

Summary

The proposed measures in this report are to provide temporary walking and cycling infrastructure that helps to protect public health by enabling safe physical distancing for essential journeys and exercise for everyone, in particular where there are space constraints or user safety concerns. They will help reduce un-necessary contact between cyclists and pedestrians, and restrict the spread of the COVID-19 virus, the following temporary physical measures are recommended:

- Route Signage and Road Markings
- Selective road closures using planters or cones
- Reallocating road space for wider footways
- Reallocating road space for cycle tracks
- Reallocating parking and loading
- Reduced speed limits and/or traffic calming measures
- Cycle parking
- Removal of barriers to open up constrained spaces and remove pinch points

1.0 Background

1.1 The largest concentration of cycling and pedestrian activity is in town centres where there is a mix of office, retail, domestic and recreational activity. When the lockdown restrictions are eased, and commercial activity resumes, it is anticipated that cycling and pedestrian numbers will increase. To reduce the risk of un-necessary contact between people, and to prevent the spread of the coronavirus disease, control of cyclist and pedestrian movements will be required for an unspecified period of time.

1.2 The streets were assessed by the Traffic & Network Team, in consultation with the Centre for Inclusive Living Perth & Kinross, Police Scotland, the sustainable transport charity Sustrans, the Council's Structures & Flooding Team and the Council's Public Transport Unit.

1.3 The Bike Station (Perth) have been consulted and they reported that they have experienced unprecedented sales and orders for bikes during the Covid 19 crisis. It is also very evident that cycle numbers have increased dramatically within Perth itself. It has been estimated that 1 in 5 commuters will choose cycling to work when the lockdown eases and that the cyclist will be prepared to make a 30-minute commute to their place of work.

2.0 Site Assessment in Perth and Other Towns and Villages

2.1 The city of Perth and Blairgowrie, are the largest population centres in Perth and Kinross area. They have been assessed and the footways colour-coded to identify conflict locations. It is recommended that the blue direction arrows and circular warning decals are applied on street furniture and footpaths along streets where conflict locations have been identified.

Spaces for People - Physical Distancing Measures for Pedestrians in Perth and Kinross Town Centres

2.2 The other main towns and villages (by population) of Aberfeldy, Alyth, Auchteradrer, Bridge of Earn, Comrie, Coupar Angus, Crieff, Dunkeld, Kinross, Milnathort, Pitlochry and Scone have also been assessed. As the project progresses, other towns and villages across Perth and Kinross can be evaluated and signed accordingly.

2.3 For the Perth city and other similar bridges in the area, measures are to be installed at all the urban bridges where conflict concerns have been identified. Sites include Queens Bridge and Perth Bridge (Perth), Dunkeld Bridge (Dunkeld), Dalginross Bridge (Comrie) and Ericht Bridge (Blairgowrie).

3.0 Consultation

3.1 Consultation has taken place with Elected Members, Community Councils, other Council departments and support agencies. The proposed measures have been approved and supported by all parties. No consultation has taken place yet with local residents as the proposals are still being formulated; but community support will be essential to ensure compliance.

3.2 Some of the restrictions are advisory and considered to be short-term (up to three months).

3.3 Some of the proposed measures require a Temporary Traffic Regulation Order (TTRO) so that the restrictions can be enforced. Police Scotland will be invited to comment further on the proposals before implementation by Perth & Kinross Council.

3.4 The public were encouraged to suggest locations where there could be conflict and a number of the locations raised by the public have been included in the application to Sustrans.

3.5 Local Active Travel groups and some Community Councils were consulted during the preparation of this report including:

- The Bike Station Perth
- Perth Active Travel Hub
- Perth Area Living Streets
- Carse of Gowrie Group
- ByCycle (Perth)
- North Inch and Muirton Community Council.

The various groups above responded and were fully supportive of the proposals. A number of the issues raised by the groups have been included in the proposed interventions and application to Sustrans.

3.6 It will be necessary to temporarily restrict vehicular access, or remove on-street parking, in order to provide pedestrians and cyclists with additional road space to negotiate busy areas. Consultation has been carried out with Local Elected Members, Freight Transport Association and the business community about the potential impact of such restrictions. These discussions are ongoing.

3.7 Some of the measures proposed will have an impact on bus routes and bus stops. The Councils Public Transport Unit have been consulted and have contributed to the planning of the project.

Spaces for People - Physical Distancing Measures for Pedestrians in Perth and Kinross Town Centres

3.8 Tactran have been consulted and monitoring will be carried out and coordinated with them for assessing some of the active travel measures implemented in the submission.

4.0 Proposed Measures

4.1 The proposed interventions listed below are intended to make the journey within Perth city centre and the other towns and villages in Perth and Kinross safer and more enjoyable for vulnerable road users during the Covid 19 crisis and beyond.

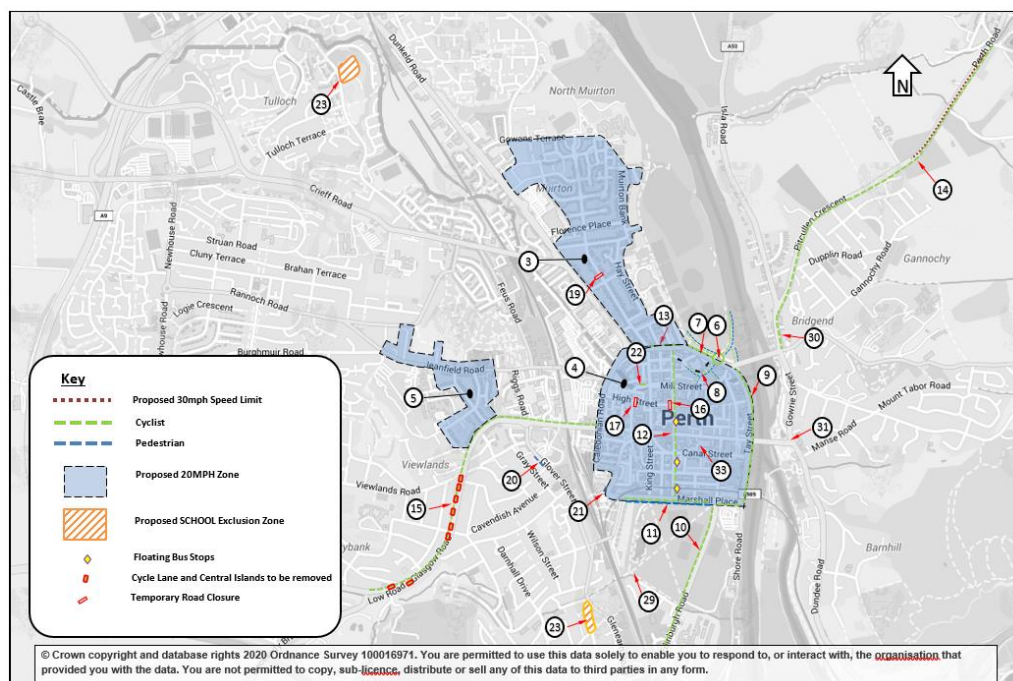
4.2 In the case of Perth some of the proposed measures are intended to provide safer strategic active travel routes to and from the core city centre, its outlying residential areas, the train station and Perth Royal Infirmary.

4.3 There will be a requirement to remove on street parking including disabled parking bays for some of the proposed measures. Alternative parking bays will be found for all disabled parking removed at the most convenient locations possible. Where possible alternative general parking bays will be provided. Floating bus stops will be used where possible to provide alternative on street parking.

4.4 There will be a large concentration of pedestrians in the city centre and it is imperative that safe measures are provided to cater for physical distancing. It is believed that the proposed measures will deliver safer, appealing, direct links for vulnerable road users to the places that the public will want to access in the coming weeks and months. The project will also provide an opportunity to deliver material transportation changes in Perth city that could shape future permanent measures.

4.5 The temporary measures can be quickly installed and if necessary altered and ultimately removed if necessary with relative ease. The measures also can be made permanent should they prove successful and wish to be retained.

4.6 Ongoing monitoring and consultation will be carried out with all the relevant parties to ensure that the measures installed are safe, appropriate, fit for purpose and working as they are intended.



Plan showing the locations of some of the proposed measures in Perth

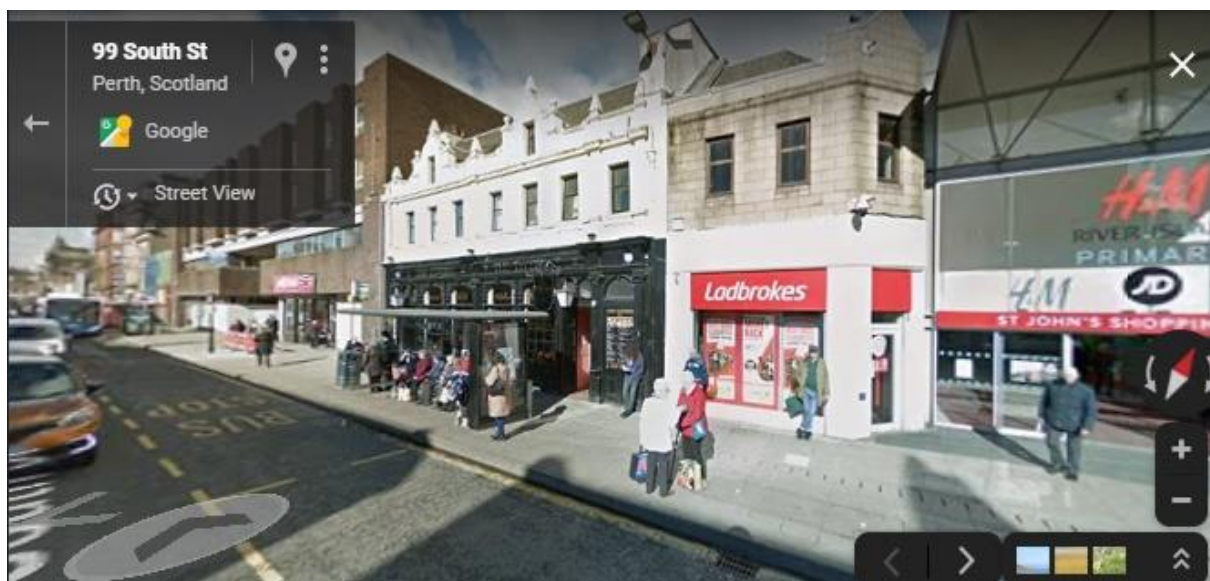
The following temporary measures are proposed for the city of Perth:

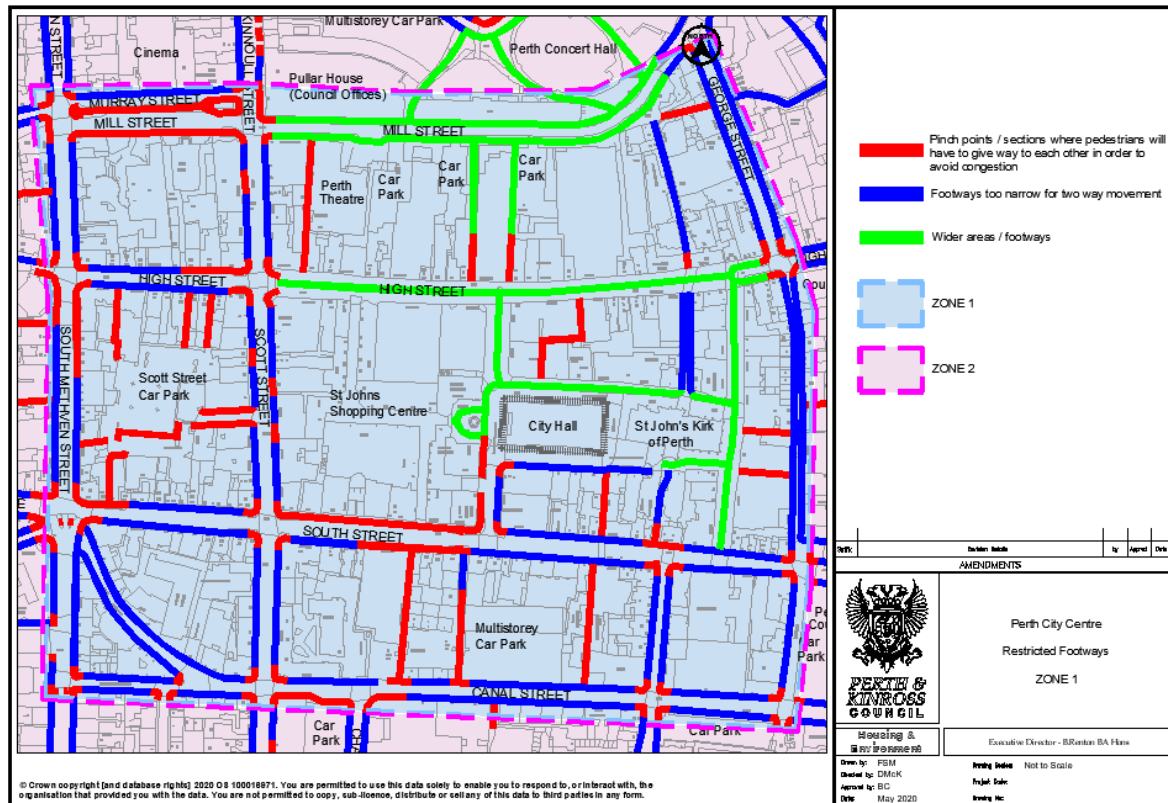
Intervention 1

Route Signage and Road Marking



Draft designs of straight-on arrows, obstacle warning signs and wrap around signs

