

Spaces for People

Scheme Review Form

Location	Original justification
Morningside Town Centre	To provide safe space for pedestrians to walk, exercise and access local shops. To provide safe cycling routes and prioritise public transport as an alternative to driving.

Overall Programme Monitoring Objectives

To protect public health by:

- a) creating safe spaces for walking and cycling that encourage more people to choose active methods of travel as a safe, physically-distanced way to move around the city, preventing a growth in private car use and associated congestion and air pollution
- b) enabling safe physical distancing for everyone during their journeys, daily (government-approved) activities and exercise in the city's streets
- c) mitigating any increased road safety risk as a result of people physical distancing in the city's streets
- d) Supporting adaptation and resilience

Spaces for exercise objectives:

- a) to improve distancing opportunities and road safety at popular exercise spots.
- b) to provide spacious alternatives to paths and routes that are busy with pedestrians and cyclists
- c) to safely link together off-road walking and cycling routes to provide spaces for exercising that are safe from traffic.

Travelling safely objectives:

- a) To facilitate the safe movement of people by foot and cycle across the city, providing an alternative form of travel to private car that still allows the public to feel safe from Covid and road safety risks
- b) To provide an effective, physically distanced alternative means of travel around the city to public transport, whilst PT capacity is reduced due to physical distancing requirements.
- c) Continue to protect and prioritise the city's bus and tram service in order that public transport can operate reliably, thereby maintaining a service frequency that can deliver social distancing for passengers.

Space in the City Centre and town centres objectives:

- a) To enable physical distancing to be practised in the city centre, on local high streets and around neighbourhood shops
- b) To create more public space around shops, cafés and restaurants to support business recovery
- c) To free up space for physical distancing, whilst not subjecting the bus network to significant extra delay

Project Review:

Do the SFP measures meet the project objectives:	YES	NO
implement safe physical distancing to support cycling and walking travel for exercise and essential journeys;	Y	
reduce infection risk on heavily used routes by providing traffic control measures and alternative routes;	Y	
prioritise the implementation of measures in areas of deprivation where car use or public transport access is limited;		N
prioritise access to local exercise and greenspaces, employment centres, and service hubs(e.g. hospitals & schools)	Y	
Improvement for pedestrians	Y	
Improvement for cyclists	Y	
Improvement for public transport		N
<p>Have additional measures been introduced – if yes provide details:</p> <p>No additional measures have been introduced, however following changes have been made after Design Review Group (DRG) approval.</p> <ul style="list-style-type: none"> • Northbound section between Newbattle Terrace to Abbotsford Park – Change from footway widening to cycle lane only (section heading up hill). <p>Additional possible changes were discussed with traders and the below points were agreed to be considered as part of the review process. The below locations were approved to be changed in the October review process.</p> <ol style="list-style-type: none"> 1. Footway widening south of Newbattle Terrace (both sides) – Recommendation to remove these two small stretches to allow more on street parking close to doctor's surgery on Morningside Road. Actioned on Monday 30th November 2020. 2. Footway widening just south of Luca's – Two spaces which currently form a short stretch of footway widening – Recommendation these be removed and return the pay & display parking bays. Actioned on Monday 30th November 2020. 3. Section outside Church Hill Theatre – reports have been received that the reduced carriageway width of 6.1m is causing issues for two large vehicles (reported also via Councillor Mandy Watt). Recommendation is to remove footway widening section (1.1m) and reinstate new cycle lane only. This would increase current carriageway width by 1.1m taking full width to 7.2m. Actioned on Monday 30th November 2020. 	Y	

Road Safety Audit feedback:

Road Safety Audit stage 3 has been completed. Please see the issues detailed below.

- 1) 4.1.1 - Risk of left turning vehicles colliding with temporary kerb units and losing control, due to proximity of kerb units to side road junction and lack of road markings / signage

Recommendation - It is recommended that the temporary footway area that is demarcated by the temporary kerb units is offset further from the side road junction. It is also recommended that appropriate measures are provided to alert the drivers / riders of left turning vehicles to the change in carriageway alignment on the carriageway, such as road markings and / or traffic signage.

- 2) 4.1.2 - Risk of drivers / riders losing control due to uneven carriageway surfacing

Recommendation - It is recommended that the surface of the carriageway is appropriately repaired / made good.

- 3) 4.1.3 - Risk of vehicles losing control on uneven carriageway surface due to ironwork failing.

Recommendation - It is recommended that the ironwork is appropriately re-set and the surrounding carriageway made good.
of the bus lanes.

- 4) 4.2.1 - Risk of head-on collisions due to narrow carriageway width.

Recommendation - It is recommended that the carriageway width is appropriately wide to allow two vehicles to pass one another.

Response – Carriageway widened on 30th Nov by 1.1m

- 5) 4.2.2 - Risk of vehicles crossing the centre line and colliding head-on with oncoming vehicles due to reduced forward visibility and vehicles loading on the carriageway.

Recommendation - It is recommended that it is clarified whether vehicles can load at these locations. It is also recommended that locations are provided for vehicles to load where there is appropriate forward visibility and sufficient space for vehicles to overtake a loading vehicle without coming into conflict with oncoming traffic.

- 6) 4.2.3 - Risk of vehicles striking a temporary kerb unit and losing control. Risk of vehicles entering pedestrian space and striking pedestrians, leading to them sustaining personal injuries

Recommendation - It is recommended that appropriate signage and / or road markings are provided to highlight the presence of the build out to the drivers / riders of approaching vehicles.

- 7) 4.3.1 - Risk of late lane changes due to unclear junction arrangement, leading to side-swipe collisions

Recommendation - It is recommended that the road marking arrangement at the junction is altered to clarify how motorised road users should access the left turn lane.

- 8) 4.4.1 - Risk of pedestrians tripping and sustaining personal injuries when transitioning to or from the carriageway, due to lack of provision of dropped kerbs or ramps.

Recommendation - It is recommended that appropriate means are provided for pedestrians to transition between the footways and temporary pedestrian areas on the carriageway

- 9) 4.4.2 - Risk of non-motorised users colliding with other non-motorised users and sustaining personal injuries, due to delineation of non-motorised user space on the carriageway.

