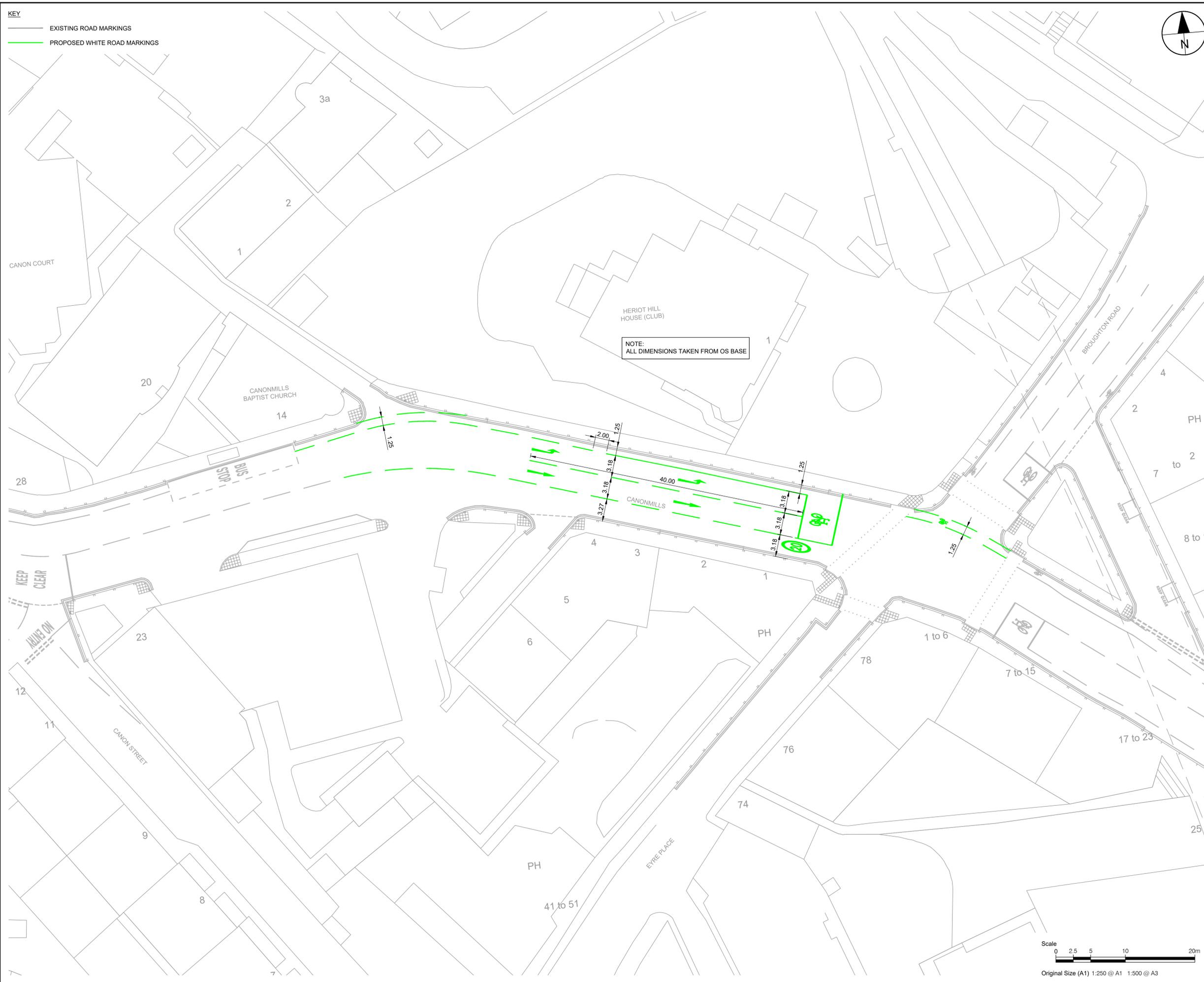
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 BROUGHTON ROUNDABOUT
 SITE CLEARANCE

SHEET NUMBER

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ISSUE/REVISION

I/R	DATE	DESCRIPTION
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KEY PLAN

PROJECT NUMBER

60636731

SHEET TITLE

SPACES FOR PEOPLE
BROUGHTON ROUNDABOUT
GENERAL ARRANGEMENT

SHEET NUMBER

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Appendix 5 - Drum Brae North Options

Scheme Rationale

The original rationale for the project was:

- To provide a safe space for people using bikes to exercise during the pandemic that links them to further spaces for exercise (NCN1),
- To provide people with a safe space to cycle in that connects to further cycle space improvements on Queensferry Road (also introduced through spaces for people),
- To provide an alternative way for moving around the city for people who not wish to/feel uncomfortable with using public transport, both along this section of Drum Brae and connecting into the A90,
- By providing the above it gives an alternative route for people rather than using the internal path network in East Craigs. This in turn can help to reduce number of users on the paths and thereby aid physical distancing in places where the paths are narrow.