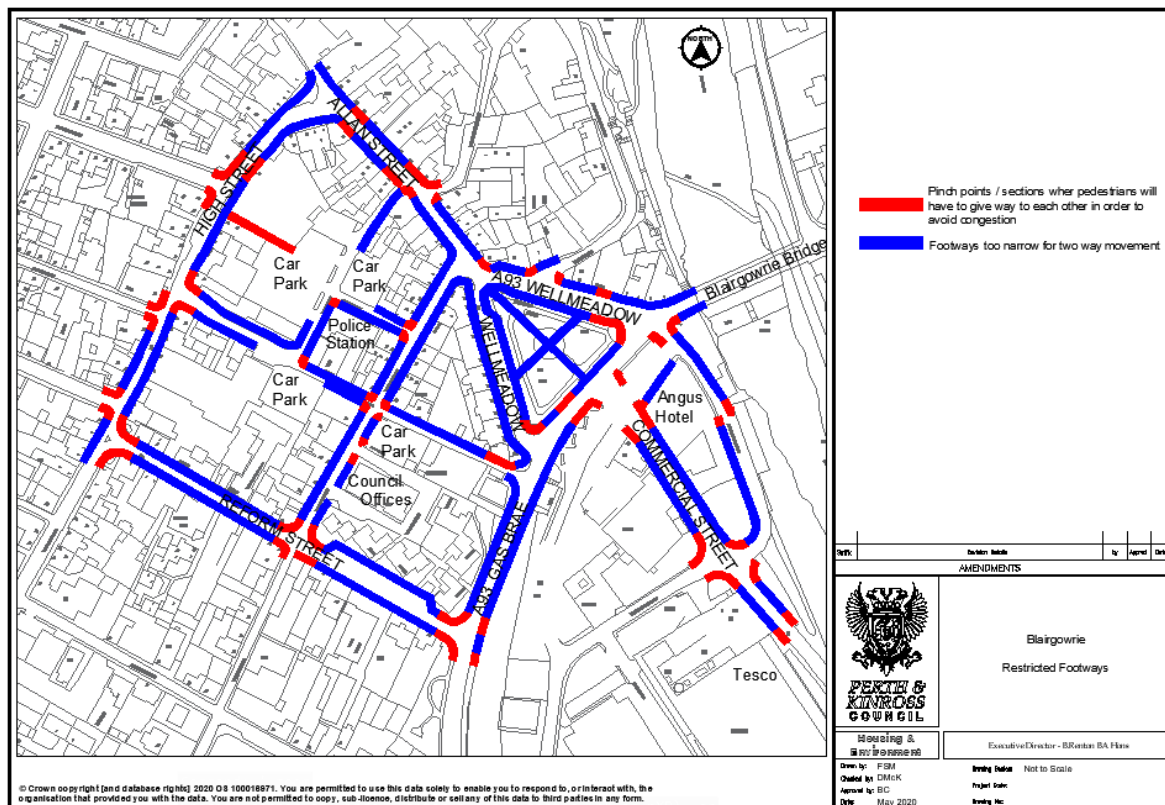




Map of Zone 1 – Perth City Centre



Draft design of bridge information signs



Map of Blairgowrie town centre

Problem

- Pedestrians not maintaining physical distance due to narrow footpaths.
- Regular conflict points due to increased pedestrian movements in Perth city centre and other Perth and Kinross town centres including – Aberfeldy, Alyth, Auchterarder, Blairgowrie, Bridge of Earn, Comrie, Coupar Angus, Crieff, Dunkeld, Kinross, Milnathort, Pitlochry and Scone.
- Public safety concerns for vulnerable road users in busy High Street, commercial areas, pharmacies etc.

Solution

- Full route signage (signs, wrap arounds).
- Stencil and road markings.

Consideration

- Inconvenience for some pedestrians to get to their destination.
- Pedestrians cross road at inappropriate locations.
- Create an eyesore if unnecessarily and excessive signage is used.

Intervention 2

Remove Unnecessary Street Furniture



Problem

- Pedestrians not maintaining physical distance due to narrow footpaths and unnecessary obstructions.
- Regular conflict points due to increased pedestrian movements in city centre.
- Public safety concerns for vulnerable road users in busy High Street and city centre areas.

Solution

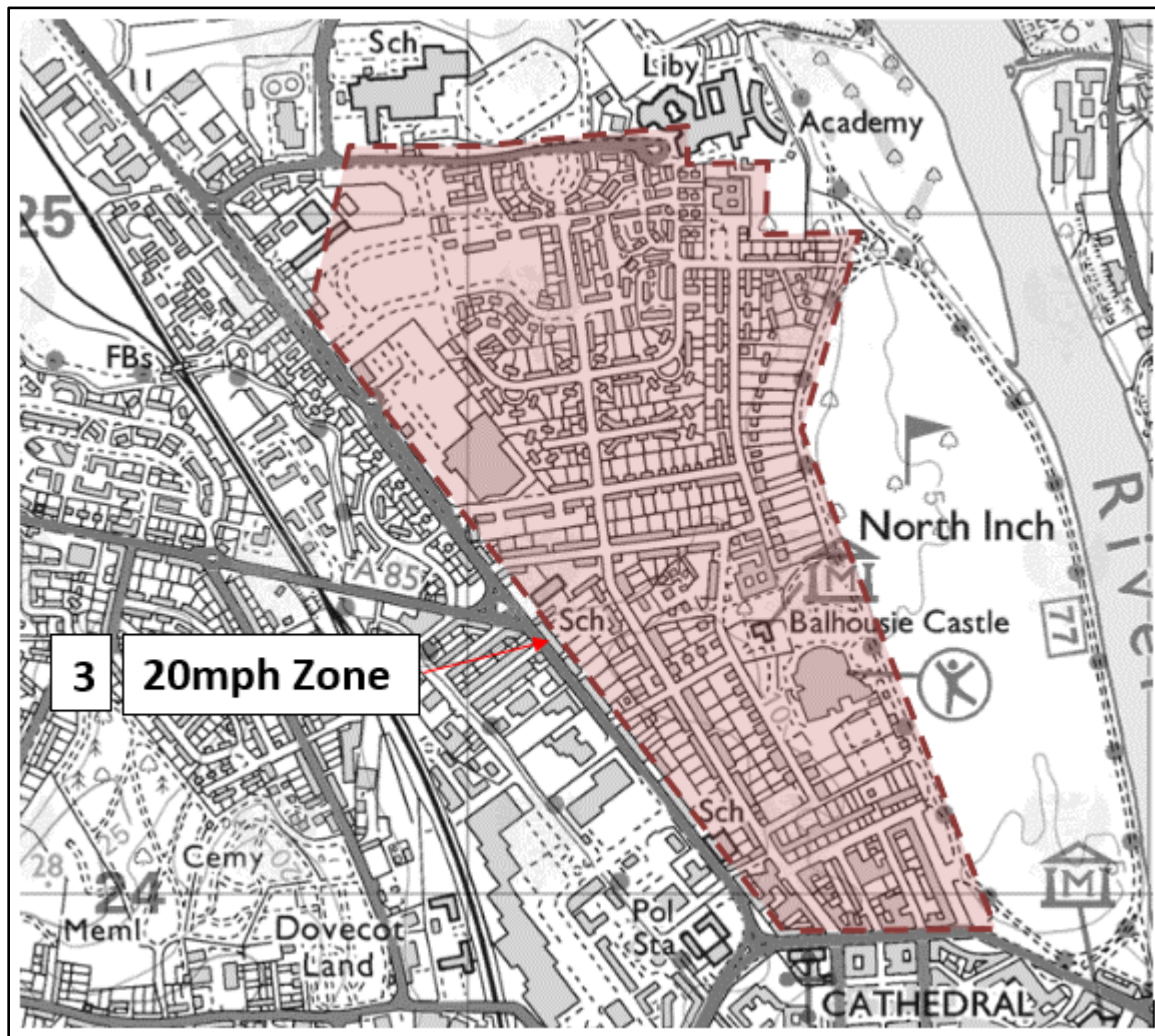
- Remove and/or relocate unnecessary street furniture including bins, poles, cycle parking, pedestrian guardrails.

Consideration

- Identifying suitable sites for necessary street furniture to be relocated to.

Intervention 3

Proposed 20mph Speed Limit (Muirton, Perth)



Problem

- Additional vehicles using residential area as a route to reach city centre.
- Road safety concerns for cyclists and pedestrians from potential speeding vehicles.

Solution

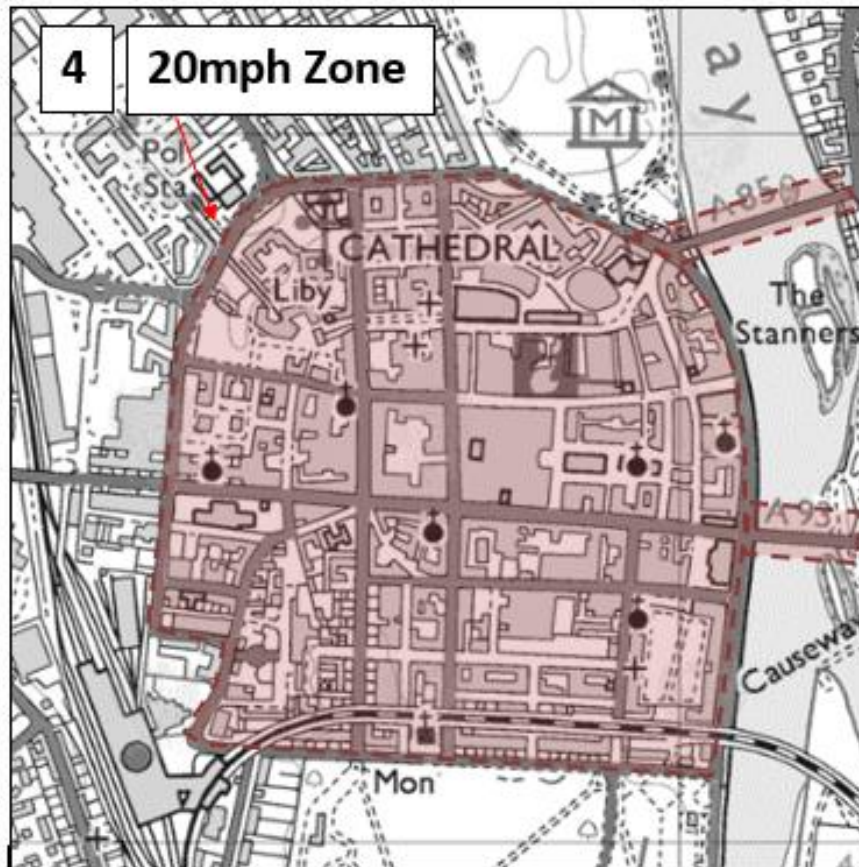
- Speed reduced to 20 mph to discourage unnecessary through traffic and reduce safety risks for pedestrians and on-road cycling.
- Encourage pedestrians and cyclists to use this area as a link to North Inch and city centre.

Consideration

- Potential delays to vehicular traffic.

Intervention 4

Proposed 20mph Speed Limit (City Centre, Perth)



Problem

- Additional pedestrian movements and narrow footpaths in city centre.
- Additional cyclists and temporary cycle lanes introduced on some city centre streets.
- Road safety concerns for pedestrians and cyclists from potential speeding vehicles.

Solution

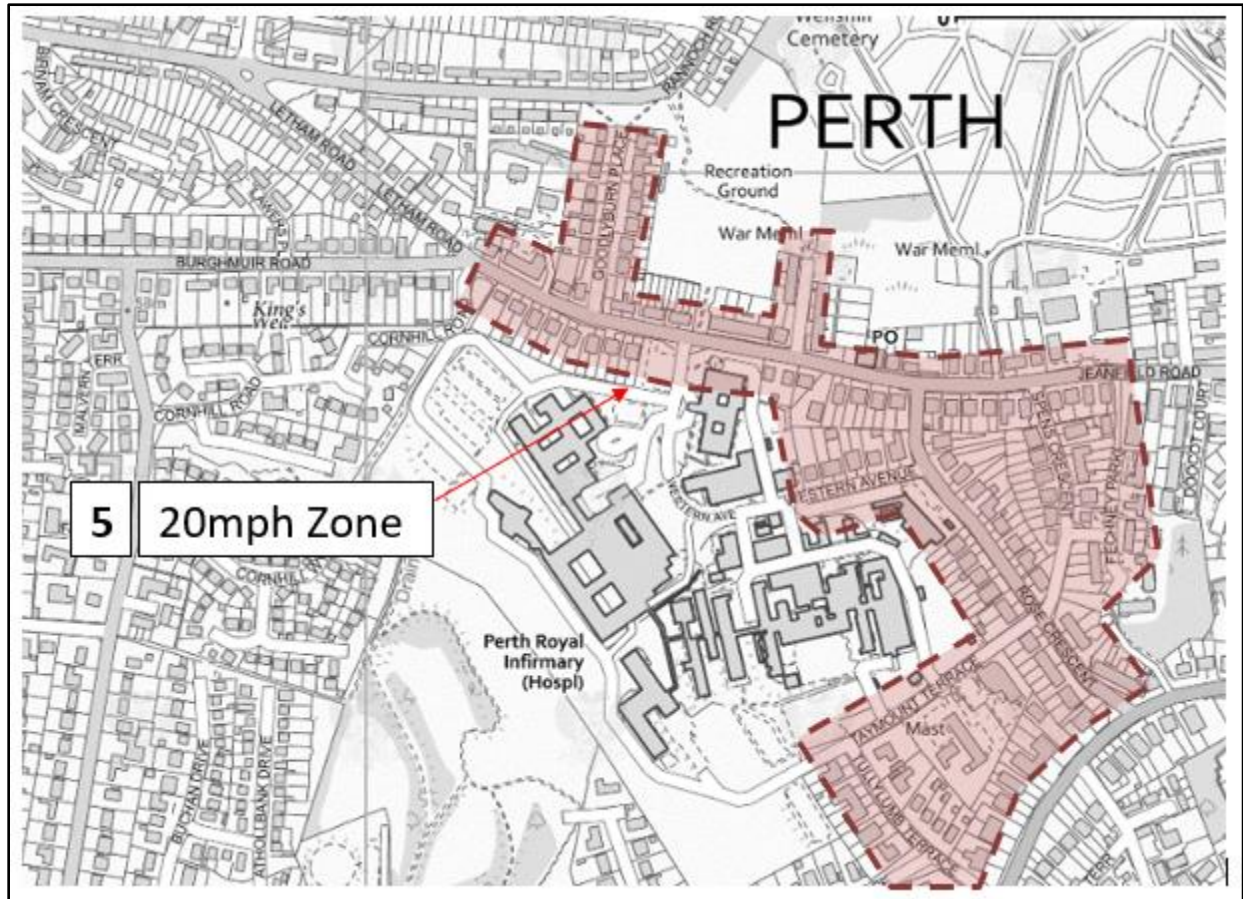
- Speed reduction to 20 mph to reduce safety risks for pedestrians and cyclists.