Recommendation - It is recommended that the areas that are intended for use by cyclists and pedestrians are appropriately delineated

- 10) 4.4.4 - Risk of vehicles entering the temporary space for non-motorised users due to the limited provision of road markings and signage. This could lead to vehicles striking nonmotorised users, with the nonmotorised users sustaining personal injuries.

Recommendation - It is recommended that appropriate road markings and / or signage is provided to highlight to the drivers / riders of approaching vehicles that the space is for non-motorised users and that there is a change in alignment of the carriageway.

- 11) 4.4.5 - Risk of cyclists entering space designated for use by pedestrians. This could lead to collisions occurring between cyclists and pedestrians, and non-motorised users sustaining personal injuries.

Recommendation - It is recommended that the use of this area is appropriately clarified

- 12) 4.5.2 - Risk of vehicles crossing stop lines when it is not safe to do so and striking crossing pedestrians or turning vehicles, due to stop lines being worn / insufficiently conspicuous.

Recommendation - It is recommended that the stop lines are appropriately refreshed.

- 13) 4.5.3 - Risk of vehicles colliding with crossing pedestrians, resulting in the pedestrians sustaining personal injuries, or vehicles colliding with temporary kerb units and losing control, due to insufficient illumination.

Recommendation - It is recommended that the lighting columns that are not functioning are appropriately repaired.

- 14) 4.5.4 - Risk of cyclists attempting to enter the pedestrianised area and colliding with segregation unit, potentially falling and sustaining personal injury

Recommendation - It is recommended that a reflect strip is applied to those base units are used to prevent access to the segregated area.

Public Feedback / Complaints

Complaints have been received about:

- Not enough loading space
- No space for customers who want to drive to the area and park on the main street. Spaces available increased on Monday 30th November.
- Narrow stretch outside Church Hill Theatre – Rectified Monday 30th November.
- Tripping hazard of Rosehill rubber kerb product.
- 3 incidents reported on Friday 2nd October 2020 – Scottish Ambulance Service have been contacted, no further details have been obtained to confirm what lead to the incidents reported.
- A further incident involving a pedestrian and cyclists. No further information provided regarding the details which lead to the incident.
- A further report of a member of the public tripping on the Rosehill segregation units – information received 19th November.
- One email in support of the measures – all SfP not just Town Centre projects.
- One request for reinstating parking bays outside Chalmers Church – this was deemed not required as Chalmers Church is located on the corner of Morningside Road and Newbattle Terrace. Newbattle Terrace has available parking on both sides.
- Correspondence was received to raise concern over the junction of Morningside Road and Church Hill from a cycling perspective. Concern raised over possible conflict with cyclist going straight ahead (south bound) and left turning vehicular traffic. This will be monitored, cost to alter traffic signals is significant.
- Further to the below report from Living Street additional items have been raised, these will also be taken into consideration for possible improvements or additions.

1. Assess if footway widening could be installed on the South side of Chamberlain Road going around the corner by the Eric Liddle Centre.
2. *Location 35E2 (Morningside Road east):*



The pavement here is only 2.05m wide (ie significantly less than the SDG 'absolute minimum' of 2.5m) and the Clear Walking Zone is just 1.7m in places – therefore the additional 0.95m SfP space is most welcome.

However, the safety of this section is potentially compromised by the gap at the start of the space and the absence of a pedestrian logo marking on the carriageway – these may encourage some cyclists to use the space when the main carriageway is heavily congested with vehicles.

Recommendation: install a short concrete block at the start of the section and paint a pedestrian logo on the lane immediately behind it.

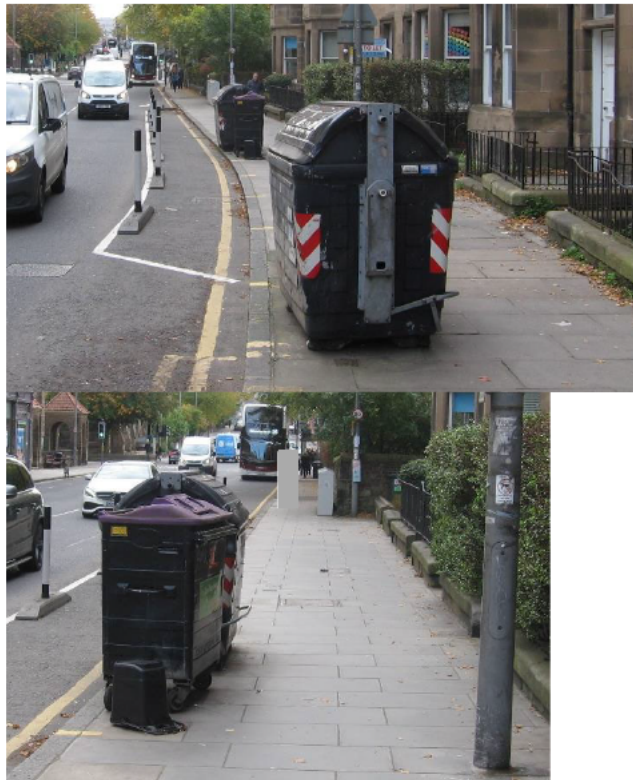
In the longer term permanently widen the pavement proper to create a continuous one-level space.

THE ABOVE WAS RAISED IN THE RSA STAGE 3 – A CYCLE LOGO WITH A DIRECTIONAL ARROW WILL BE INSTALLED TO DIRECT CYCLISTS INTO RUNNING LANE.

- A report provided by Living Streets on Tollcross, Bruntsfield and Morningside town centre projects. Please see recommendation for Living Streets below. These points have been and will be taken into consideration for any future changes to the Tollcross town centre project.

Section C: Morningside Road (northern section) and Holy Corner

Location 20W (Morningside Road west):



Although the pavement is reasonably wide here (3.2m), its utility is significantly constrained by the placement of communal bins, which reduce the Clear Walking Zone to just 1.2m (ie less than the SDG 'absolute minimum' of 1.5m).

Recommendation: relocate the bins on to the SfP space in order to free up the pavement as a continuous one-level width for both movement and social space.

In the longer term, permanently widen the pavement proper throughout this length to create a continuous one-level space.

