

## Audit of 'Spaces for People' provision: A702 Tollcross to Morningside Station

### 1. Introduction

Living Streets Edinburgh Group (LSEG) is the local voluntary arm of Living Streets, the charity which campaigns for better conditions for 'everyday walking'. We very much welcomed the principles of the Spaces for People project. However, observation by our supporters of those measures introduced across the city to aid walking suggested that provision was partly inconsistent, with some very welcome changes to an extent offset by omissions of key walking locations such as waiting areas for pedestrian lights at main road junctions.

We concluded that we should carry out a sample audit of two of the 'Shopping Streets' interventions which aimed to provide additional pedestrian space: Tollcross/Bruntsfield and Morningside. According to the report to the Council's Policy and Sustainability Committee on 20 August 2020, these had budgets of £93,000 and £60,000 respectively out of the £5 million Spaces for People (SfP) total.

Our audit has allowed some general conclusions and recommendations to be drawn (see Section 3), as well as pinpointing 96 location-specific findings, conclusions and recommendations along the corridor which are divided into four Appendix sections:

- Home Street and Leven Street [pages 5-8]
- Bruntsfield Place [pages 9-20]
- Morningside Road (northern section) and Holy Corner [pages 21-27]
- Morningside Road (southern section) [pages 28-57].

### 2. Key principles

In our approach to the audit we have been guided by three key principles, namely that:

- (i) sufficient space should be provided to allow pedestrians to maintain appropriate **social distancing**, in line with Scottish Government guidelines;
- (ii) measures introduced should reflect the place of walking (and 'wheeling', eg wheelchairs) at the top of the '**movement hierarchy**' as set out in *Scottish Planning Policy* (2014)<sup>1</sup> and in the 'Sustainable Travel Hierarchy' set out in the *National Transport Strategy* (2020);<sup>2</sup>
- (iii) provision of space for pedestrians should reflect the guidelines set out in The City of Edinburgh Council's *Street Design Guidance* (2015),<sup>3</sup> in particular in relation to pavement widths and the 'Clear Walking Zone' provided. The Street Design Guidance (SDG) guidelines for the streets audited along the corridor are shown in the table overleaf.

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<sup>1</sup> <https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2014/06/scottish-planning-policy/documents/00453827-pdf/00453827-pdf/govscot%3Adocument/00453827.pdf?forceDownload=true> (Paragraph 273)

<sup>2</sup> <https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf> (Pages 42-43)

<sup>3</sup> <https://www.edinburgh.gov.uk/downloads/file/24977/p3-footways-version-1-1>

<b>A702 corridor streets</b>	<b>SDG pavement width guidelines</b>		
	<b>absolute minimum</b>	<b>general minimum</b>	<b>desirable minimum</b>
All streets along the corridor except those listed below	2.5m*	3m	4m or wider
Bruntsfield Place, from Barclay Terrace to Leamington Terrace	2m	2.5m	3m or wider
Holy Corner intersection	2m	2.5m	3m or wider
Holy Corner intersection to Tesco on Colinton Road	2m*	2.5m	3m or wider
Holy Corner intersection to Greenhill Park on Morningside Road	2m*	2.5m	3m or wider

\* 'only allowed in short sections'

For all the streets along the corridor the Clear Walking Zone guideline (ie for that part of the pavement not obstructed by poles, litter bins, tables and chairs etc) is an 'absolute minimum' of 1.5m width.