Consideration

- Potential delays to vehicular traffic.
- Consult with Public Transport Unit.

Intervention 5

Proposed 20mph Speed Limit (Perth Royal Infirmary, Perth)



Problem

- Additional vehicles using route to reach hospital.
- Road safety concerns for cyclists from potential speeding vehicles.

Solution

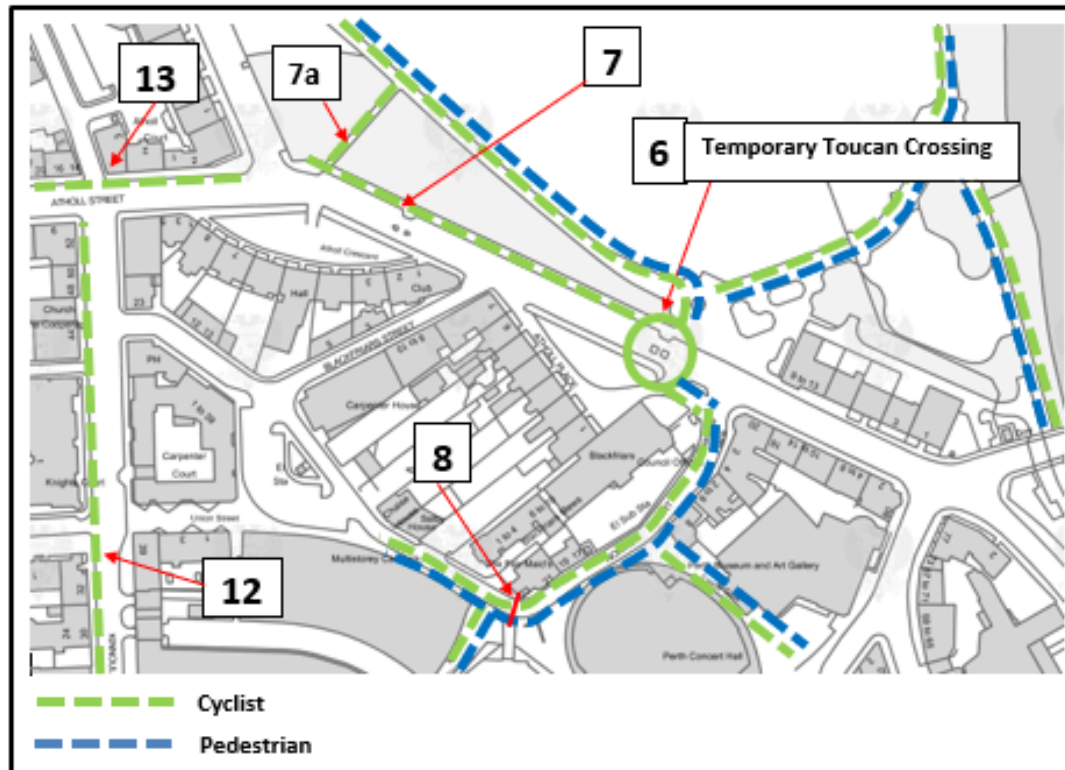
- Speed reduction to 20 mph to reduce safety risks for on-road cycling.

Consideration

- Potential delays to vehicular traffic.
- Consult with Public Transport Unit.

Intervention 6

Proposed Temporary Toucan Crossing (Charlotte Street, Perth)



Problem

- No pedestrian/cycle crossing facility on desire line at junction linking North Inch and city centre.
- Regular and suspected increased informal crossing at junction.
- Road safety concerns for pedestrians and cyclists from potential speeding vehicles.
- Road safety concerns for vulnerable road users crossing.
- Regular conflict points due to increased cycle and pedestrian movements in city centre.

Recommendation

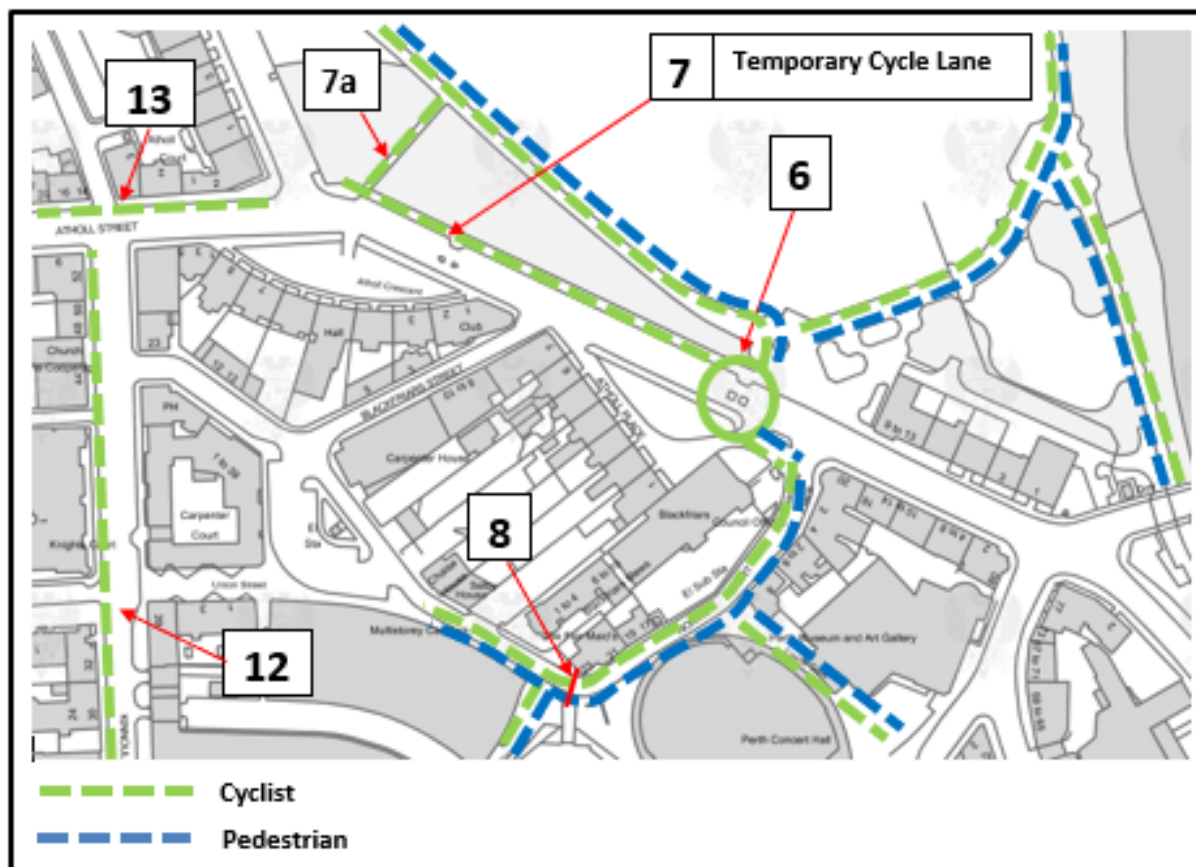
- Temporary “Toucan” crossing facility.

Consideration

- Loss of on street parking.
- Potential delays to vehicular traffic
- Access for servicing.

Intervention 7

Proposed Temporary Cycle Lane (Charlotte Street, Perth)





Problem

- No safe link for cyclists.
- Regular and suspected increased cyclists using city centre streets.
- Road safety concerns for vulnerable road users.

Recommendation

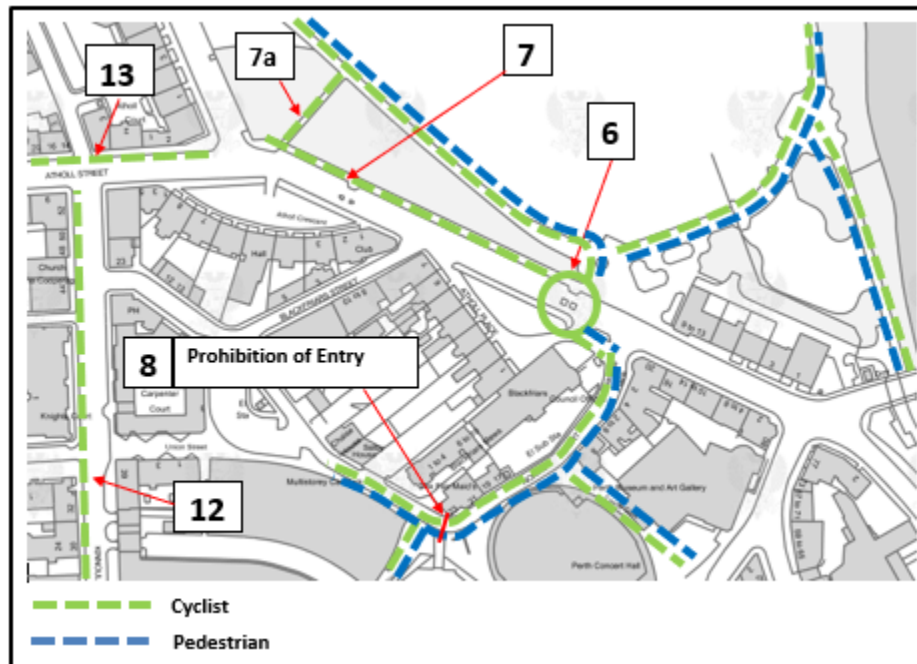
- Temporary cycle lane created using existing wide footpath.

Consideration

- Loss of on street parking.
- Potential delays to vehicular traffic.
- Access for servicing.

Intervention 8

Proposed Prohibition of Entry (North Port/Blackfriars Wynd, Perth)



Plan showing how Temporary Prohibition of Entry compliments other proposed measures



North Port/Blackfriars Wynd, Perth

Problem

- No safe link for cyclists.
- Narrow street with two way traffic and blind corner.
- Regular and suspected increased cyclists using city centre streets.
- Road safety concerns for vulnerable road users.

Recommendation

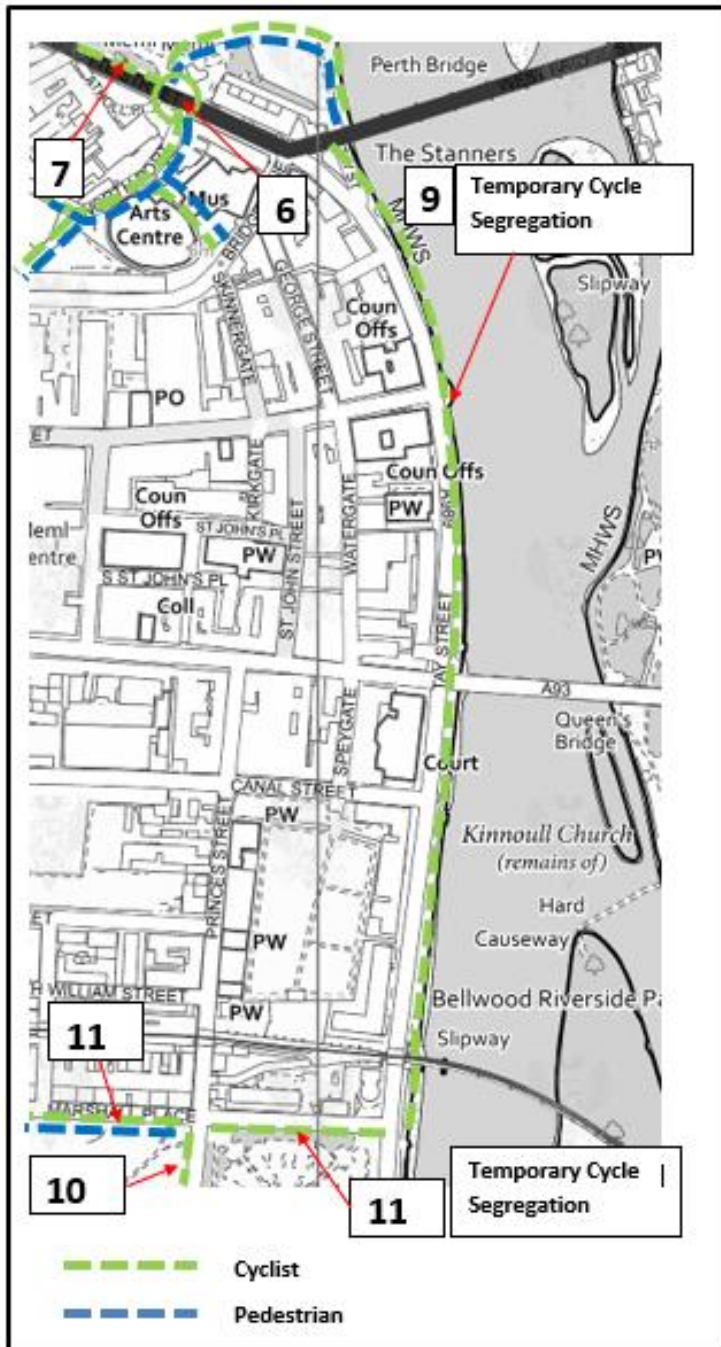
- Make North Port/Blackfriars Wynd junction temporarily a Prohibition of Entry.
- Improves link to city centre for cyclists.

Consideration

- Potential delays to vehicular traffic.
- Access for servicing, Concert Hall, Premier Inn etc.
- Conservation area so planters to be used.

Intervention 9

Proposed Temporary Cycle Segregation (Tay Street, Perth)





Problem

- Existing off road cycle route has a poor surface (broken slabs) and dangerous in wet.
- Street furniture creates hazards and conflict physical distance issues.
- Physical distance conflict with pedestrians.
- Advisory cycle lanes present but put drivers and cyclists in conflict.