Location 21W (Morningside Road west):



The pavement narrows to only 2.15m here (ie less than the SDG 'absolute minimum' of 2.5m), and the grey utility boxes reduce the Clear Walking Zone to just 1.6m.

Recommendation: extend the Sfp space a short distance towards Holy Corner in order to remove the pedestrian pinchpoint.

In the longer term, permanently widen the pavement here to create a continuous one-level space.

Location 22NW1/2 (Morningside Road west):



The pavement width here is only 2.15m (ie less than the SDG 'absolute minimum' of 2.5m) at a location where queuing (for buses) is frequent, and the Clear Walking Zone is just 1.35-1.45m (ie less than the SDG 'absolute minimum' of 1.5m).

Recommendation: relocate the litter bin to a more appropriate location, and investigate relocating the signage pole.

In the longer term, investigate removing one lane from the vehicle carriageway and replacing this with a widened one-level pavement.

Location 22NW3 (Holy Corner north west):



Despite this being a major pedestrian pinch-point, no SfP measures have been applied to any part of the busy intersection at Holy Corner.

The pavement width here is only 2.2m (ie less than the SDG 'general minimum' of 2.5m) at a busy pedestrian location, and the Clear Walking Zone is just 1.3m (ie less than the SDG 'absolute minimum' of 1.5m). There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Holy Corner is one of the few short sections of the corridor where the SDG guidelines provide for a lower standard of pavement width. It is unclear why one of the busiest pedestrian sections should allow narrower pavements, unless this is because vehicular movement is considered more important (despite walking being at the top of the movement hierarchy).

A further hazard to pedestrians is the vehicular access to McLaren's restaurant, across which lorries and vans regularly reverse.

The established pedestrian Right of Way through McLaren's beer garden (which largely avoids the pedestrian pinchpoint at this corner of Holy Corner) is cluttered with tables, chairs, etc, and pedestrian passage is discouraged by signage at the western entrance (see 22NW5 below).

Recommendation: in the short term, increase the frequency of the Green Man phase.

Ensure that the established Right of Way through McLaren's beer garden is decluttered to provide a clear 1.5m width path unobstructed by tables, chairs, etc.

Investigate the scope to close the vehicular access to McLaren's, with unloading relocated to the layby 50m away on Colinton Road beside Tesco.

Review the lower standards of pavement width guideline for Holy Corner in the Street Design Guidance.

In the longer-term, review the design of the Holy Corner intersection to (i) allow social distancing, (ii) ensure that pedestrians' place at the top of the movement hierarchy is delivered in practice, and (iii) comply with the guidelines in the Council's Street Design Guidance.

Location 22NW4 (Holy Corner north west):



The pavement here is only 2.3m wide (ie less than the SDG 'general minimum' of 2.5m), despite this being one of the busiest pedestrian junctions on the entire corridor) and the poles / grey utility box reduce the Clear Walking Zone to just 1.4m (compared to the SDG 'absolute minimum' of 1.5m).

Recommendation: as per Location 22NW3 above, plus investigate the scope for relocation of the utility box / poles.

Location 22NW5 (Holy Corner north west):



The pavement width at the queuing area for this important pedestrian crossing is only 2.3m (ie less than the SDG 'general minimum' of 2.5m), and the Clear Walking Zone between the two poles (left photo) is just 1.4m, compared to the SDG 'absolute minimum' of 1.5m.

There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Pedestrian passage along the established Right of Way through the McLaren's beer garden (in order to avoid the worst pinchpoint) is discouraged by a sign at the western entrance which states 'EXIT ONLY: THIS IS NOT A PUBLIC ENTRANCE' (right photo).

Recommendation: as per Location 22NW3 above, plus instruct McLaren's to remove the misleading sign. The Council and/or ScotWays (the Scottish Rights of Way Society) to erect a sign indicating the Right of Way.

Location 22NE1 (Holy Corner north east):



The pavement here is only 2.8m wide (ie less than the SDG 'general minimum' of 3m), and the Clear Walking Zone is just 1.8m.

There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: in the short term, increase the frequency of the Green Man phase.

In the longer-term, review the design of the Holy Corner intersection to (i) allow social distancing, (ii) ensure that pedestrians' place at the top of the movement hierarchy is delivered in practice, and (iii) comply with the guidelines in the Council's Street Design Guidance.

Review the lower standards of pavement width guideline for Holy Corner in the Street Design Guidance.

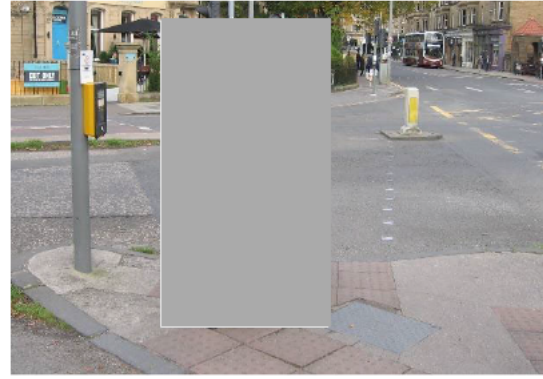
Location 22NE2 (Holy Corner north east):



The pavement here is only 2.4m wide, and the Clear Walking Zone is just 1.6m. There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: as per Location 22NE1 above.

Location 22SW1/2 (Holy Corner south west):



The pavement width beside Costa (left photo) at the waiting area for the crossing is only 2.2m, and the Clear Walking Zone is just 1.5m. The width of the pedestrian island part-way across Colinton Road (right photo) ranges from 1.7m to 3.2m.

There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: in the short term, increase the frequency of the Green Man phase.

Review the lower standards of pavement width guideline for Holy Corner in the Street Design Guidance.

In the longer-term, review the design of the Holy Corner intersection to (i) allow social distancing, (ii) ensure that pedestrians' place at the top of the movement hierarchy is delivered in practice, and (iii) comply with the guidelines in the Council's Street Design Guidance.

Location 22SE1 (Holy Corner south east):



The pavement width here is only 1.7m (ie significantly less than the SDG 'absolute minimum' of 2m), and the Clear Walking Zone is just 1.1m (ie substantially less than the SDG 'absolute minimum' of 1.5m). There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: as per Location 22SW1/2 above.

