

Table A1 - List of Proposed Interventions

No.	Theme (s)	Location	Type of Intervention (subject to design process)	Issue	What intervention to do	Likely timescale Short, Medium, Long
1	Travelling safely	Perth city and all the various burghs in the Perth and Kinross area	Provide various signing measures	Busy and narrow footways on various city/town centre streets will mean physical distancing will be impossible as people return.	Route signage and road markings to direction of travel and identify conflict points	S
2	Travelling safely	Perth city and all the various burghs in the Perth and Kinross area	Remove and/or relocate unnecessary street furniture	Guardrails constrain people onto existing, often fairly narrow, footways	Enable people to step off footway, especially in places where these have been temporarily widened.	S
3	Travelling Safely	Muirton, Perth	Reduced speed limit	People cycling (including novice cyclists) encounter increasing traffic when physically distancing	Provide safer conditions for cyclists and pedestrians by introducing a 20mph speed limit	S
4	Travelling safely	Inner Ring Road, Perth, Perth Bridge and Queens Bridge	Reduced speed limit	People cycling (including novice cyclists) and commuters encounter increasing traffic when physically distancing	Provide safer conditions for cyclists and pedestrians by introducing a 20mph speed limit	S
5	Travelling safely	PRI Area, Perth	Reduced speed limit	Commuters to Perth Royal Infirmary encounter increasing traffic when physically distancing	Provide safer conditions for cyclists and pedestrians by introducing a 20mph speed limit	S

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6	Travelling safely	Charlotte Street, Perth	Temporary toucan crossing	Commuters to city centre encounter increasing traffic when physically distancing	Provide safer conditions for pedestrians and cyclists from traffic by installing temporary crossing facility	S
7	Travelling safely	Charlotte Street, Perth	Temporary cycle lane and reduced parking	People walking and cycling (including novice cyclists) encounter increasing traffic when socially distancing.	Remove on street parking to enable commuter links to city centre to be made safely	S
8	Travelling safely	North Port/ Blackfriars Wynd	Introduce Prohibition of Entry	People walking and cycling (including novice cyclists) encounter increasing traffic when socially distancing.	Reduce volume of traffic to enable commuter links to city centre to be made safely	S
9	Travelling safely	Tay Street, Perth	Temporary cycle segregation.	Commuters to city centre encounter increasing traffic when physically distancing	Provide safer conditions for cyclists from traffic by installing some form of segregation	S
10	Travelling safely	Edinburgh Road, Perth	Temporary cycle segregation.	Commuters to city centre encounter increasing traffic when physically distancing.	Provide safer conditions for cyclists from traffic by installing some form of segregation	S
11	Travelling safely	Marshall Place, Perth	Temporary cycle segregation.	Commuters to city centre encounter increasing traffic when physically distancing.	Provide safer conditions for cyclists from traffic by installing some form of segregation	S

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12	Travelling safely	Scott Street/Kinnoull Street, Perth	Temporary cycle segregation.	Commuters to city centre encounter increasing traffic when physically distancing.	Provide safer conditions for cyclists from traffic by installing some form of segregation	S
13	Travelling safely	Atholl Street, Perth	Temporary cycle segregation	Commuters to city centre encounter increasing traffic when physically distancing	Provide safer conditions for cyclists from traffic by installing some form of segregation	S
14	Travelling safely	A94 Scone to Bridgend, Perth	Temporary cycle segregation and reduced speed limit	Commuters to city centre encounter increasing traffic when physically distancing	Provide safer conditions for cyclists from traffic by installing some form of segregation and a reduced speed limit (40mph to 30mph)	S
15	Travelling safely	Glasgow Road, Perth	Temporary cycle segregation	Commuters to city centre encounter increasing traffic when physically distancing	Provide safer conditions for cyclists from traffic by installing some form of segregation	S
16	Space in the city centre	High Street, Perth (Section A)	Road Closure and reduced parking	Busy and narrow footways will mean physical distancing will be impossible as people return	Enable people to use the full width of the street for walking. Restrictions and alterations of parking and loading provision on the Street would need to be investigated.	S

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17	Space in the city centre	High Street, Perth (Section B)	Road Closure and reduced parking	Busy and narrow footways will mean physical distancing will be impossible as people return	Enable people to use the full width of the street for walking. Restrictions and alterations of parking and loading provision on the Street would need to be investigated.	S
18	Space in the city	City centre, Perth	Cycle parking	Insufficient cycle parking to cope with additional cycle usage in city centre	Provide temporary cycle parking at key locations throughout the city centre	S
19	Travelling safely	Balhousie Street & Hay Street, Perth	Liveable neighbourhood. Road closure modal filter to reduce through traffic	People walking and cycling (including novice cyclists) encounter increasing traffic when physically distancing. Community driven project	Close selected roads to enable local trips to be made safely, especially to North Inch, city centre and schools	S
20	Space in the city	Glover Street, Perth (in vicinity of pharmacy)	Temporary footway widening or creating more space for businesses	Busy and narrow footways on this streets and others leading to it will mean physical distancing will be impossible as people return.	Widened footways to allow people to access local streets safely.	S
21	Travelling safely	Leonards Place/Kings Place, Perth	Temporary footway widening to creating more space for pedestrians heading to/from the train station to/from pedestrian crossing	Busy and narrow footways on this streets and others leading to it will mean physical distancing will be impossible as people return	Widened footways to allow people to access local streets safely.	S