Recommendation

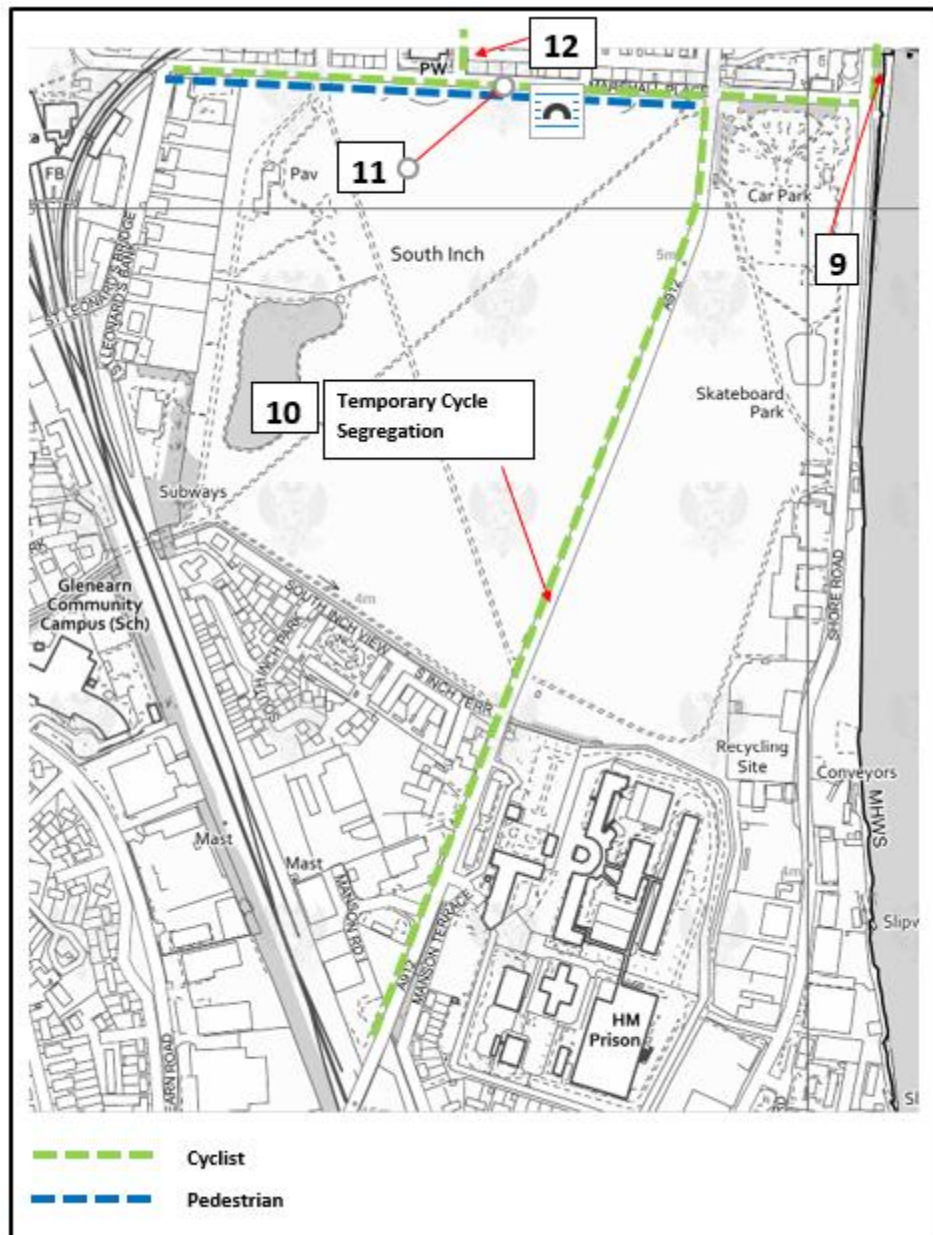
- Cycle lane created using light segregation, space taken from carriageway lanes and by temporarily suspending on street car parking.
- Remove coach drop off/pick up point to accommodate temporary cycle lane and loss of on street parking.

Consideration

- Loss of on street parking.
- Potential delays to vehicular traffic.
- Access for servicing.
- Loss of overnight parking for residents.
- Consult with Public Transport Unit.

Intervention 10

Proposed Temporary Cycle Segregation (Edinburgh Road, Perth)





Problem

- Increased use of route by cyclists from south end of city.
- Road safety concerns for cyclists from potential speeding vehicles

Recommendation

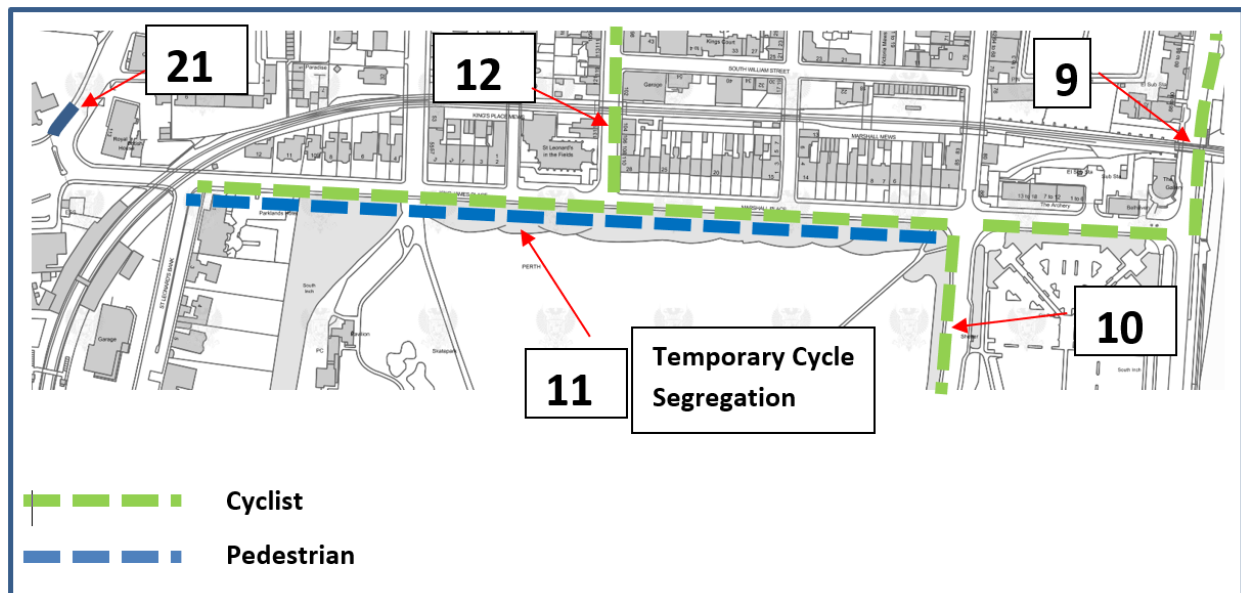
- Cycle lane created using light segregation, space taken from carriageway lanes and by temporarily suspending on street car parking.

Consideration

- Loss of on street parking.

Intervention 11

Proposed Temporary Cycle Segregation (Marshall Place, Perth)



Problem

- Increased use of route by cyclists from train station, south end of city.
- Road safety concerns for cyclists from potential speeding vehicles.

Recommendation

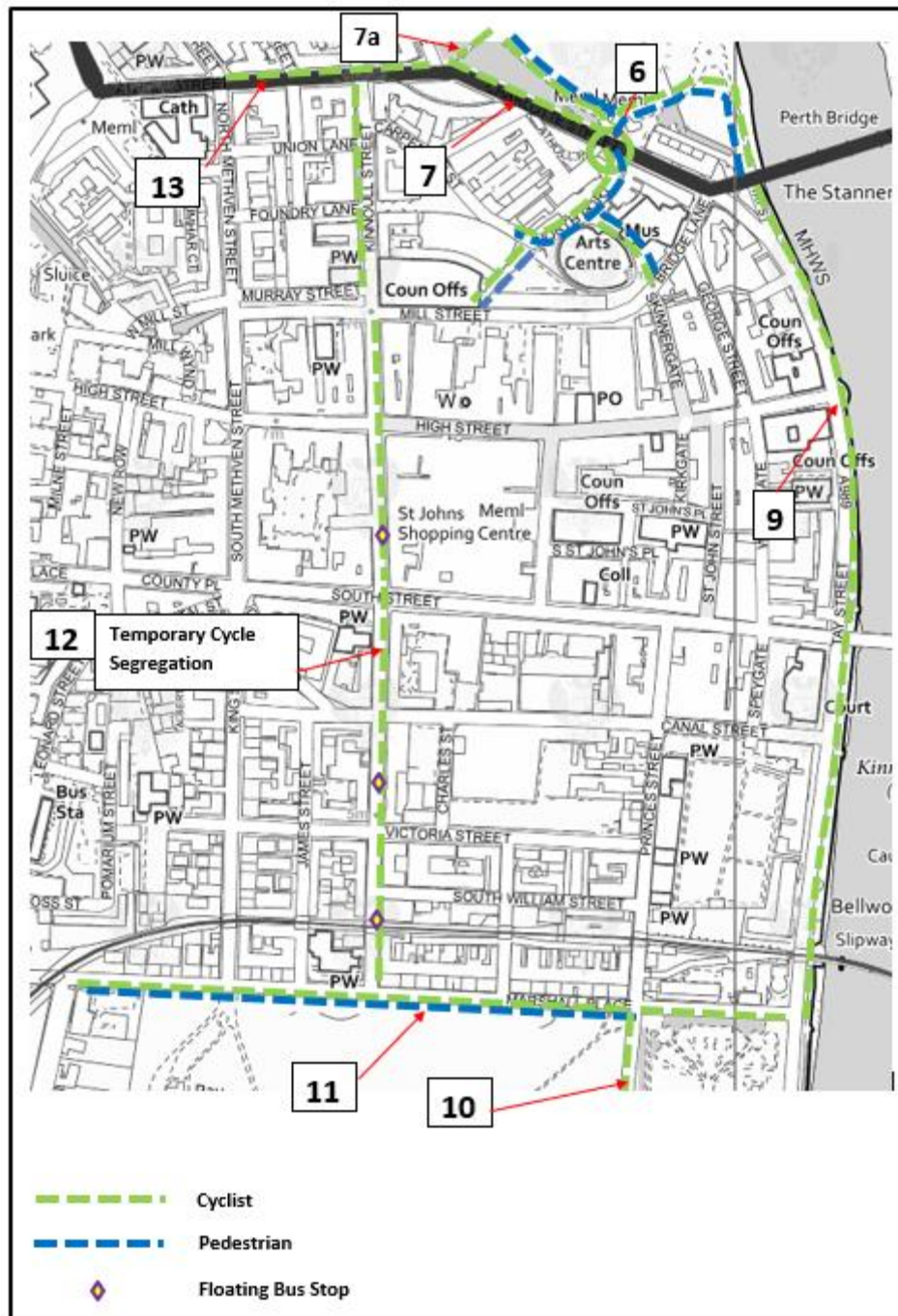
- Cycle lane created using light segregation, space taken from carriageway lanes and by strip widening of existing footpath.
- Strip widening of verge to provide shared use footpath for pedestrians and cyclists.

Consideration

- Potential delays to vehicular traffic.
- Consult with Public Transport Unit.

Intervention 12

Proposed Temporary Cycle Segregation (Scott Street/Kinnoull Street, Perth)





Problem

- Increased use of route by cyclists from train station, south end of city.
- Road safety concerns for cyclists from potential speeding vehicles

Recommendation

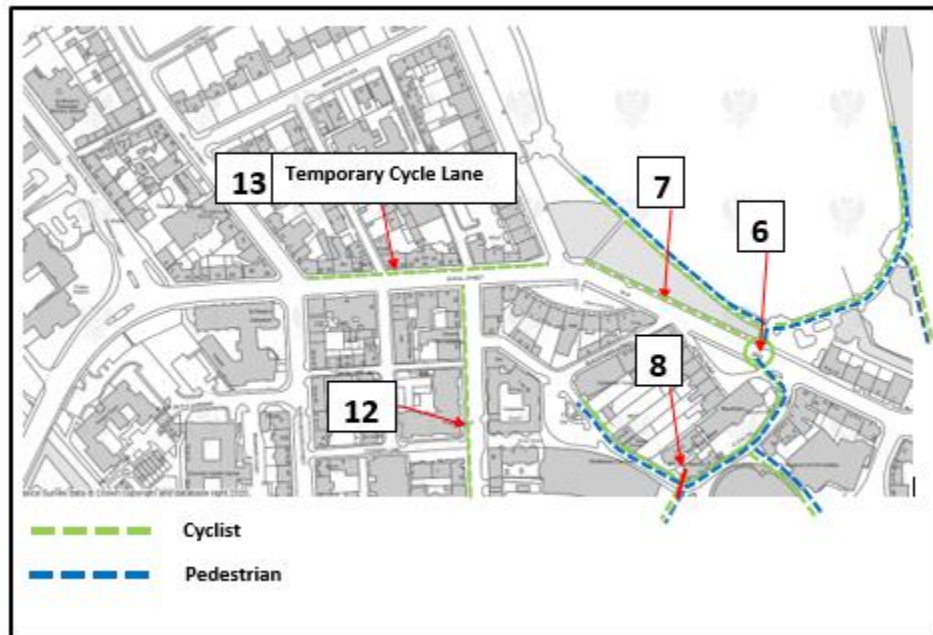
- Cycle lane created using light segregation, space taken from carriageway lanes and by temporarily suspending on street car parking.

Consideration

- Potential delays to vehicular traffic.
- Bus stops need to be taken into consideration.
- Access for servicing.
- Consult with Public Transport Unit.