### **3. Summary of findings, conclusions and recommendations**

- 3.1 A total of **39 SfP interventions** were audited. We identified a range of benefits for pedestrians from the additional spaces, notably:
- 'movement' space while maintaining social distancing
  - 'social' space (for standing chatting etc) while maintaining social distancing
  - queuing space while maintaining social distancing
  - 'buffer' space away from vehicles
  - narrower carriageways, making (formal and informal) crossing of the main road easier and safer.
- 3.2 Of the 39 interventions, we recommend that 15 should be retained 'as is', and in the longer-term the 'pavement proper' permanently widened to create a continuous one-level space (as opposed to the current split-level provision).
- 3.3 We recommend that 13 of the 39 should be retained and enhanced, in part through (a) removal from the pavement proper of clutter such as signage poles and inappropriately-located bins (see 3.8 below), and (b) creation of formal cycle parking facilities in the SfP spaces to discourage informal cycle parking on the pavement.
- 3.4 We recommend that 7 of the 37 spaces should be retained and slightly extended to maximise the pedestrian benefits.
- 3.5 In 2 cases where the pavement proper is already an acceptable width (on Bruntsfield Place, see Locations 7W and 9W) we advocate scrapping the contiguous walking / cycling lanes to return the space to its pre-coronavirus bus lane function.
- 3.6 In a further 2 cases, we advocate marginally narrowing contiguous walking / cycling lanes in order to remove a barrier to reliable bus operation (on Morningside Road,

see Location 28E) and review of a cycle lane where the adjoining pavement remains of a severely sub-standard width (on Morningside Road, see Location 35W).

- 3.7 Where we suggest retention of contiguous walking / cycling lanes, we recommend – in view of the often big difference in speeds between pedestrian and cyclists – that the two lanes have physical separation rather than just a painted white line.
- 3.8 We are disappointed to read in the Council's 'Spaces for People Update – November 2020' paper for the 12 November 2020 Transport and Environment Committee meeting that it is proposed that 'Following review of the scheme and representation from local Councillors, it is proposed to reinstate 10 parking spaces on Morningside Road.' While it is not clear which locations are involved, any elimination of pedestrian space in order to reinstate parking places cuts across the core aim of Spaces for People (and fails to accord walking its position at the top of the movement hierarchy).
- 3.9 We did not detect the removal of any items of pavement clutter along the entire corridor – a serious missed opportunity. There are a number of locations where pedestrian space has been extended but the pavement proper is still obstructed, especially by bins (see for example Location 20W). We suggest that, where possible, bins and other clutter items are relocated into the new SfP spaces (assuming they cannot be completely removed), so that obstructions are moved off the pavement proper.
- 3.10 We also noted the scarcity of seating in the public realm – none in the Tollcross section, just a few in the Bruntsfield section (and these not near shops, cafes etc) and just a few towards the foot of Morningside Road. More places to sit would make the streets more accessible and attractive to people who need to rest every now and then.
- 3.11 We identified no fewer than **57 untreated locations** where the pavements are too narrow and/or cluttered to meet our three guiding principles, ie social distancing, the 'movement hierarchy' and the Council's *Street Design Guidance* standards.
- 3.12 Of these 57 locations where Spaces for People interventions have not been applied, no fewer than 28 fail to meet the Council's 'absolute minimum' pavement width standard – which is 2.5m over the large majority of the corridor (but just 2m on a few stretches such as Holy Corner). Many of these locations also fail to provide a Clear Walking Zone satisfying the Council's 'absolute minimum' width of 1.5m for all streets in Edinburgh.
- 3.13 A readily available 'quick win' to allow social distancing and generally improve pedestrian conditions at 17 untreated locations is to increase the frequency of the 'Green Man' phase at the principal road junctions: Home Street / Leven Street / Gilmore Place, Holy Corner and Church Hill. A similar approach should be taken at 'mid-block' Pelican / Puffin crossings (there are 6 along the corridor, although these are not listed individually in this report). Increasing the frequency of the Green Man phase should be pursued urgently.