Location 22SE2 (Holy Corner south east):



The pavement width here is only 1.65m (ie significantly less than the SDG 'absolute minimum' of 2m), and the Clear Walking Zone is just 1.45m (ie less than the SDG 'absolute minimum' of 1.5m). Pedestrians can feel very vulnerable at this location on such a narrow pavement strip, with southbound vehicles on Morningside Road passing at speed less than a metre away. There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: as per Location 22SW1/2 above.

Location 22SE3 (Holy Corner south east):



The pavement width here is only 1.8m (ie less than the SDG 'absolute minimum' of 2m). Pedestrians can feel very vulnerable at this location on such a narrow pavement strip, with southbound vehicles on Morningside Road passing at speed less than a metre away. There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: as per Location 22SW1/2 above.

Section D: Morningside Road (southern section)

Location 23E1 (Morningside Road east):



The pavement width here is only 1.85m (ie less than the SDG 'absolute minimum' of 2m), and the thoughtlessly-located litter bin reduces the Clear Walking Zone to just 1.25m (ie less than the SDG 'absolute minimum' of 1.5m) beside a very busy road.

Recommendation: negotiate to relocate the litter bin to the east of the wall (within the Eric Liddell Centre grounds), and – using concrete blocks – create a SfP space for walking between here and the Greenhill Park junction.

Location 23E2 (Morningside Road east):



The pavement width here is only 1.9m (ie less than the SDG 'absolute minimum' of 2m), and the parking ticket machine reduces the Clear Walking Zone to just 1.5m.

Recommendation: create a SfP space for walking between the Eric Liddell Centre southern entrance (as in the Location 23E1 photo) and the Greenhill Park junction.

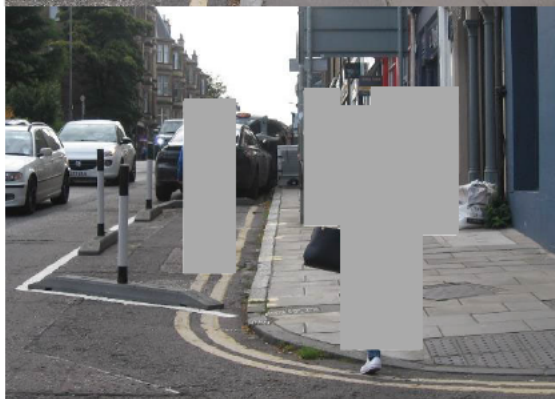
Location 23W (Morningside Road west):



The pavement here is only 2.2m wide (ie less than the SDG 'general minimum' of 2.5m), and the Clear Walking Zone at the pole is just 1.65m. As queuing outside Luca's is common in the summer, the additional SfP space is welcome as a 'social' space and also a 'movement' space.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 24W (Morningside Road west):



The pavement here is only 2.1m wide (ie less than the SDG 'general minimum' of 2.5m). This is often a busy section of pavement and queuing outside the Post Office is common, therefore the additional SfP space is welcome as a 'social' space and also a 'movement' space.

Recommendation: retain the SfP spaces, and in the longer term permanently widen the pavement proper to create continuous one-level spaces.

Location 25W (Morningside Road west):



The pavement here is only 2.7m wide (ie less than the SDG 'general minimum' of 3m). This is often a busy section of pavement, therefore the additional SfP space is welcome as a 'social' space and also a 'movement' space.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 25E (Morningside Road east):



The pavement here is only 2.2m wide (ie less than the SDG 'absolute minimum' of 2.5m, which is 'only allowed in short sections').

Recommendation: in the longer-term review the overall design of this section of Morningside Road to prioritise safe and convenient pedestrian passage.

Location 26W (Morningside Road west):



The pavement here is only 2.65m wide (ie less than the SDG 'general minimum' of 3m), and this is a location where queuing on the pavement is common.

Recommendation: extend Sfp space further south from Location 25W.

Location 27W (Morningside Road west):



The pavement proper here is only 2.6m wide, and due to the depth of goods on display here, the Clear Walking Zone is only 1.2m in places (ie significantly less than the SDG

‘absolute minimum’ of 1.5m). Therefore the additional SfP space is welcome, albeit that the total width available for pedestrians is split into two levels rather than being continuous.

Section 129(9) of the Road Scotland Act 1984 forbids the placement of goods for sale on the public sections of the street. If alerted to such a problem, the Council can issue a statutory notice to the offending business and action then taken if they fail to comply.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space. Encourage the shop owner to convert his frontage to create street access to goods on display without encroaching on the pavement, as in the example on Home Street – or that on Bruntsfield Place (west side), as shown below.



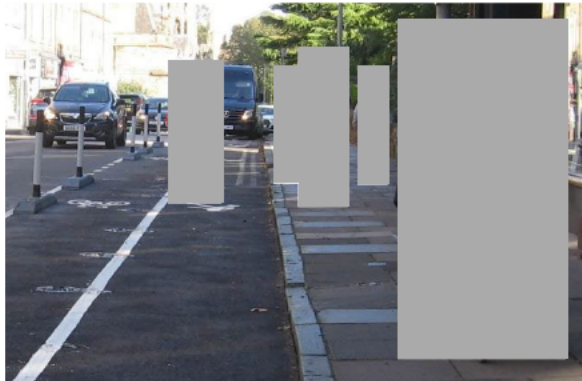
Location 28W (Morningside Road west):



The pavement here is only 1.9m wide (ie substantially less than the SDG ‘absolute minimum’ of 2.5m) and therefore the additional 1.8m SfP space is very welcome as a ‘social’ space and also a ‘movement’ space contiguous with the bus stop ‘build-out’.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 28E (Morningside Road east):



The pavement here is only 2.2m wide (ie significantly less than the SDG 'absolute minimum' of 2.5m), with a Clear Walking Zone of just 1.7m in places, and therefore the additional SfP walking lane (1.35m) is welcome.

However, in the first (temporary) phase of the SfP space there was a physical separation between the walking and cycling lanes, but this has now been removed, leaving only a white line, which does not give sufficient protection for pedestrians.

There is no permanent physical deterrent to vehicles entering the two lanes from the north (top right photo) and on a number of occasions vehicles have been observed using the 'Active Travel' lanes (bottom left photo).