Intervention 13

Proposed Temporary Cycle Segregation (Atholl Street, Perth)



Problem

- Increased use of route by cyclists from Muirton to city centre area and return.
- Road safety concerns for cyclists from potential speeding vehicles

Recommendation

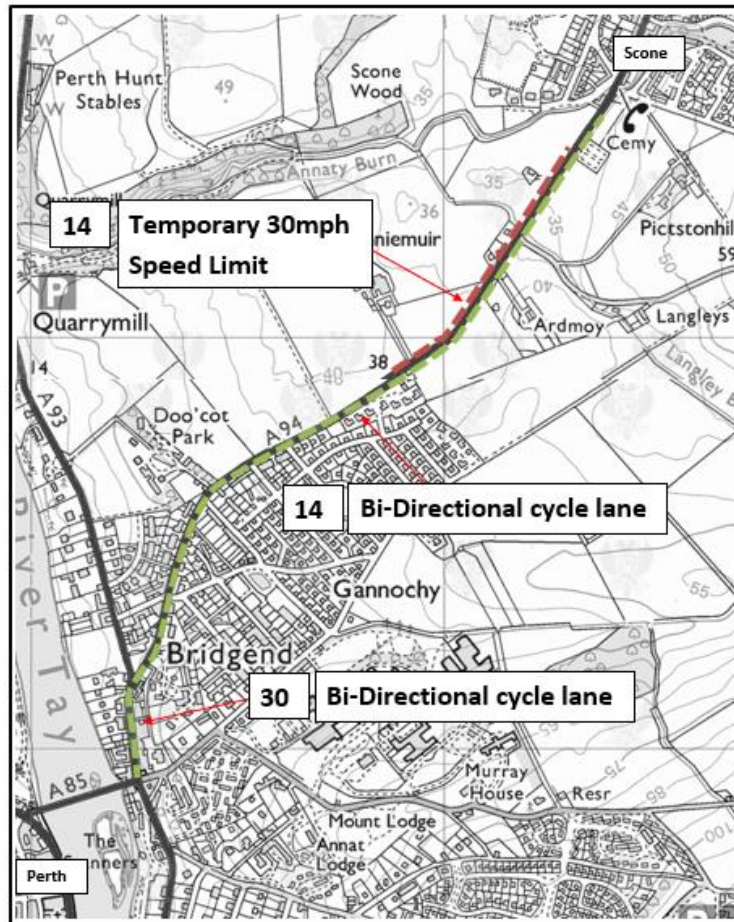
- Cycle lane created using light segregation, space taken from carriageway lanes and by temporarily suspending on street car parking.

Consideration

- Potential delays to vehicular traffic.
- Bus stops need to be taken into consideration.
- Access for servicing.
- Consult with Public Transport Unit.

Intervention 14

Proposed Temporary Cycle Segregation (A94 Scone to Bridgend, Perth)



Problem

- Increased use of route by cyclists from Scone to city centre.
- Road safety concerns for cyclists from potential speeding vehicles

Recommendation

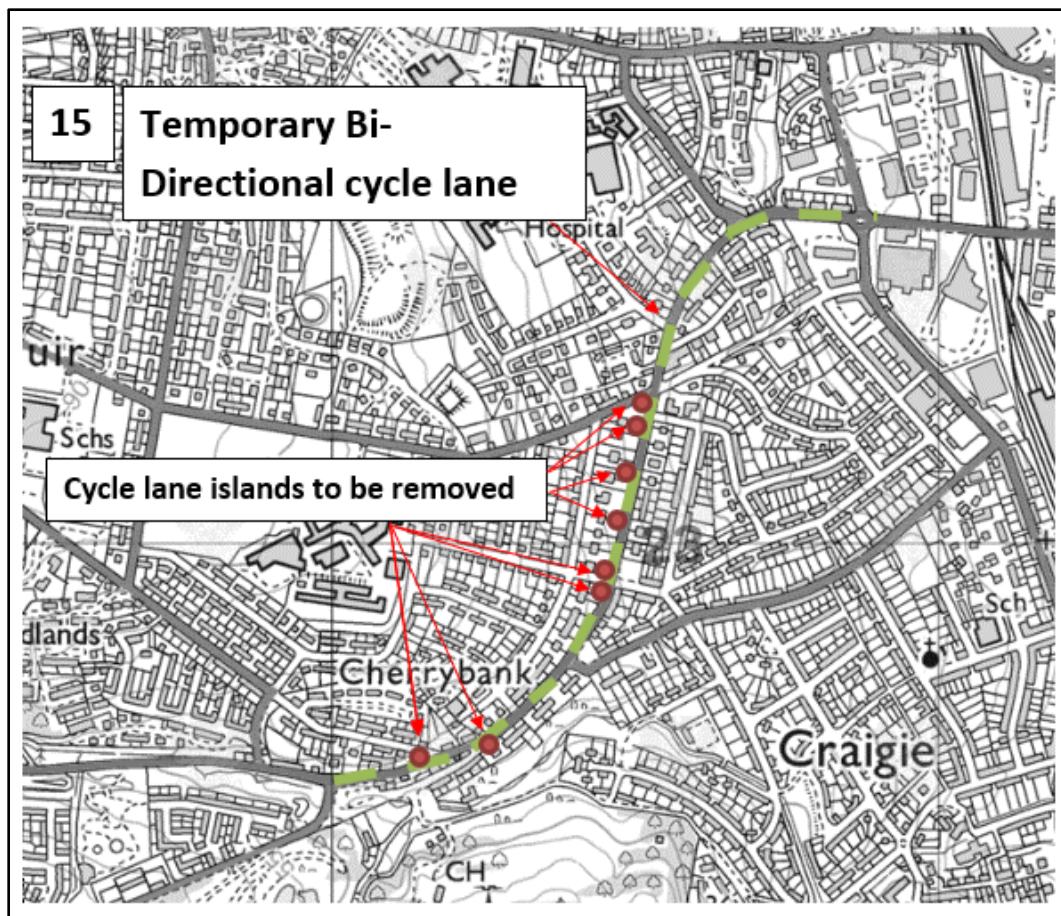
- Cycle lane created using light segregation, space taken from carriageway and bus lanes.

Consideration

- Potential delays to vehicular traffic.
- Bus stops need to be taken into consideration.
- Loss of bus stop lane needs to be considered.
- Access to private drives etc
- Access for servicing.
- Consult with Public Transport Unit.

Intervention 15

Proposed Temporary Cycle Segregation (A93 Glasgow Road, Perth)





Problem

- Increased use of route by cyclists from west side of city to city centre.
- Road safety concerns for cyclists from potential speeding vehicles

Recommendation

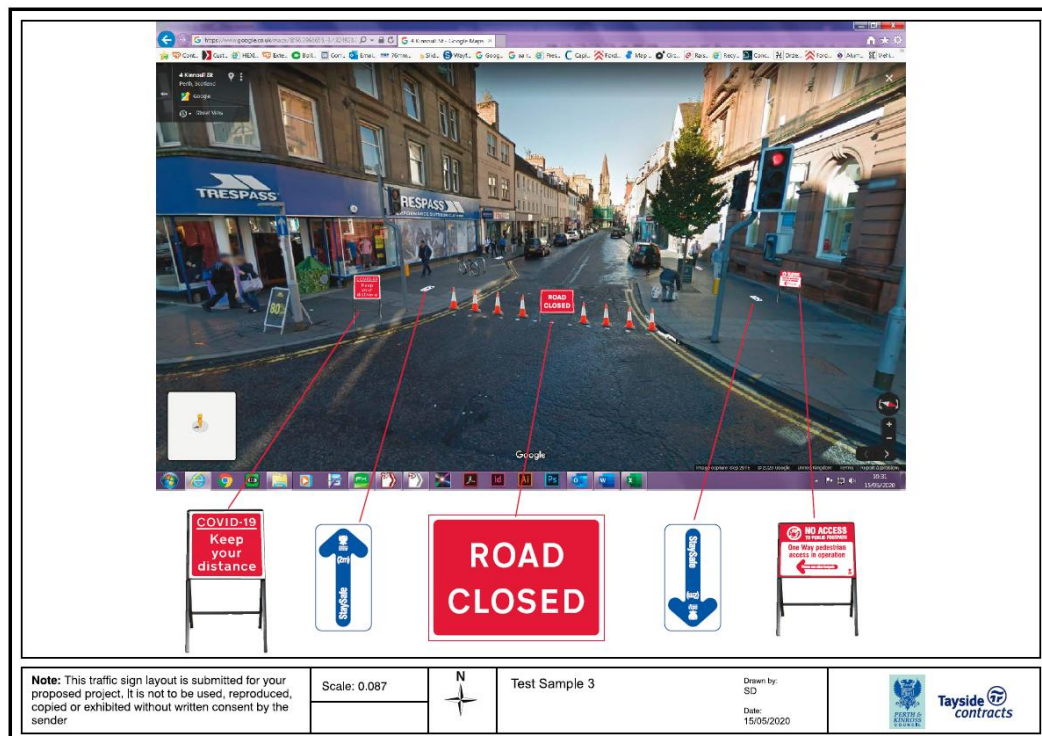
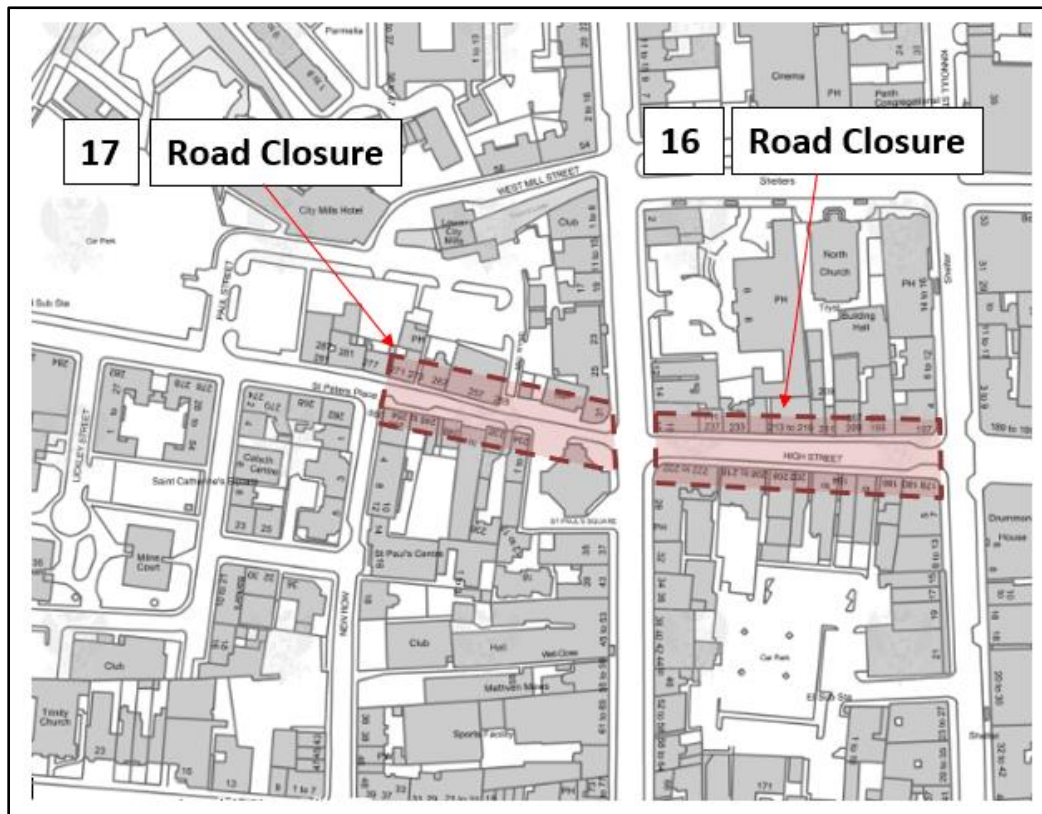
- Cycle lane created using light segregation, space taken from carriageway and bus lanes.

Consideration

- Potential delays to vehicular traffic.
- Bus stops need to be taken into consideration.
- Loss of bus stop lane needs to be considered.
- Access to private drives etc.
- Access for servicing.
- Consult with Public Transport Unit.

Intervention 16 & 17

Proposed Road Closure (High Street, Perth, Section A & B)





Problem

- Pedestrians not maintaining physical distance due to narrow footpaths and unnecessary obstructions.
- Regular conflict points due to increased pedestrian movements in city and town centres.
- Location of pharmacy, supermarket, cash machines.
- Public safety concerns for vulnerable road users in busy High Street area.

Solution

- Provide road closure between Kinnoull Street/Scott Street and South Methven Street.
- Provide road closure between South Methven Street and New Row.

Consideration

- Potential delays to vehicular traffic.
- Access for servicing.
- Bus stops need to be taken into consideration.
- Loss of on street parking.
- Consult with Public Transport Unit.

Intervention 18

Insufficient Cycle Parking (Perth and other Burghs)



Problem

- Insufficient cycle parking at community destinations in city centre and other burghs.
- Cyclists discouraged from cycling as no facilities to safely leave their bike.
- Cyclists chain bikes to other street furniture blocking footpaths and creating physical distance issues.

Solution

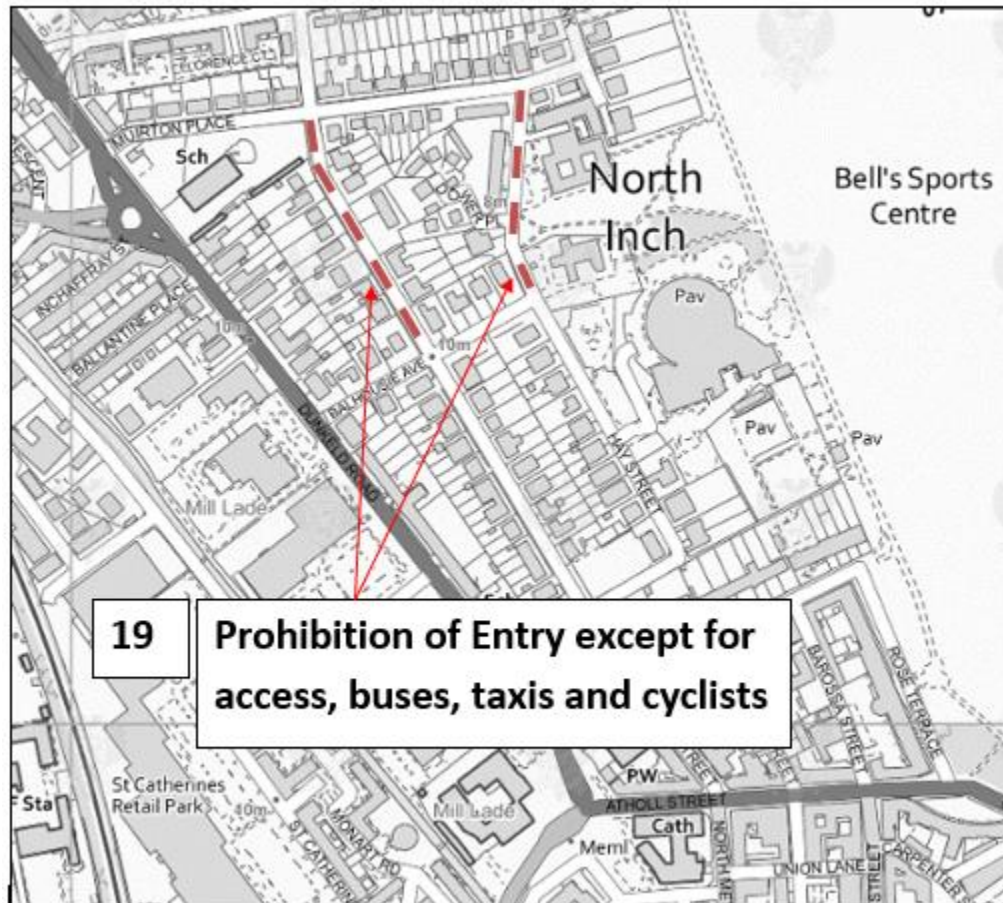
- Provide additional cycle parking facilities at appropriate locations in city centre and other burghs.