- 3.14 At a further 20 untreated locations the problems for pedestrians can be reduced by removal / relocation of pavement clutter such as signage poles, parking ticket machines, bins etc, and at a further 9 locations pedestrian passage can be eased by creating new formal cycle parking facilities (either in SfP spaces, in the vehicle carriageway adjacent to the kerb, or in side streets) to replace informal cycle parking on the pavement proper.
- 3.15 While the problems identified arise throughout the corridor, there is a particular concentration in and around the Holy Corner intersection. A substantial, longer-term redesign is needed to make Holy Corner much more pedestrian-friendly, but short-term action (beyond that in 3.10 above) is available at the busy north west corner where the pavement width is only 2.3m and the Clear Walking Zone just 1.4m, at a point where there is heavy pedestrian footfall and congregation of people waiting for the Green Man to cross Colinton Road. This severe pinchpoint can in part be alleviated by long-overdue Council action to require the McLaren's pub/restaurant to clear space for the established Right of Way through its beer garden to be readily used by pedestrians.
- 3.16 A significant barrier to safe and comfortable walking along the corridor is the difficulty of crossing side roads where they join the main road. In many cases these have been designed to allow motorists to turn left into the main road without stopping – creating a very wide carriageway for pedestrians to cross. At 8 locations we recommend short-term Spaces for People action to reduce the carriageway width with concrete blocks as used elsewhere in the project – and the creation of 'continuous pavements'<sup>4</sup> in the longer-term.
- 3.17 There will always be tensions between pedestrian needs and the demands for vehicle space, car parking and loading / unloading, but some media coverage has exaggerated the perceived negative effects on local businesses. Permanently widened pavements can accommodate business-enhancing outside spaces, and the safer and more pleasant the 'public realm' is made, the more this will attract people to the corridor and enhance the local business environment.
- 3.18 Our **overall conclusion** is that – based on our audit of the A702 corridor – the 'Shopping Streets' element of the Spaces for People programme has produced substantial benefits for the safety and convenience of pedestrians. However, a significant number of enhancements, extensions, and SfP interventions at untreated pavements along the corridor are required. The combination of the coronavirus and the climate emergency means that conditions for walking, cycling and public transport must be very substantially improved if Home Street, Leven Street, Bruntsfield Place, Holy Corner and Morningside Road are to become much safer and civilised places for people to travel sustainably, work, shop – and linger.

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<sup>4</sup> <https://www.edinburgh.gov.uk/downloads/file/24969/g7---priority-junctions---version-11> (Page 7)



## Appendix: location-specific findings, conclusions and recommendations

This section lists 96 specific locations audited and photographed between Tollcross and Morningside Station. These comprise 39 SfP locations (highlighted in green), and 57 key locations where SfP treatment has *not* been applied (highlighted in yellow) and where we consider that this should be done and/or longer-term changes planned in order to satisfy the three key principles outlined above.

LSEG volunteers undertook the audit work at off-peak times, mid-morning on two Thursdays and a Tuesday in October; the large majority of the photos were taken at these times.

### Section A: Home Street and Leven Street

#### Location 1E (Home Street east):



The SfP space here provides a useful 2m addition where the pavement proper is just 3m wide, ie significantly less than the Street Design Guidance (SDG) 'desirable minimum' of 4m or wider. The extra space is useful not just for 'movement' but also for pedestrians to stop and chat in 'social' space without obstructing others. This location is very busy with school students in the morning peak, at lunchtimes and mid-afternoon.

As in quite a number of locations along the corridor, the Clear Walking Zone is reduced by informal cycle parking (top left photo).

Parking on the loading bay and 'no stopping' double red lines immediately north of the two important bus stops (top right, bottom left and bottom right photos) routinely creates an obstacle for buses trying to manoeuvre parallel to the pavement.

*Recommendation: retain SfP space but explore the scope for some adjustment of the space and the loading bay to better accommodate bus queuing and prevent illegal stopping / parking.*

*Create formal cycle parking facilities within the SfP space.*

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

#### **Location 2E (Home Street east):**



A useful 2.1m addition where the pavement proper is just 2.65m wide, ie significantly less than the SDG 'desirable minimum' of 4m or wider.

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

#### **Location 3WN (Home St / Leven St / Gilmore Place junction):**



This is a very busy junction where the pavement is just 2.2m wide (ie less than the SDG 'absolute minimum' of 2.5m). 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. This is a serious pinchpoint.

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

*In the longer-term, explore the scope to reduce the Gilmore Place carriageway here to just one vehicle lane in each direction, allowing the pavement (on both sides) to be substantially widened.*

**Location 3WS (Home St / Leven St / Gilmore Place junction):**



This is a very busy junction where the Leven Street pavement is only 2.4m wide (ie less than the SDG 'absolute minimum' of 2.5m) and the Gilmore Place pavement (pictured) is just 1.6m 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. This is a serious pinchpoint.