Residents' concerns, and discussion of these

The key themes from public feedback have been.

- i. Safety of road users due to cyclists travelling fast downhill. A concern from residents has been around potential interaction between cyclists moving quickly downhill and cars leaving driveways and pedestrians on footways.
- ii. No location for visitors to park outside of properties
- iii. The cycleways aren't used, particularly beyond Craigmount Avenue North
- iv. The cycleways are causing congestion and air pollution
- v. Parents cannot drop off/pick up children directly outside the Nursery

The Section below discusses each of the concerns raised by residents in turn.

- i. *Safety of road users due cyclists travelling fast downhill.* The independent stage 3 Road Safety Audit raised no concerns around this issue. There have also been no accidents reported. There is also an argument that this layout should be safer for people on bikes, as they have more protection from motor vehicles and potentially safer for people reversing out of driveways, and for pedestrians, than without the segregation. This is because the cycleway ensures that motor traffic is well clear of the footway edge.

However, the section of Drum Brae N south of Craigmount Ave N does have an unusually steep gradient and, balanced against the additional protection offered by the segregation is some increased risk to cyclists should they have to make evasive manoeuvres related to cars exiting driveways or pedestrians stepping off the footway. There could also be some increased risk to a pedestrian stepping off the footway from a cyclist for whom evasive manoeuvres are more difficult.

- ii. *No location for visitors to park outside of properties.* All properties have driveways, most of which have space for more than one car and a garage. This indicates that in many circumstances a visitor's vehicle should be able to park at the resident's property. Where they cannot, the furthest distance for any property to a side road where on street parking can be found is around 125m. Given the significant benefit in increased safety for cyclists, the rationale for retaining the cycle lanes remains strongly aligned with Council policies to encourage and increase active travel.
- iii. *The cycleways aren't used.* Whilst the area does not have as high levels of cycling as other parts of the city, this may well be partly due to lack of opportunities to safely travel around by bike. The Bike Life report has consistently indicated that the biggest barrier to more people cycling, or cycling more often, is having to cycle on roads with busy traffic. The cycleway is the one of the few pieces of dedicated segregated cycleway in this area of the city. If, in time, more cycleways were added then it is likely that levels of cycling would rise. This is consistent with what the council has recorded across the city, cycle use has grown consistently as the city's cycle infrastructure has improved. Indications from roads with automatic counters are that temporary cycleways also appear to be associated with increased use. Further to this, cyclists have been in touch to say how useful they find this cycleway and how much safer it makes them feel.
- iv. *The cycleways are causing congestion and air pollution.* Across most the leading cities who are taking significant steps to address traffic congestion, and in turn air pollution that road space re-allocated to active travel, as well as public transport. Examples include; London, Paris, Barcelona, Copenhagen Amsterdam and Ljubljana. It is recognised that leaving our streets to operate as they currently do will not be sufficient to encourage more people to travel by sustainable means. Whilst we note that in the short term this may lead to somewhat longer traffic queues at this location, in the long term, this approach is consistent with best practice principles for helping more people to use active travel.
- v. *Parents cannot drop off/pick up children directly outside the Nursery.* The distance from the Nursery to the nearest side road with on street parking is around 80m, which should be a walkable distance for most people. Parking for blue badge holders is retained at this, and most other, locations along the whole street. Parking for staff is retained in the large car parking space outside the front of the nursery.

Options and Recommendation

Given the nature of the scheme and the concerns expressed, there are felt to be 3 options for a way forward.

- 1) Retain the scheme as it currently operates
- 2) Remove most segregation downhill between Drum Brae Terrace and the vicinity of Craigmount Avenue North.

This option would retain the initial short northbound stretch of segregation to the brow of the hill on Drum Brae, but would remove existing segregation units (retaining the cycle lane and associated waiting restrictions) downhill from this point to the vicinity of Craigmount Ave N (the length over which cyclists are likely to be moving fastest - some units were removed earlier this year for operational reasons). The exact location for re-starting segregation units will be subject to further consideration.

- 3) Remove entire scheme

There is not considered to be any justification for recommending option 3. The scheme is consistent with Council policies and the concerns highlighted are not felt to warrant complete removal.

There are coherent arguments for adopting either option 1 or option 2.

On balance, taking into account concerns expressed by people who responded to the consultation, option 2 is recommended.