Consideration

- Identifying suitable locations.

Intervention 19

Road Closure and Modal Filters (Balhousie Street & Hay Street, Perth)





Problem

- Additional vehicles using route as a short cut into city centre.
- Cyclists encouraged to use route as a link to city centre and North Inch encounter unnecessary vehicles using route as a short cut.
- Road safety concerns for cyclists from potential speeding vehicles.

Solution

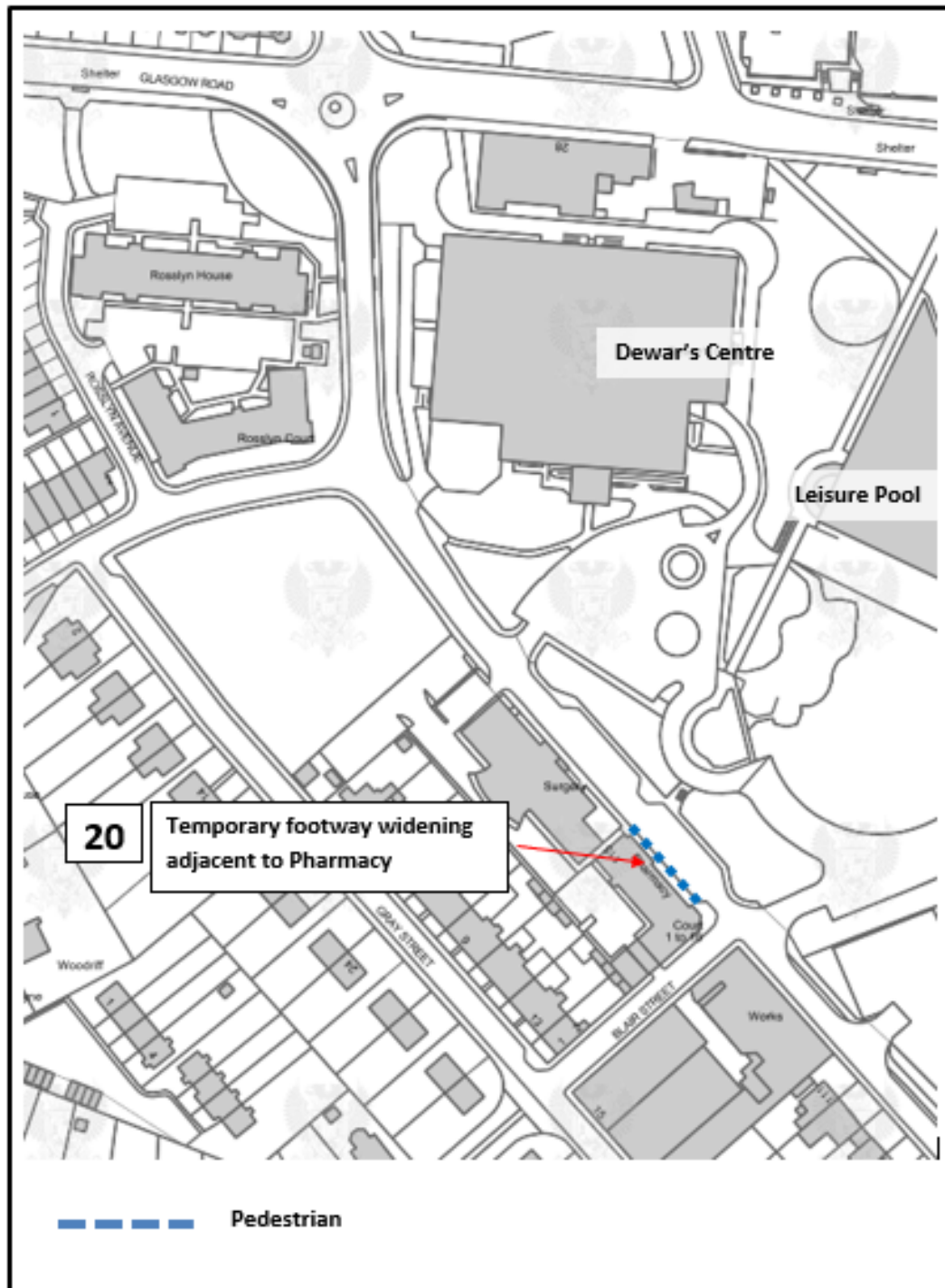
- Modal filter to deter unnecessary through traffic in Balhousie Street and Hay Terrace.

Consideration

- Inconvenience for some residents.
- Potential delays to vehicular traffic on diversion route.
- Bus route so Public Transport to be consulted. May require to still allow access for buses.

Intervention 20

Temporary Footway Widening (Glover Street, Perth and Various)





Problem

- Pedestrians not maintaining physical distance due to narrow footpaths and queuing at pharmacy and shops.
- Regular conflict points due to increased pedestrian movements in town centres.
- Narrow street with multiple shops.
- Public safety concerns for vulnerable road users in shopping areas.

Solution

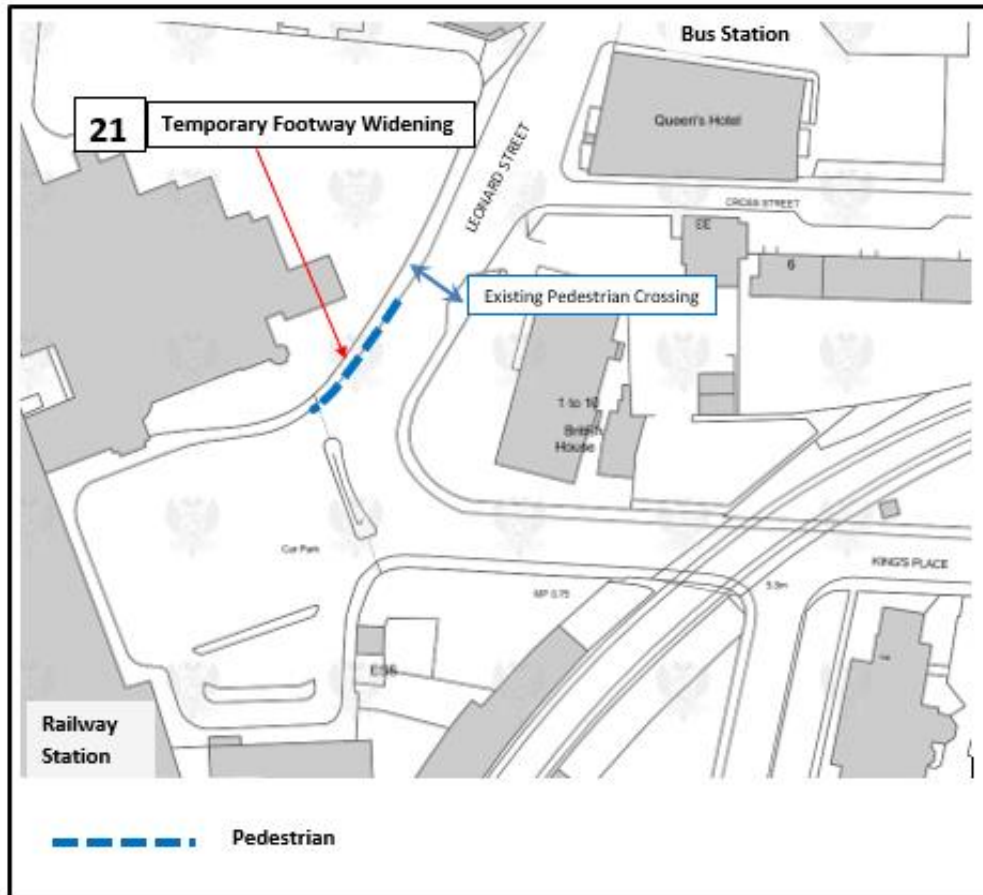
- Provide lane closure in Glover Street etc.

Consideration

- Potential delays to vehicular traffic.
- Access for servicing.
- Location of pedestrian crossing to be considered.

Intervention 21

Temporary Footway Widening (Leonards Place/Kings Place, Perth and Various)



Problem

- Pedestrians not maintaining physical distance due to narrow footpaths en route to/from train station.
- Regular conflict points due to increased pedestrian movements near pedestrian crossing.
- Public safety concerns for vulnerable road users in this area.

Solution

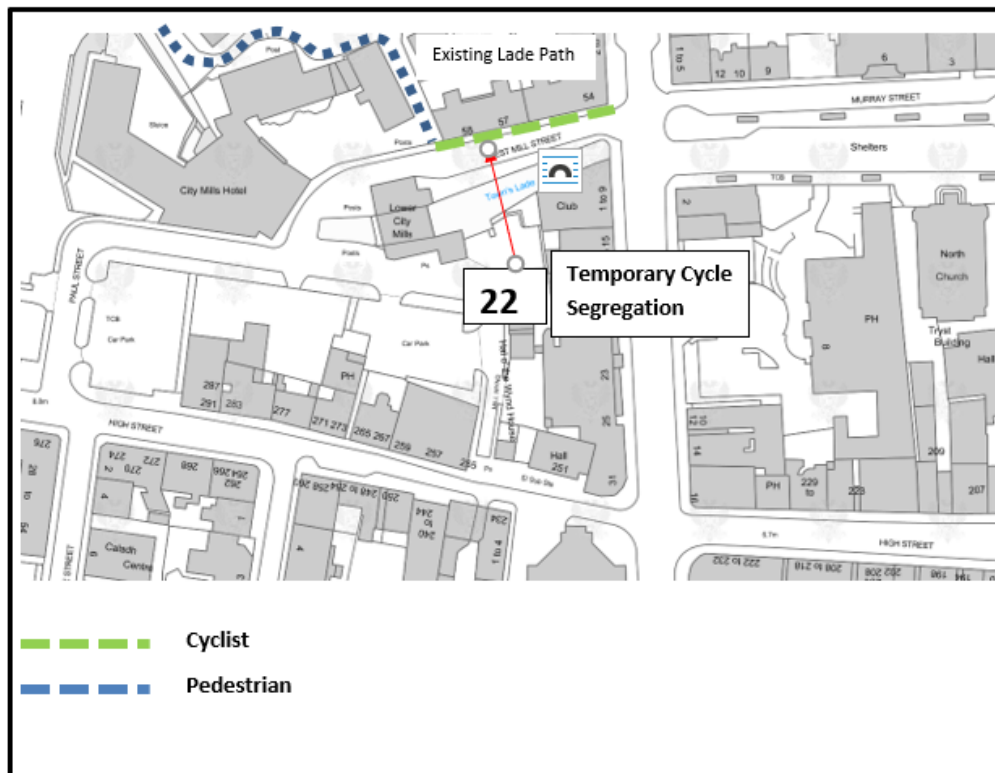
- Provide short lane closure in Leonard Street.

Consideration

- Potential delays to vehicular traffic.
- Location of pedestrian crossing to be considered.