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

*In the longer-term, explore the scope to reduce the Gilmore Place carriageway here to just one vehicle lane in each direction, allowing the pavement (on both sides) to be substantially widened.*

**Location 4E (Leven Street east):**



The pavement here is just 2.35m wide (ie less than the SDG 'absolute minimum' of 2.5m). While the current traffic management works associated with the ScotMid reconstruction site opposite preclude early action, this is a pavement which needs widening.

*Recommendation: explore the scope to widen the pavement once ScotMid reconstruction is completed.*

**Location 5E (Leven Street east):**



The pavement here is just 2.3m wide (ie less than the SDG 'absolute minimum' of 2.5m), and the Clear Walking Zone is even less, due to the litter bin.

*Recommendation: explore the scope to widen the pavement once ScotMid reconstruction is completed. In the meantime, relocate the litter bin closer to the bus stop in order to concentrate the obstructions at a single location.*



## Section B: Bruntsfield Place

### **Location 6E (Bruntsfield Place east):**



This is a classic example of catering for vehicles ahead of pedestrians. Glengyle Terrace (left) is only a minor road, but pedestrians walking along Bruntsfield Place (ahead) have to negotiate two wide vehicle lanes and look in three separate directions before crossing safely. This is a location where a continuous pavement would make walking considerably safer and more convenient.

*Recommendation: in the short-term, reduce the crossing width with concrete blocks as used elsewhere in the project, and in the longer-term create a continuous pavement.*

### **Location 6W (Bruntsfield Place west):**



The pavement here is just 2.3m wide (ie less than the SDG 'absolute minimum' of 2.5m), and the Clear Walking Zone is even less, due to the goods on display outside the fruit shop. 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: 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 (east side) below.*

*In the longer term, explore the scope to widen the pavement by reducing the carriageway width.*



**Location 7E (Bruntsfield Place east):**



The pavement here is just 1.35m wide (ie substantially less than the SDG 'absolute minimum' of 2.5m), and the Clear Walking Zone is even less, due to the inappropriately located litter bin.

*Recommendation: Relocate litter bin to a more appropriate location.*

*In the longer term, explore the scope to widen the pavement by reducing the carriageway width.*

#### Location 7W (Bruntsfield Place west):



The pavement here is 3m wide (ie satisfying the SDG 'general minimum' of 3m), albeit that the Clear Walking Zone at the pedestrian crossing (pole) is just 1.35m. While the SfP walking lane (1.45m wide) does provide some potentially useful 'social space' this is undermined by its abutting directly on to the cycle lane, with no segregation other than a white line. As the carriageway slopes significantly downhill here, cyclists can readily achieve speeds well in excess of 20mph – a deterrent to pedestrians using the walking lane. It is not clear what purpose is served by such short stretches of cycle lane, nor how they contribute to social distancing.

Pre-coronavirus this was a very useful bus lane, which is lost to bus operators at a time when competition from resurgent car travel is very challenging.

*Recommendation: given the modest benefits to walking and cycling, convert this space back to a bus lane.*

#### Location 8E (Bruntsfield Place east):



The pavement here is just 2.05m wide (ie less than the SDG 2.5m 'absolute minimum') so the additional SfP 2.25m width is welcome for both 'movement' and 'social space' reasons.

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



#### Location 9E (Bruntsfield Place east):



The junction of Bruntsfield Place and Whitehouse Loan is very difficult to cross for pedestrians walking up Bruntsfield Place. Whitehouse Loan is more than three lanes wide at the junction (left photo), and pedestrians have to look in three different directions in order to cross safely. Walking north along Bruntsfield Place, traffic coming from Whitehouse Loan is almost entirely obscured by an overgrown hedge (right photo), and there is no pavement at all along this side of Whitehouse Loan.