The vehicle carriageway has been reduced to such an extent that (bottom right photo) buses (a) frequently are not able to pass other vehicles on this section, (and (b) cannot pass each other, leading to delays for bus passengers.

Recommendation: provide a permanent physical deterrent to vehicles entering the 'Active Travel' lanes (plastic cones are currently in place).

Marginally reduce the width of the walking (currently 1.35m) and cycling (currently 1.25m) lanes to enable buses to pass each other, and install a physical barrier between the walking and cycling lanes.

In the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 29W (Morningside Road west):



The pavement at the traffic light crossing of Morningside Road on the north side of the junction at Church Hill is only 1.9m wide, with a Clear Walking Zone of just 1.2m at the pole (right photo) – ie both substantially less than the SDG ‘absolute minimum’. Being at a crossing with a long interval between the Green Man phases, this is a location where people unavoidably congregate, in addition to those passing along Morningside Road.

Recommendation: in the short term, increase the frequency of the Green Man phase.

Extend the SfP space from the communal bin area (left photo) to the metal studs bounding the north side of the crossing (thereby also reducing the distance which pedestrians have to cross over Morningside Road).

Incorporate new formal cycle parking in the SfP space extension, thereby reducing the problem of informal cycle parking (Location 30W and 31W photos) obstructing pedestrian passage on a very narrow pavement.

Location 30W (Morningside Road west):



The pavement here is only 1.85m wide (ie substantially less than the SDG 'absolute minimum' of 2.5m), with a Clear Walking Zone of just 1.5m. There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: as per Location 29W.

Location 31W (Morningside Road west):



The pavement here is only 1.9m wide (ie substantially less than the SDG 'absolute minimum' of 2.5m), with a Clear Walking Zone of just 1.2m. (ie substantially less than the SDG 'absolute minimum' of 1.5m). There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: in the short term, increase the frequency of the Green Man phase.

Incorporate new formal cycle parking in the SfP space extension at Location 29W.

In the longer term, review the design of the Church Hill junction (see Location 34W) to eliminate the danger and inconvenience for pedestrians posed by the unacceptably narrow pavement on the west side of Morningside Road.

Location 32E (Morningside Road east):



The pavement here is only 2.35m wide (ie less than the SDG 'absolute minimum' of 2.5m), with a Clear Walking Zone of just 1.3m. (ie less than the SDG 'absolute minimum' of 1.5m). There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: in the short term, increase the frequency of the Green Man phase.

Extend the walking and cycling lanes (right photo) to a stop line close to the metal studs on the north side of the crossing (left photo), thereby reducing the distance which pedestrians have to cross over Morningside Road, as well as increasing the pedestrian waiting space.

Undertake a longer-term review of the whole Church Hill junction to identify more pedestrian-friendly designs.

Location 33NE (Morningside Road east):



The pavement here is only 2.4m wide. There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: in the short term, increase the frequency of the Green Man phase.

Undertake a longer-term review of the whole Church Hill junction to identify more pedestrian-friendly designs.

Location 33SE (Morningside Road east):



The pavement here is only 2.55m wide with a Clear Walking Zone of just 1.5m. There are long waits for the Green Man phase, during which large numbers of pedestrians can congregate in a way where it is impossible to maintain social distancing.

Recommendation: as per Location 33NE.

Location 34W (Morningside Road west):



This one of the worst untreated pedestrian pinchpoints on the entire corridor. The pavement here is only 1.4m wide (ie substantially less than the SDG 'absolute minimum' of 2.5m), with vehicular traffic passing (sometimes at speed) less than a metre away from pedestrians. The problem is compounded when people are queuing outside the Shelter shop (right photo). Immediately beyond Shelter, the junction with Abbotsford Park can be difficult for pedestrians to cross, with the eastbound lane of Abbotsford Park 'sweetened' to enable vehicles to turn left on to Morningside Road without stopping.

Recommendation: encourage Shelter to introduce a queuing system which has its head just round the corner on Abbotsford Park (ie not on Morningside Road).

Urgently review short to medium-term options to create more pedestrian space at a location where the pavement width is severely sub-standard.

In the short-term, reduce the crossing width with concrete blocks (on the north side of Abbotsford Park) as used elsewhere in the project, and in the longer-term create a continuous pavement across Abbotsford Park.

Undertake a longer-term review of the whole Church Hill junction to identify more pedestrian-friendly designs.

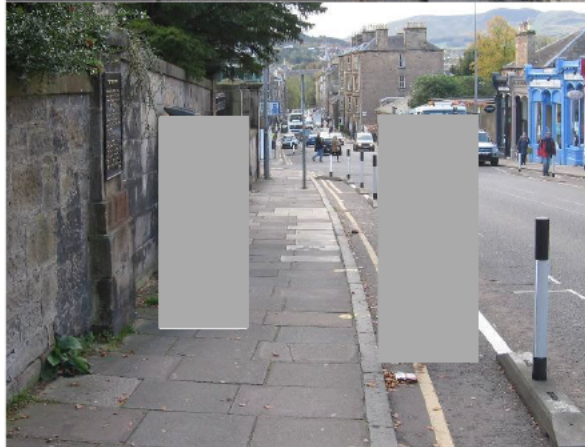
Location 35E1 (Morningside Road east):



Immediately south of the southbound bus stop at Church Hill, the pavement narrows to just 2.05m, but vehicle access to a property on the left prevented the SFP space measure (see Location 35E2) being extended uphill to reach the wider pavement.

Recommendation: undertake a longer-term review of the whole Church Hill junction to identify more pedestrian-friendly designs.

Location 35E2 (Morningside Road east):



The pavement here is only 2.05m wide (ie significantly less than the SDG 'absolute minimum' of 2.5m) and the Clear Walking Zone is just 1.7m in places – therefore the additional 0.95m SfP space is most welcome.

However, the safety of this section is potentially compromised by the gap at the start of the space and the absence of a pedestrian logo marking on the carriageway – these may encourage some cyclists to use the space when the main carriageway is heavily congested with vehicles.

Recommendation: install a short concrete block at the start of the section and paint a pedestrian logo marking on the lane immediately behind it.