Intervention 22

Proposed Temporary Cycle Segregation (West Mill Street, Perth)





Problem

- Increased use of route by cyclists from Lade (north of city) to city centre.
- Road safety concerns for cyclists from potential speeding vehicles

Recommendation

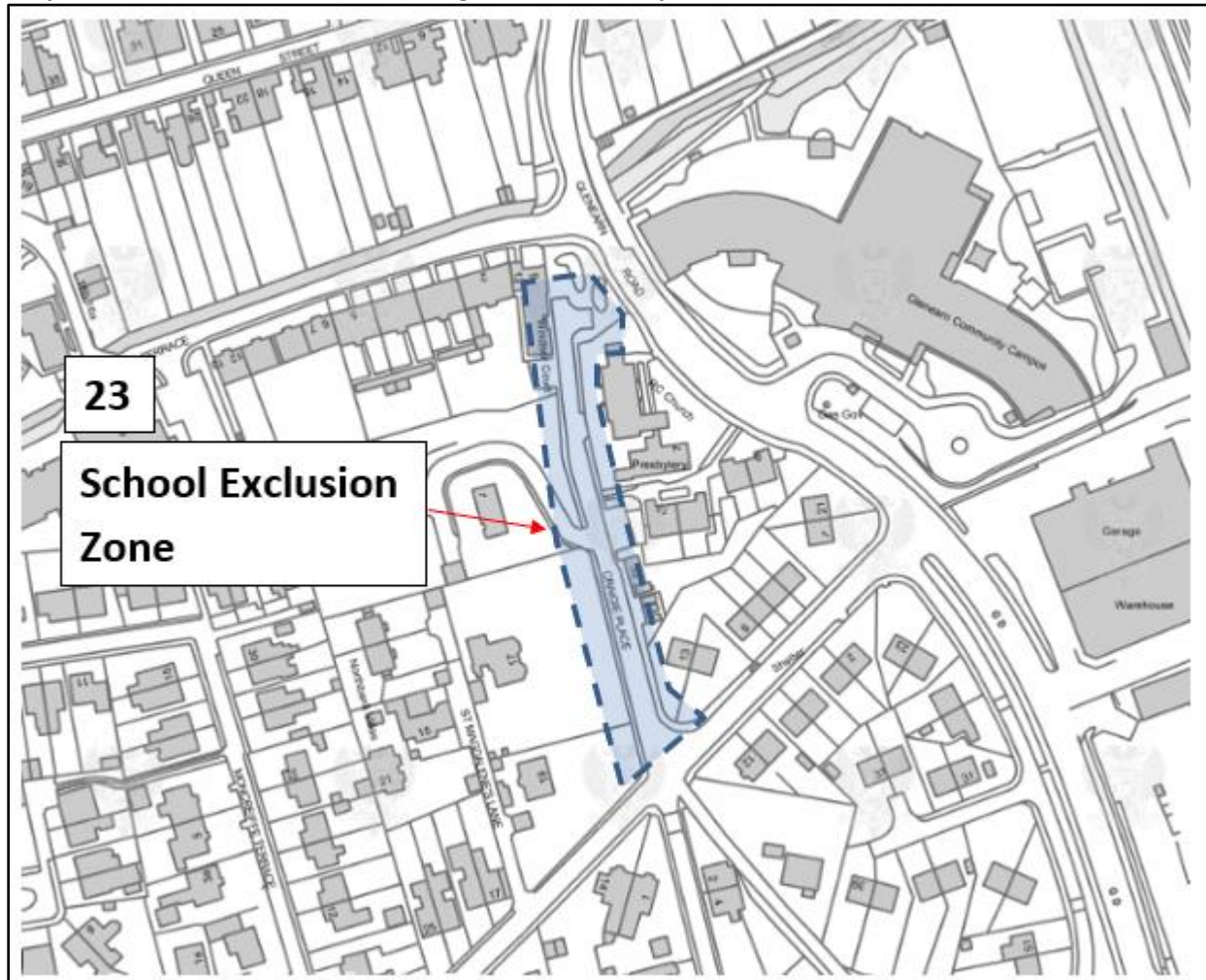
- Cycle lane created using light segregation, space taken from carriageway lanes and by temporarily suspending on street car parking.

Consideration

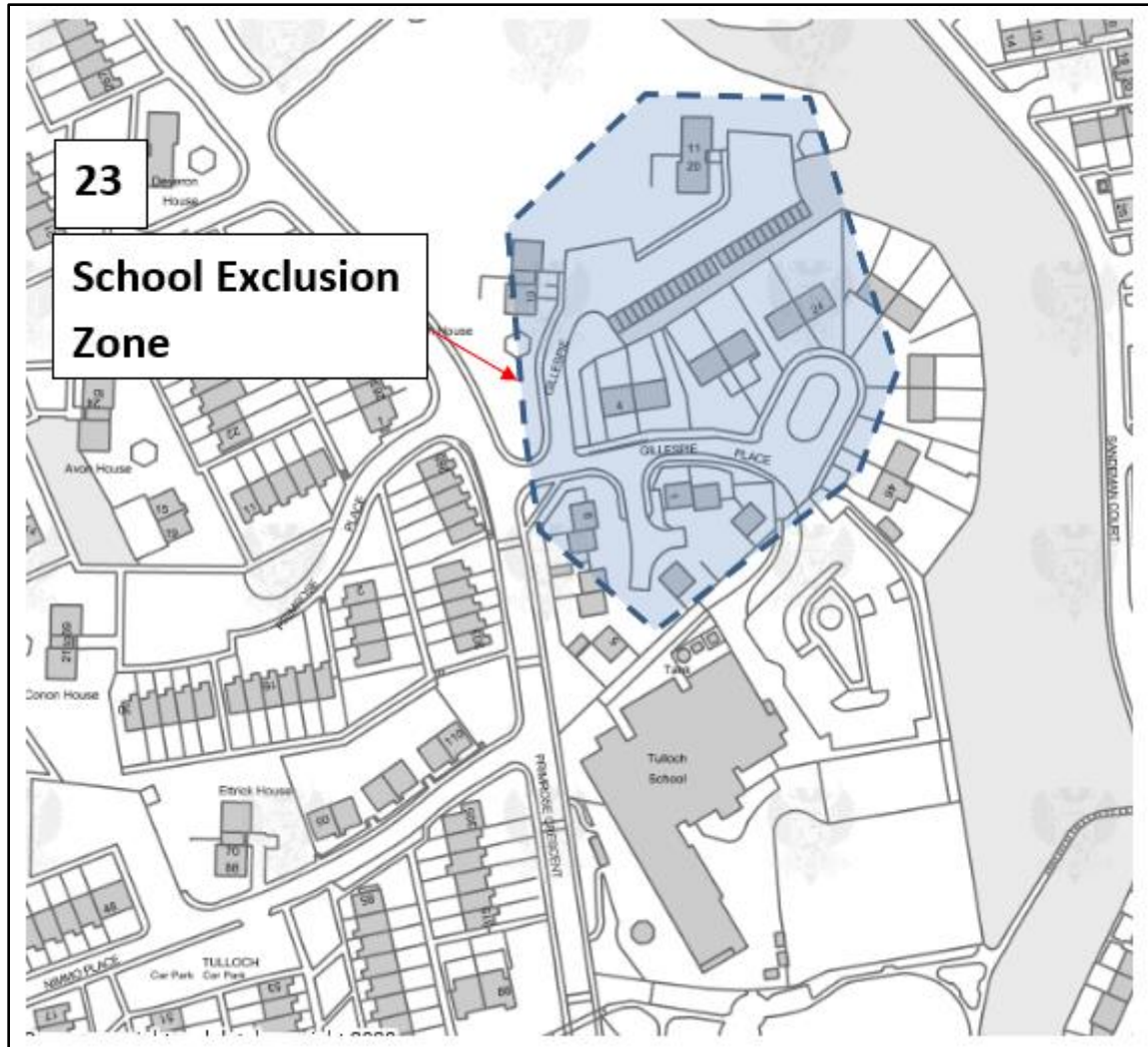
- Potential delays to vehicular traffic.
- Access for servicing.

Intervention 23

Proposed School Exclusion Zones (Craigie Place & Gillespie Place, Perth)



Craigie Place, Perth



Gillespie Place, Perth

Problem

- Increased vehicular use of route by parents of children at Glenearn Campus.
- Increased vehicular use of route by parents of children at Tulloch Primary School.
- Road safety concerns for pedestrians especially children, cyclists from potential speeding vehicles

Recommendation

- Temporary School Exclusion Zone to deter parents from driving, parking in the street.

Consideration

- Potential increase in traffic on other routes.
- Issuing of permits to residents.
- Continue to consult with School and School's Parent Council.

Intervention 24

Proposed Automatic Green-man Phase at Selected Traffic Lights



Problem

- Risk of infection from people pressing the pedestrian call button at traffic signals.

Recommendation

- Provide information sign and cover over call button.
- Introduce automatic green-man phase at selected traffic lights

Consideration

- Introduce delays for vehicular traffic.
- Pedestrians choose to cross out with green-man phase.
- People congregating in groups while waiting to cross the road

Intervention 25

Proposed Reduction of Pedestrian Waiting Times



Problem

- People congregating in groups while waiting to cross the road.
- Busy and narrow footways will mean physical distancing will be impossible as people return.

Recommendation

- Reduce pedestrian waiting times.

Consideration

- Introduce delays for vehicular traffic.
- Pedestrians choose to cross out with green-man phase.
- People congregating in groups while waiting to cross the road.
- Consult with Public Transport Unit.

Intervention 26

Proposed Temporary Footway Widening and other Measures

There are various location in Aberfeldy, Alyth, Auchterarder, Blairgowrie, Bridge of Earn, Crieff, Comrie, Coupar Angus, Kinross, Milnathort, Perth, Pitlochry, Scone where issues have and will continue to be identified. As we progress through this project and identify other issues we will use the same suite of measures to mitigate with any problems.

Problem

- Busy and narrow footways will mean physical distancing will be impossible as people return.
- Road safety concerns for pedestrians especially children, cyclists from potential speeding vehicles.
- Public safety concerns for vulnerable road users in busy High Street, commercial areas, pharmacy's etc.

Recommendation

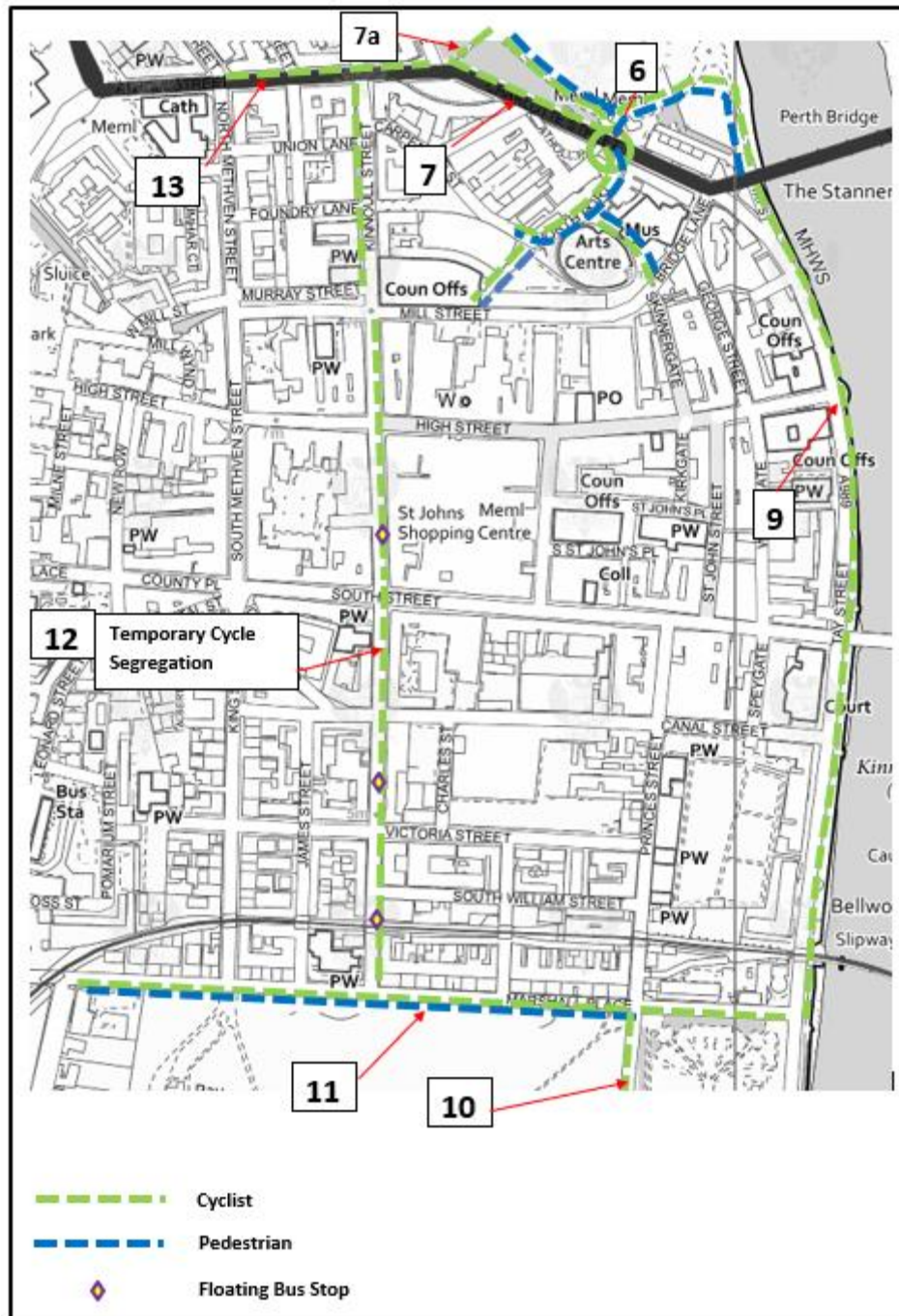
- Provide temporary measures as appropriate.

Consideration

- Loss of on street parking.
- Potential delays to vehicular traffic.
- Servicing of businesses needs to be considered.
- Consult with Public Transport Unit.

Intervention 27

Floating and Temporary Bus Stops (Various, Perth)





Problem

- Bus stop is located on a proposed temporary cycle lane.
- Road safety concerns for vulnerable road crossing cycle lane.

Recommendation

- Floating bus stop to provide temporary bus boarding/alighting facility.
- Temporary bus stops to allow safe boarding/alighting.

Consideration

- Loss of on street parking.
- Potential delays to vehicular traffic with bus stopping in carriageway.
- Consult with Public Transport Unit.

Intervention 28

Signing in Bus Stops (Various, Perth and all Burghs)



Double sided Bus Shelter Physical Distance signs

Problem

- Passengers gather in bus stops and surrounding areas.
- Pedestrians not maintaining physical distance due to narrow footpaths and unnecessary obstructions.
- Regular conflict points due to increased pedestrian movements in city and town centres.
- Narrow street with multiple shops.
- Public safety concerns for vulnerable road users in busy High Street area.

Recommendation

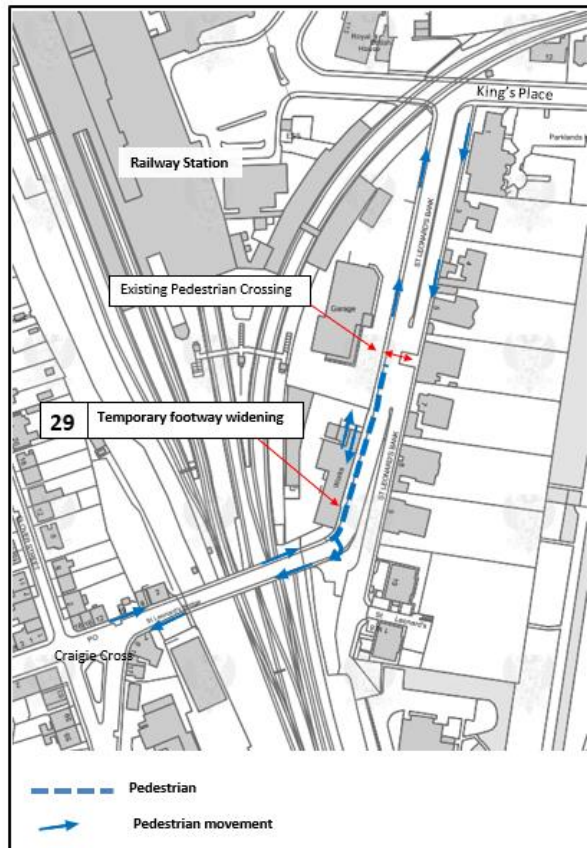
- Temporary signs provided within bus stops.