*Recommendation: create a SfP space on each side of Whitehouse Loan at the junction by installing concrete blocks as used elsewhere in the project, and cut back the overgrown hedge.*

*In the longer term, permanently narrow the carriageway and widen the Whitehouse Loan pavements here (or create a 'continuous pavement' along Bruntsfield Place across the junction), and create a new pavement along the southern section of Whitehouse Loan.*

#### Location 9W (Bruntsfield Place west):



The pavement here is 3m wide (ie satisfying the SDG 'general minimum' of 2.5m), albeit that the Clear Walking Zone in places is just 1.4m. While the SfP walking lane (1.4m wide) does provide some potentially useful 'social space' this is undermined by its abutting directly on to the cycle lane (1.25m), with no segregation other than a white line. As the carriageway slopes significantly downhill here, cyclists can readily achieve speeds well in excess of 20mph – a deterrent to pedestrians using the walking lane. It is not clear what purpose is served by such short stretches of cycle lane, nor how they contribute to social distancing.



Pre-coronavirus this was a very useful bus lane, which is lost to bus operators at a time when competition from resurgent car travel is very challenging.

*Recommendation: given the modest benefits to walking and cycling, convert this space back to a bus lane.*

**Location 10E (Bruntsfield Place east):**



The pavement at the hedge here (foreground) is only 2m wide (ie the SDG 'absolute minimum'). At the litter bin the Clear Walking Zone is just 1.6m, while at the north end of the bus stop it is just 1.2m (ie significantly less than the SDG 'absolute minimum of 1.5m).

*Recommendation: ensure that the hedge is regularly cut back, and identify an alternative bin location further back from the kerb.*

**Location 11E (Bruntsfield Place east):**



Cyclists routinely cycle the wrong way (northbound) on this southbound cycle lane and then cross over on to the pavement.

*Recommendation: It is not obvious how this problem can be solved other than by means of a continuous physical barrier between the cycle lane and the walking lane (see 12E below).*

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

**Location 12E (Bruntsfield Place east):**



The pavement here is just 2.1m wide (ie significantly less than the SDG ‘absolute minimum’ of 2.5m), with a Clear Walking Zone of just 1.6m at the litter bin. The additional 1m walking lane is therefore very welcome, but this still leaves the total width for pedestrians at substantially less than the SDG ‘desirable minimum’ of 4m or wider, and the width is at two levels rather than being continuous.

Also the 1m walking lane is cut short before the junction with Bruntsfield Terrace (second photo), while in contrast the cycle lane is 1.55m wide, and all at one level – and is continuous through to the Bruntsfield Terrace junction. There is no physical segregation between pedestrians and cyclists, just a white line.

*Recommendation: narrow the cycle lane, widen the walking lane, create a continuous physical barrier between the two, and extend the walking lane right through to the Bruntsfield Terrace junction.*

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

**Location 12W (Bruntsfield Place west):**



The pavement here is just 2.8m wide (ie less than the SDG 'general minimum' of 3m) and therefore the additional SfP space is welcome, close to the bus stop.

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

**Location 13W (Bruntsfield Place west):**



The pavement here is only 2.8m wide (ie less than the SDG 'general minimum' of 3m), and the Clear Walking Zone is just 1.85, due to the parking ticket machine, 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 13E (Bruntsfield Place east):**



The pavement is already wide here (4.25m) but is to some extent obstructed by café tables and chairs, and informal cycle parking.

*Recommendation: use some of the SfP space to allow nearby cycle racks (see 14E below) to be relocated away from the pavement. Clarify space allowed for tables & chairs in the relevant licence.*

**Location 14E (Bruntsfield Place east):**



The cycle racks here at the junction with Forbes Road unnecessarily take up pavement space when there is now SfP space a short distance to the north. The junction carriageway is far too wide for a one-way street with heavy pedestrian footfall along Bruntsfield Road.

*Recommendation: relocate cycle racks further north in the SfP space, and create a new SfP space on each side of Forbes Road at the junction by installing concrete blocks as used elsewhere in the project.*

*In the longer term, permanently narrow the carriageway and widen the Forbes Road pavements here (or create a 'continuous pavement' along Bruntsfield Road across the junction).*

#### Location 15E (Bruntsfield Place east):



The pavement here is only 2.7m wide (ie only just wider than the SDG 'absolute minimum' of 2.5m) and the Clear Walking Zone is just 1.85m in places – therefore the additional SfP space is welcome as a 'social' space. Its utility as a 'movement' space is less clear, as it is a short length, discontinuous with the next short SfP space a short distance to the south (see 16E below).