In the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 35W (Morningside Road west):



The pavement here is only 1.65m wide (ie substantially less than the SDG 'absolute minimum' of 2.5m) and the Clear Walking Zone is just 1.15m in places. (ie substantially less than the SDG 'absolute minimum' of 1.5m)

During the earlier 'temporary' phase of the SfP project, vertical 'wands' were installed to create a narrow additional width for pedestrians, acting as a buffer zone to clearly distance vehicles from the pavement.

However in the latest phase of the project this pedestrian space has been given over to cyclists as part of a 1.65m cycle lane. Social distancing is impossible on such a narrow pavement, encouraging pedestrians to step into the cycle lane, which can lead to conflict (albeit that some cyclists travel up the hill at relatively slow speeds). While the benefits of the lane to cyclists are clear, it is not obvious – given the key project aim of 'social distancing' – why this has taken priority over pedestrian needs.

Recommendation: review the relative benefits to cyclists and pedestrians of this design – taking into account the relative number of cyclists and pedestrians on this section) and seek to identify ways of enhancing a severely sub-standard width of pavement.

Location 36W1 (Morningside Road west):



The pavement here is only 1.8m wide (ie substantially less than the SDG 'absolute minimum' of 2.5m) and the Clear Walking Zone is just 1.5m at the pole, therefore the additional SfP space is most welcome.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 36W2 (Morningside Road west):



The pavement here is only 1.8m wide (ie substantially less than the SDG 'absolute minimum' of 2.5m) and the Clear Walking Zone is just 1.5m at the pole.

Recommendation: extend the SfP space south from Location 36W1, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 36E (Morningside Road east):



The cycle racks here impinge on the pedestrian area close to the tactile paving at the informal crossing point of Newbattle Terrace. However, the Council's current 'public realm' plan for the latter would relocate the cycle racks a short way further east along Newbattle Terrace (as well as creating a continuous pavement' across Newbattle Terrace at its junction with Morningside Road).

Recommendation: implement the current public realm plan for Newbattle Terrace.

Location 37E (Morningside Road east):



While the pavement here is reasonably wide, much of it is on a slope rising up to the shop entrances (right photo) which is unsuitable for more infirm pedestrians to walk along. On the horizontal pavement, the Clear Walking Zone is as narrow as 1.25m and 1.85m in places, and therefore the additional SfP space is welcome.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 37W (Morningside Road west):



Morningside Place at its junction with Morningside Road is well in excess of two lanes wide, and can be difficult for pedestrians to cross, with the eastbound lane of

Morningside Place (foreground of photo) 'sweetened' to enable vehicles to turn left on to Morningside Road without stopping.

Recommendation: in the short-term, reduce the crossing width with concrete blocks (on the north side of Morningside Place) as used elsewhere in the project, and in the longer-term create a continuous pavement across Morningside Place.

Location 38W (Morningside Road west):



This is one of the most significant pedestrian pinchpoints on the A702 corridor. The pavement is only 2.5 wide (ie the SDG 'absolute minimum') and the Clear Walking Zone at the bus stop is just 1.65m – making it impossible to socially distance for much of the time.

Recommendation: relocate bus stop c. 1-2m to the north (ie closer to the camera).

Location 39W (Morningside Road west):



This is one of the most valuable improvements made by the SfP project along the A702 corridor. The pavement proper is only 2.15m wide (ie significantly less than the SDG 2.5m 'absolute minimum') and therefore the additional space is very welcome for pedestrians.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

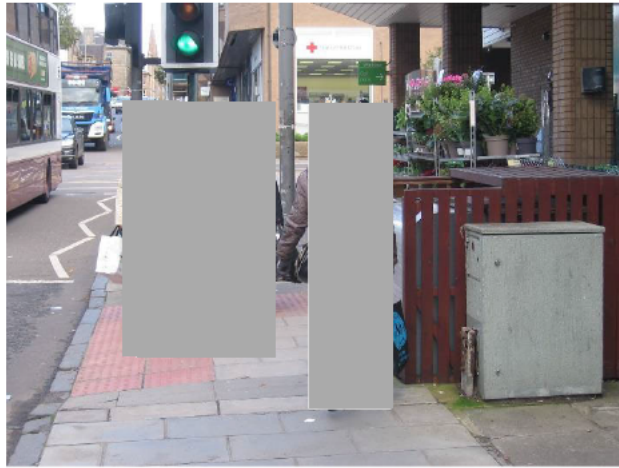
Location 40W / 41W (Morningside Road west):



This is one of the most valuable improvements made by the SfP project along the A702 corridor. The pavement proper is only 1.39m wide (ie substantially less than the SDG 2.5m 'absolute minimum') and therefore the additional space beside a very popular pedestrian crossing is most welcome. The extra space reduces the width of the vehicle carriageway – and therefore also reduces the time taken to cross the crossing

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 40E (Morningside Road east):



This is a very busy pedestrian location, beside the entrance to Waitrose and where pedestrians congregate waiting for the Green Man at the crossing. The wooden storage unit (right) impinges on to the pavement proper.

Recommendation: encourage Waitrose to relocate the storage unit nearer to the building (in spare space to the south of this view).

Location 42W (Morningside Road west):



This is one of the most valuable improvements made by the SfP project along the A702 corridor. The pavement proper is only 1.25m wide (ie half the SDG 2.5m 'absolute minimum') and therefore the additional 1.75m SfP space is very welcome, taking the entire pedestrian space width up to the 3m SDG 'general minimum', albeit split in two levels.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

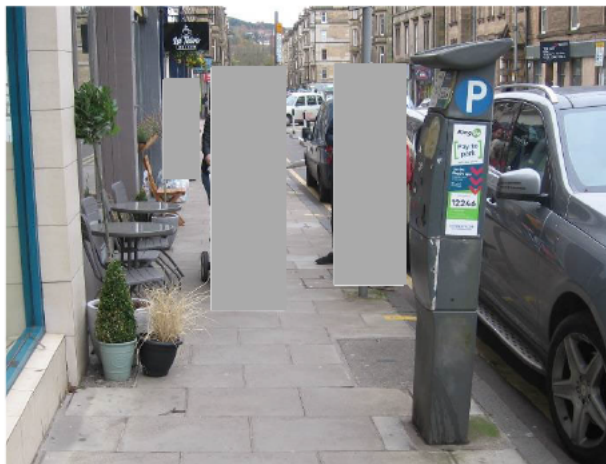
Location 43W (Morningside Road west):



The pavement here is only 2.25m wide (ie significantly less than the SDG 'absolute minimum' of 2.5m) and therefore the additional 1.05m SfP space is welcome.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 43E (Morningside Road east):



The pavement here is only 2.4m wide (ie less than the SDG 'absolute minimum' of 2.5m) and the parking ticket machine, tables & chairs and poles reduce the Clear Walking Zone in places to 1.45m.