Appendix 6 – Project List for Schools Measures

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.
Carrick Knowe Primary School	Cut back all vegetation on Lampacre Road. Prohibit vehicles at school frontage.	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.
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.	All measures in place.
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.

Appendix 6 – Project List for Schools Measures

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.
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.	Deliver as part of Travel Plan Review.
Corstorphine Primary School	Vehicle prohibitions and footway build outs	All measures in place.
East Craig's Primary School	Arrange one way gates with school.	All measures in place.
Fox Covert Primary School/ St Andrews	Arrange a one way gate system with school, organise park and stride from Drum Brae Hub.	All measures in place.

Appendix 6 – Project List for Schools Measures

Hillwood Primary School	Arrange one way gate system.	Arrows delivered.
Roseburn Primary School	Arrange one way gate with school.	Arrows delivered.
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.	N/A
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.	Signage in place. Lining to be installed.
Balerno High School	TTRO for DYL's to prevent drop off happening in cycle lane on Bridge Road along school frontage.	Lining to be installed.
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.	All measures in place.
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.
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 Craigmook Road.	With Parks and Greenspace. With AT for consideration/design of segregated cycle lanes.

Appendix 6 – Project List for Schools Measures

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.	All measures in place.
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.	All measures in place.
Stenhouse Primary School	Liaise with school on one way system. Close Saughton Mains Drive at frontage of school to create more space for pedestrians.	School do not require closure.
Tynecastle High School	Liaise with school on one way system.	School do not require measures.
Craigour Park School	Encourage Park and Stride. Prohibit vehicles on Moredun Park Street.	All measures in place.
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.	Temporary path installed, no need for closure due to construction arrangements.
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.	All measures in place.

Appendix 6 – Project List for Schools Measures

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.	Additional enforcement being carried out by Police Scotland.
Craigenfinny 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.
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.	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.
Brunstane Primary School	Prohibit vehicles/ close Magdalene Drive along frontage of the school and install DYL's on bend in Magdalene Gardens.	All measures in place.
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.	All measures in place.
Craigroyston Primary School	Liaise with school on one way gates and to see if closure of Muirhouse Place West would be beneficial.	N/A

Appendix 6 – Project List for Schools Measures

Pirniahall Primary School	Prohibition of motor vehicles along school frontage	All measures in place.
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.	No measures required.
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.	All measures in place. Lining to be installed.
Newcraighall Primary School	Liaise with school on Park and Stride.	Officer contacted school.
Castlebrae Community High School	Introduce parking restrictions to keep junction clear.	Lining to be installed.
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.	All measures installed
St Francis RC/ Niddrie Mill Primary School	Prohibit vehicles on Moffat Way and Collier Place around school frontage.	All measures installed.
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.	N/A
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.	All measures installed.

Appendix 6 – Project List for Schools Measures

Nether Currie Primary School	New waiting and loading restrictions on the bend on Thomson Crescent. Officers to contact the school on AT promotion.	Lining to be installed.
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.	Measures removed due to feedback received.
Bonaly Primary School	Introduce Prohibition of Motor Vehicles on Bonaly Brae, liaise with school on one way gates.	All measures in place.
Colinton Primary	Existing School Street	N/A
Longstone Primary	Introduce Prohibition of Motor Vehicles on Redhall Grove.	All measures in place.
Oxgangs Primary		Officer liaising with school.
Pentland Primary	Introduce Prohibition of Motor Vehicles on Oxgangs Green and restrictions on Pentland Drive.	Measures removed due to feedback received.
Firrhill High School		Officer liaising with school.
Braidburn	Working with the school on traffic management for their buses.	Officer liaising with school.
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.	All measures in place.
Drummond High School	Officer arranging vegetation cut backs	With Parks and Greenspace.
Gracemount Primary School	Prohibit Motor Vehicles on Gracemount House Road.	All measures in place.
Gracemount High School	Refresh all cycle lane markings on Lasswade Road. Officer to liaise with school on one way system.	Lining to be installed.

Appendix 6 – Project List for Schools Measures

Holy Cross RC Primary School	Prohibit motor vehicles on Craighall Terrace, officer to liaise with school on footway markings.	All measures in place.
St Marks RC Primary School	New DYLS at the junction at the school, temporary path.	Lining to be installed. 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.
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.	N/A
Ferryhill Primary School	Prohibition of motor vehicles along school frontage.	All measures in place.
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.	All measures in place.
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.
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

Appendix 6 – Project List for Schools Measures

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.	All measures in place.
St Georges School	Prohibit motor vehicles on Crarae Avenue.	All measures in place.
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

Please note that the schools with the note 'lining to be installed' will be progressed in the new term under Traffic Regulation Order's following discussions with the schools to ensure all areas of concern are being addressed through the School Travel Plan Review.