*Recommendation: extend the SfP space to link up with 16E in order to create a much more useful, continuous 'movement' space.*

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

#### Location 16E (Bruntsfield Place east):



The pavement here is only 2.2m wide (ie less than the SDG 'absolute minimum' of 2.5m) and therefore the additional 1.8m SfP space is welcome as a 'social' space and also a 'movement' space adjacent to a popular pedestrian crossing. However its utility as a movement space is less than it could be, as it is a short length, discontinuous with the previous SfP space to the north (see 15E above). The angled concrete block in the foreground is not delineated by a white line, and this could represent a trip hazard.

*Recommendation: extend the SfP space to link up with 15E in order to create a much more useful, continuous 'movement' space. Apply a white line to the edge of the angled concrete block.*

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

**Location 16W (Bruntsfield Place west):**



The pavement here is only 2.45m wide (ie less than the SDG 'absolute minimum' of 2.5m), and the Clear Walking Zone between the informally-parked bikes (and pole) is just 1.75m, and therefore the additional SfP space is welcome as a 'social' space and also a 'movement' space adjacent to a popular pedestrian crossing. The street here is extremely busy with children, parents / carers and buggies on their way to Bruntsfield Primary and Nursery at certain times of the day.

*Recommendation: retain the SfP space, remove the now-redundant pole (and hence the informal bike parking), install formal cycle parking facilities in the SfP space, and in the longer term permanently widen the pavement proper to create a continuous one-level space.*

**Location 17E (Bruntsfield Place east):**



The southern end of this pavement section (left photo) is often occupied by queuing, while the northern end (right photo) is particularly cluttered. The welcome SfP space (for both 'movement' and 'social' purposes) unfortunately does not extend far enough north to provide a continuous addition to the pavement unobstructed by tables and chairs.

*Recommendation: extend the SfP space a short distance north to avoid the tables & chairs clutter, and clarify the space allowed for tables & chairs in the relevant licence.*



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

**Location 18W (Bruntsfield Place west):**



This is a short but useful SfP space at a location with heavy pedestrian footfall and regular queuing on the pavement, but the SfP space does not extend far enough (a) to stop illegal parking by vehicles (left photo), and (b) to avoid the barrier to pedestrians created by informal bike parking (and pole) and tables & chairs (right photo), the latter limiting the Clear Walking Zone to just 1.1m (in contrast to the SDG 'absolute minimum' of 1.5m).

*Recommendation: extend the SfP space towards the Montpelier Park junction, remove the pole, and clarify the space allowed for tables & chairs in the relevant licence. Install formal cycle parking facilities in the SfP space.*

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

**Location 19W (Bruntsfield Place west):**



This is a difficult double junction for pedestrians where Merchiston Place (foreground) and Montpelier Park (background) join Bruntsfield Place. Pedestrians walking along Bruntsfield Place have to look in multiple directions and in the case of Merchiston Place have to cross an unnecessarily wide carriageway.

*Recommendation: investigate installation of a formal pedestrian crossing here (Pelican Puffin or Zebra) or creation of a 'continuous pavement' along Bruntsfield Place). Consider closing the Montpelier Park junction.*

**Location 19E1 (Bruntsfield Place west):**



Although the pavement is reasonably wide here, illegal parking both infringes on pedestrian space (left photo) and seriously blocks the sightlines (right photo) for pedestrians seeking to safely cross Bruntsfield Place from west to east via the island in the centre of the carriageway.

*Recommendation: explore options to prevent any vehicles stopping here.*

**Location 19E2 (Bruntsfield Place west):**



Although the pavement is reasonably wide here, its utility is significantly constrained by a combination of formal cycle parking and tables & chairs, leaving a Clear Walking Zone of just 1.4m on a pavement section regularly busy with pedestrians.

*Recommendation: relocate formal cycle parking to a designated space on the vehicle carriageway, and clarify the space allowed for tables & chairs in the relevant licence.*



## 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 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.*

**Living Streets Edinburgh Group / 8 November 2020**

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