Recommendation: review the table & chairs space allowed by the café licence, explore the scope to relocate the parking ticket machine on to a 'build-out' into the carriageway, and explore the scope for signs on poles to be relocated on building walls.

In the longer-term review the overall design of this section of Morningside Road to prioritise safe and convenient pedestrian passage.

Location 44E (Morningside Road east):



The pavement here is only 2.35m wide (ie less than the SDG 'absolute minimum' of 2.5m) and therefore the additional 1.3m SfP space is very welcome, not least as goods are sometimes on display on the pavement outside this shop. The extra width also narrows the width of (informal) crossing of the Morningside Road carriageway on a long section without formal crossing facilities.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 44W (Morningside Road west):



The pavement here is only 2.2m wide (ie significantly less than the SDG 'absolute minimum' of 2.5m) and the Clear Walking Zone is just 1.7m at the pole.

Recommendation: in the short-term explore the scope for the sign on the pole to be relocated on the building wall.

In the longer-term review the overall design of this section of Morningside Road to prioritise safe and convenient pedestrian passage.

Location 45E (Morningside Road east):



This is a good example of a bus stop build-out, allowing the pavement proper to extend to 4.4m width – one of the very few examples on the corridor where the width satisfies the SDG ‘desirable minimum’ of 4m or wider. The build-out also improves bus reliability, as buses do not have to wait for a gap in traffic to pull out into the main carriageway.

Recommendation: explore the scope to apply similar bus stop build-out treatment for locations with narrow pavements.

Location 46E (Morningside Road east):



The pavement here is 3.1m wide (ie wider than the SDG ‘general minimum’ of 3m), but this is often a busy location and the Clear Walking Zone is just 2.3m at the signage pole / informally-parked bike and at the litter bin.

Recommendation: extend the bus build-out c.10m further south, to incorporate the litter bin and formal cycle parking facilities. Explore the scope for the sign on the pole to be relocated on the building wall.

Location 47E (Morningside Road east):



The pavement here is only 2.85m wide (ie less than the SDG 'general minimum' of 3m), and the Clear Walking Zone is reduced to just 2m by the signage pole / informally-parked bike (and the yellow SfP sign!).

Recommendation: as per Location 46E, extend the bus build-out c.10m further south, to incorporate formal cycle parking facilities. Explore the scope for the sign on the pole to be relocated on the building wall.

Location 48E (Morningside Road east):



The pavement here is only 2.45m wide (ie less than the SDG 'absolute minimum' of 2.5m) and therefore the additional 1.5m SfP space is welcome. The latter also shortens the distance for pedestrians to cross the vehicle carriageway at the formal crossing in the middle distance. The angled concrete block in the foreground is not delineated by a white line, and this could represent a trip hazard.

Recommendation: retain the SfP space, and apply a white line to the edge of the angled concrete block. In the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 48W (Morningside Road west):



The pavement here is 3.15m wide, but the utility cabinet reduces the Clear Walking Zone to 2.25m.

Recommendation: ideally relocate the utility cabinet if feasible.

Location 49W (Morningside Road west):



This location is poorly designed for pedestrians, both those walking up or down Morningside Road and those boarding or alighting from buses (this is normally a busy bus

stop). The advertising screen at the north end of the JC Decaux shelter reduces the Clear Walking Zone to just 1.7m at this pinchpoint.

Recommendation: in the short-term replace the advertising screen with a narrower glass panel (like that in the right photo).

In the longer-term explore the scope for a bus build-out and/or a complete redesign of the public realm here (including the carriageway behind the bus stop) in order to prioritise pedestrians and bus users.

Location 49E (Morningside Road east):



The pavement here is only 2.7m wide, and the signage pole (and SfP sign), and therefore the additional 1.4m SfP space is welcome.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Explore the scope for the sign on the pole to be relocated on the building wall.

Location 50E (Morningside Road east):



The pavement here is only 2.7m wide and the informally parked bike reduces the Clear Walking Zone to just 1.6m

Recommendation: explore the scope for the sign on the pole to be relocated on the building wall. Investigate alternative locations in the vicinity for formal cycle parking.

Location 50W (Morningside Road west):



The junction of Morningside Park and Morningside Road has been an accident black-spot and the pavements here are narrow: only 1.8m beside the tactile paving for crossing Morningside Park (left photo) and 2.8m on the main pedestrian route (up Morningside Road, right photo), with a Clear Walking Zone of just 1.8m to the post box.

Recommendation: in the short-term, reduce the crossing width with concrete blocks (on the south side of Morningside Park) as used elsewhere in the project, and in the longer-term create a continuous pavement across Morningside Park.

Location 51W (Morningside Road west):



The pavement here is only 2.7m wide (ie only just wider than the SDG 'absolute minimum' of 2.5m) and therefore the additional 2m SfP space is welcome.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 52W (Morningside Road west):



The pavement proper here is only 2.6m wide, and due to various items of pavement clutter (and goods on display) the Clear Walking Zone is reduced to 1.5m in places – and therefore the additional 1.1m SfP space is welcome. The latter also reduces the width of carriageway to cross at the pedestrian crossing. However the total width available for pedestrians is split both horizontally (by the kerb drop) and vertically (by the redundant guard rail). The angled concrete block in the foreground is not delineated by a white line, and this could represent a trip hazard.

Section 129(9) of the Road Scotland Act 1984 forbids the placement of goods for sale on the public sections of the street. If alerted to such a problem, the Council can issue a statutory notice to the offending business and action then taken if they fail to comply.

Recommendation: retain the SfP space, and remove the redundant guard rail. Encourage the shop owner to convert his frontage to create street access to goods on display without encroaching on the pavement, as in the earlier examples on Home Street and Bruntsfield Place. Apply a white line to the edge of the angled concrete block.