Consideration

- Create an eyesore if used unnecessarily.
- Consult with Public Transport Unit.

Intervention 29

Proposed Temporary Footpath on St Leonards Bridge, Perth



Problem

- Narrow footpath on one side of the carriageway and no footpath on the other side for pedestrians.

Recommendation

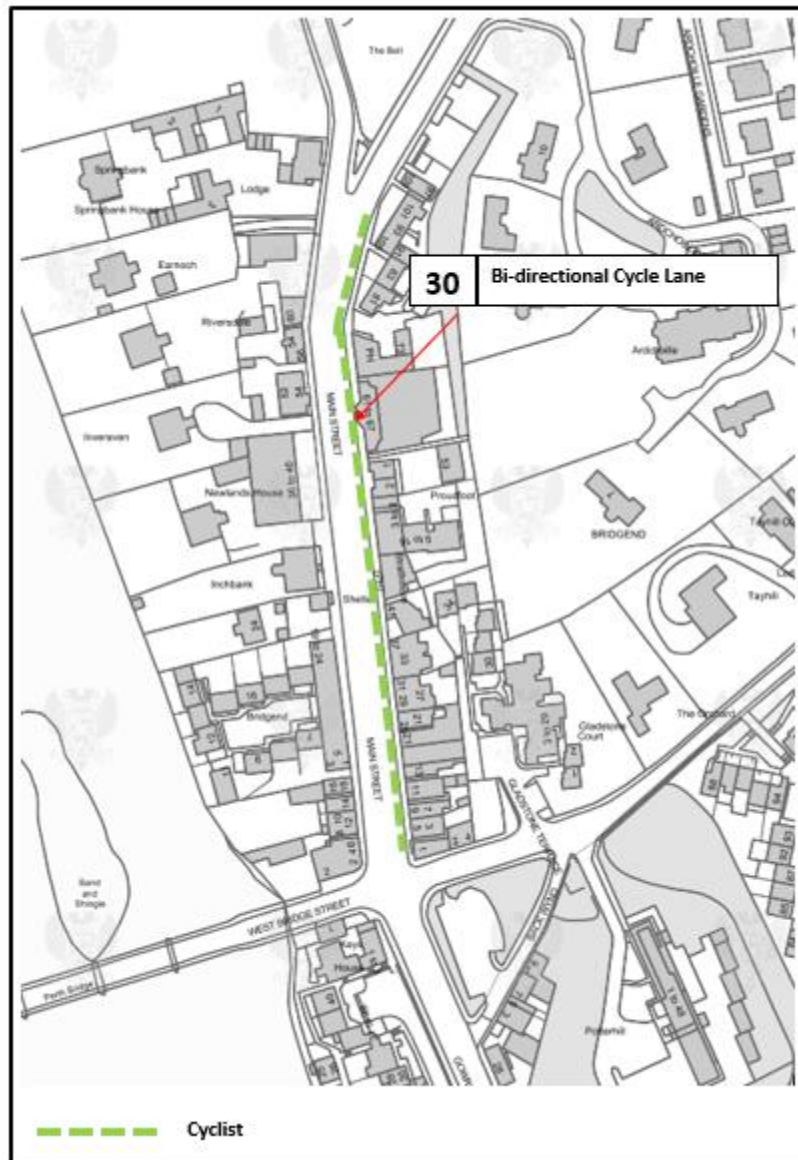
- Introduce temporary signals or a “Give and Take” priority system.

Consideration

- Queuing traffic tailing back to Craigie shops.
- Weight limit on bridge.

Intervention 30

Proposed Temporary Cycle Segregation (Bridgend, Perth)



Problem

- Increased use of route by cyclists from Scone to city centre.
- Road safety concerns for cyclists from potential speeding vehicles.
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Recommendation

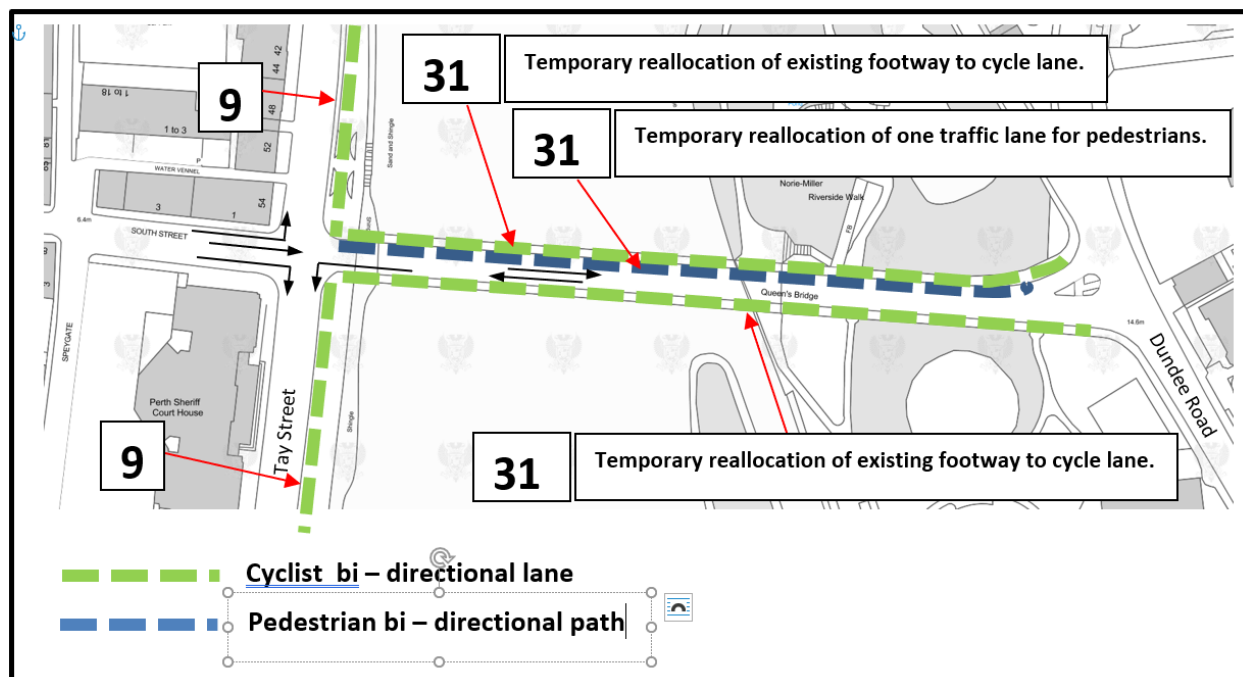
- Cycle lane created using light segregation, space taken from carriageway and bus lanes.

Consideration

- Potential delays to vehicular traffic.
- Bus stops need to be taken into consideration.
- Loss of bus stop lane needs to be considered.
- Access to private businesses etc
- Access for servicing.
- Consult with Public Transport Unit.

Intervention 31

Proposed Temporary Cycle Segregation (Queens Bridge, Perth)



Problem

- No safe link for cyclists and pedestrians.
- Regular and suspected increased cyclists and pedestrians accessing city centre.
- Road safety concerns for vulnerable road users.

Recommendation

- Temporary segregated cycle lanes on footpath.
- Pedestrian lane created using light segregation, space taken from carriageway lanes.

Consideration

- Potential delays to vehicular traffic.

Intervention 32

Proposed Temporary Relocation of Disabled Bays in Perth



Problem

- Some existing disabled bays will require to be relocated to accommodate temporary cycle lanes and road closures.

Recommendation

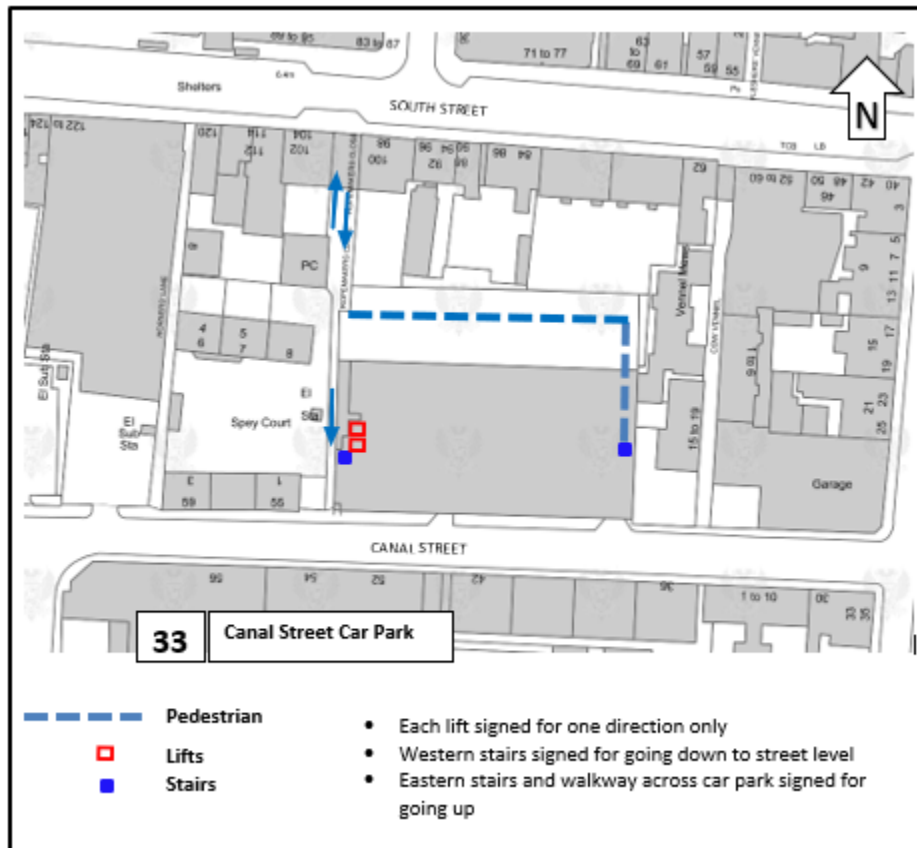
- Introduce temporary disabled bays in city centre.

Consideration

- Ensure relocated disabled bays are at suitable locations..
- Liaise with Centre for Inclusive Living Perth and Kinross.

Intervention 33

Proposed Pedestrian & mobility Scooter Measures (Canal Street Car Park, Perth)



Spaces for People - Physical Distancing Measures for Pedestrians in Perth and Kinross Town Centres

Problem

- Busy and narrow footways will mean physical distancing will be impossible as people return particularly to city and town centres.
- Large number of cyclists use cycle parking facility in car park.
- Access/egress for Perth Mobility Scooter Hub

Recommendation

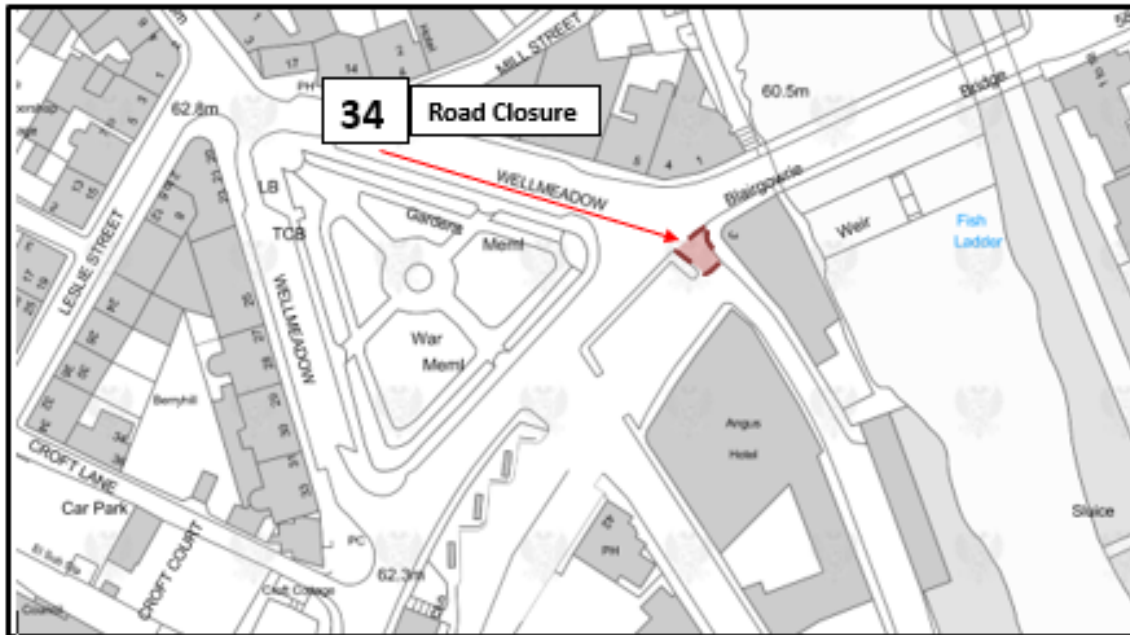
- Introduce various low cost temporary measures.

Consideration

- Ensure relative parties are consulted.
- Perth Mobility Scooter Hub.

Intervention 34

Proposed Road Closure (Tannage Street, Blairgowrie)



Problem

- Pedestrians not maintaining physical distance due to narrow footpaths and unnecessary obstructions.
- Regular conflict points due to increased pedestrian movements in town centre.
- Public safety concerns for vulnerable road users crossing bridge/Wellmeadow area.

Recommendation

- Provide road closure between Wellmeadow and Tannage Street.

Consideration

- Potential delays to vehicular traffic.
- Access for servicing.
- Consult with Angus Hotel re servicing etc