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22	Travelling safely	West Mill Street, Perth	Temporary cycle segregation	Commuters to city centre encounter increasing traffic when physically distancing	Provide safer conditions for cyclists from traffic by installing some form of segregation	S
23	Travelling safely	Neighbourhoods across the city and in other burghs. Examples of projects include Craigie Place and Gillespie Place, Perth	School Exclusion Zone (SEZ) to reduce through traffic	People walking and cycling (including novice cyclists) encounter increasing traffic when socially distancing	Close selected roads to enable local trips to be made safely, especially to parks etc and schools	S
24	Travelling safely	Perth	Introduce automatic green-man phase at selected traffic lights	There is a risk of infection from people pressing the pedestrian call button at traffic signals	For the UTC controlled traffic signals (and other key junctions for pedestrians), reduce the need to press the call button by automating this (likely retain push button control 11pm to 7am due to noise issues)	S
25	Travelling safely	Various Perth and Kinross burghs	Reduce pedestrian waiting times	People congregating in groups while waiting to cross the road	For the UTC controlled traffic signals (and other key junctions for pedestrians), reduce the waiting time at traffic lights for pedestrians. The impact on delays, especially to buses is likely to restrict the application of this measure.	S

26	Travelling safely & Space in the city/burgh centres	A number of examples across the main burghs in Perth and Kinross: Aberfeldy, Auchterarder, Blairgowrie, Crieff, Comrie, Coupar Angus, Kinross, Pitlochry	Temporary footway widening or creating more space for businesses	Busy and narrow footways will mean physical distancing will be impossible as people return. If other issues come to light then appropriate measures will be taken depending on local circumstances.	Widened footways to allow people to access local streets safely. This would have to be facilitated by restrictions and alterations of parking and loading provision on the Street. Monitor COVID 19 guidelines and consider creating additional public space around businesses if appropriate	S
27	Space in High Streets	A number of examples across Perth and the main burghs in Perth and Kinross: Aberfeldy, Alyth, Auchterarder, Blairgowrie, Bridge of Earn, Crieff, Comrie, Coupar Angus, Dunkeld, Kinross, Milnathort, Pitlochry, Scone	Temporary and/or floating bus stops to provide a same point to board/alight	Busy and narrow footways will mean physical distancing will be impossible as people return particularly at bus stops	Temporary/ floating bus stops will provide a safe location to board/alight and maintain physical distancing at bus stops public transport	S
28	Space in High Streets	A number of examples across Perth and the main burghs in Perth and Kinross: Aberfeldy, Alyth, Auchterarder,	Temporary signing in bus stops to provide a reminder of physical distancing	Busy and narrow footways will mean physical distancing will be impossible as people return particularly at bus stops	Signing will provide a reminder to maintain physical distancing in the vicinity of bus stop and on public transport	S

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		Blairgowrie, Bridge of Earn, Comrie, Crieff, Coupar Angus, Dunkeld, Kinross, Milnathort, Pitlochry, Scone				
29	Travelling safely	St Leonards Bridge, Perth	Temporary footway widening	Busy and narrow footways will mean physical distancing will be impossible as people return	Provide safe facility for pedestrians to walk across St Leonards bridge.	S
30	Travelling safely	Bridgend, Perth	Temporary cycle segregation	Commuters to city centre encounter increasing traffic when physically distancing	Provide safer conditions for cyclists from traffic by installing some form of segregation	S
31	Travelling safely	Queens Bridge/Gowrie Street, Perth	Temporary cycle segregation	Commuters to city centre encounter increasing traffic when physically distancing	Provide safer conditions for cyclists and pedestrians from traffic by installing some form of segregation	S
32	Travelling safely	Perth city centre	Relocation of Disabled bays in Perth	Disabled bays require to be relocated to accommodate temporary cycle lanes	Provide disabled parking for vulnerable road users	S
33	Travelling safely	Canal Street Car park	Temporary pedestrian segregation	Busy and narrow footways will mean physical distancing will be impossible as people return	Provide safe facility for pedestrians to walk to/from Car park.	S
34	Travelling safely	Tannage Street, Blairgowrie	Road Closure	Busy and narrow footways will mean physical distancing will be impossible as people return	Enable people to use the full width of the street for walking.	S