In the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 52E (Morningside Road east):



The pavement here is only 1.9m wide (ie substantially less than the SDG 'absolute minimum' of 2.5m) and, due to informal cycle parking and the shoe recycling bin, the Clear Walking Zone is just 0.65m (ie less than half the SDG 'absolute minimum').

Recommendation: in the short-term, explore the scope for the sign on the pole to be relocated on the building wall, and investigate alternative locations in the vicinity for formal cycle parking. Encourage the shop owner to find a more appropriate location for the shoe recycling bin.

In the longer-term create a continuous pavement across Jordan Lane.

Location 53E (Morningside Road east):



The pavement here is only 1.15m wide (with a Clear Walking Zone of just 0.85m) on Jordan Lane (left photo) and 2.7m wide on Morningside Road (right photo).

Recommendation: in the longer-term create a continuous pavement across Jordan Lane.

Location 54W / 55W (Morningside Road west):



The pavement here is only 2.8m wide (ie less than the SDG 'general minimum' of 3m) and therefore the additional SfP space is welcome. However, an illegally-sited advertising board partly obstructs the pavement proper.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space. Remind the shop owner about the city-wide ban on advertising boards.

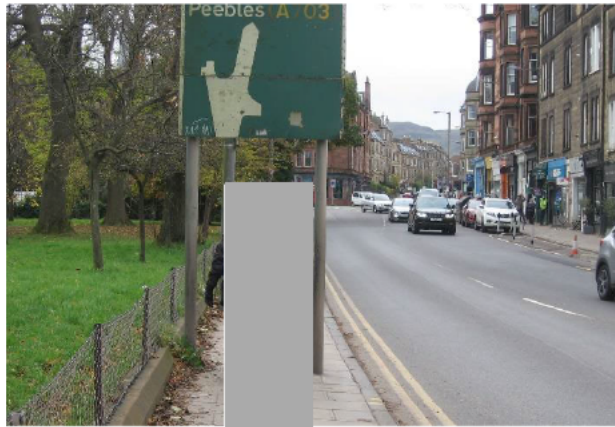
Location 56W (Morningside Road west):



The pavement here is reasonably wide (3.6m) but informal cycle parking and pot plants reduce the Clear Walking Zone to just 1.7m.

Recommendation: explore the scope for the sign on the pole to be relocated on the building wall, and investigate alternative locations in the vicinity for formal cycle parking. Ask the shop owner to reduce or remove the obstruction caused by pot plants.

Location 56E (Morningside Road east):



The pavement here is only 1.8m wide (ie substantially less than the SDG 'absolute minimum' of 2.5m) and the Clear Walking Zone at the poles is just 1.05m (ie substantially less than the SDG 'absolute minimum' of 1.5m).

Recommendation: in the short-term erect a new sign on a single pole. In the longer-term review the whole street design to create a much more pedestrian-friendly environment.

Location 57W1 (Morningside Road west):



The bus build-out helps to relieve a pavement which is otherwise only 2.7m wide, but the inappropriately located litter bin reduces the Clear Walking Zone to just 1.8m

Recommendation: relocate the litter bin to the bus build-out.

Location 57W2 (Morningside Road west):



The pavement here is only 2.9m wide and the Clear Walking Zone is reduced by the informal bike parking and pole – and therefore the additional 2m SfP space is welcome.

Recommendation: retain the SfP space, create formal cycle parking facilities within the SfP space, and explore the scope for the sign on the pole to be relocated on the building wall.

In the longer term permanently widen the pavement proper to create a continuous one-level space.

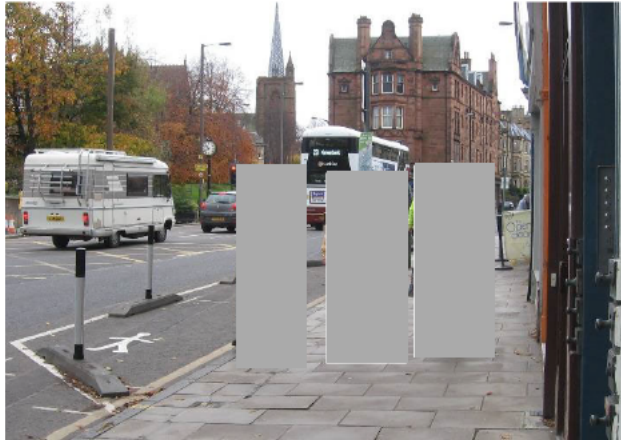
Location 58W (Morningside Road west):



The pavement here is 3.15m wide, but the Clear Walking Zone at the signage pole is just 1.4m wide (ie less than the SDG 'absolute minimum' of 1.5m).

Recommendation: review the tables & chairs licence for the café, and explore the scope for the sign on the pole to be relocated on the building wall. Remind the owner of the blue 'feather' advert about the city-wide ban on advertising boards.

Location 59W (Morningside Road west):



The pavement here is only 2.95m wide (ie less than the SDG 'general minimum' of 3m) and therefore the additional SfP space is welcome.

Recommendation: retain the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.

Location 59E (Morningside Road east):



The pavement at the bus stop is only 2.9m wide, with a Clear Walking Zone of just 1.7m. At the bench the pavement is only 2.4m wide, with a Clear Walking Zone of just 2m.

Recommendation: review the design, potentially relocating the litter bin and the bus tracker pole, and moving the bench slightly closer to the bus stop.

Location 60W (Morningside Road west):



The pavement here is only 2.85m wide, and the tables & chairs and parking ticket machine reduce the Clear Walking Zone to just 1.6m.

Recommendation: review the tables & chairs licence for the café, and explore the scope for the parking ticket machine to be relocated into the SfP space.

Review Groups recommendations:

Design Team's recommendation would be to keep the current measures in place with further consideration to the points made above.

It should be noted the concern raised over the visibility of the Rosehill cycle lane defender product. This has been detailed in the RSA Stage 3 (units on tapered section only) and reports from members of the public.

Review undertaken by: Lloyd Richardson, Senior Engineer, Spaces for People

Site visits were carried out regularly between October to December 2020.

Date:16/10/20