Design Guidance | Spaces for People

3. TRAFFIC MANAGEMENT OPTIONS

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3. TRAFFIC MANAGEMENT OPTIONS

Contents

OVERVIEW

This guidance has been developed to support partners with the implementation of temporary active travel facilities in Scotland, through Scottish Government's Spaces for People fund, which is administered by Sustrans.

Spaces for People is designed to improve health and well-being so that everyone is able to move around their local area safely while keeping to physical distancing requirements as we transition through and out of the COVID-19 crisis.

Walking, cycling or wheeling in fresh air is not only positive for physical health, but also helps people feel connected in times of isolation, and can allow communities discover their neighbourhood.

Any temporary measures put in place should make an area better, and care should always be taken to ensure people with disabilities and other groups in need additional support are considered appropriately.

Atkins worked collaboratively with Sustrans to develop this content.

Content is derived from best practice examples from across the globe. It is intended to provide inspiration for the design of temporary facilities and should not be seen as a prescriptive design solution.

Each topic area includes advisory text, examples of best practice and minimum design parameters where applicable.

Each area also includes road safety and mobility impairment considerations to guide the designer to providing mitigating measures from the outset.

Appropriate road safety risk assessments should be undertaken during design and road safety audits undertaken at appropriate stages before schemes are open for public use.

Content will be regularly reviewed and updated by Sustrans Scotland.

Figure 1. Lane separators along Old Dalkeith Road in Edinburgh.

Disclaimer: The ideas, products and suggestions within this document are provided for information only and in relation to temporary facilities to help with the management of physical distancing and movement across town and city centres. It provides a collection of national and international examples of temporary infrastructure which may be of use in designing similar schemes across Scotland. Sustrans and Atkins do not accept any liability in relation to the use of the content of this document.

Where specific products are shown in this document, this does not constitute an endorsement of that product.

Traffic Management Options

TIMELINE

Depending on the duration of time that temporary infrastructure is predicted to be in operation, different types of interventions may be more or less beneficial. The graphic below outlines some of considerations that might be made when selecting appropriate measures for differing timescales.

Although traffic cones and standing signage are effective in that they can be implemented quickly and easily, their utility is limited as a long-term solution. This is because of the ease with which they can be interfered with and otherwise circumvented. It is for this reason that semi-permanent solutions, such as heavy planters and bollards, may be more effective as long-term solutions.

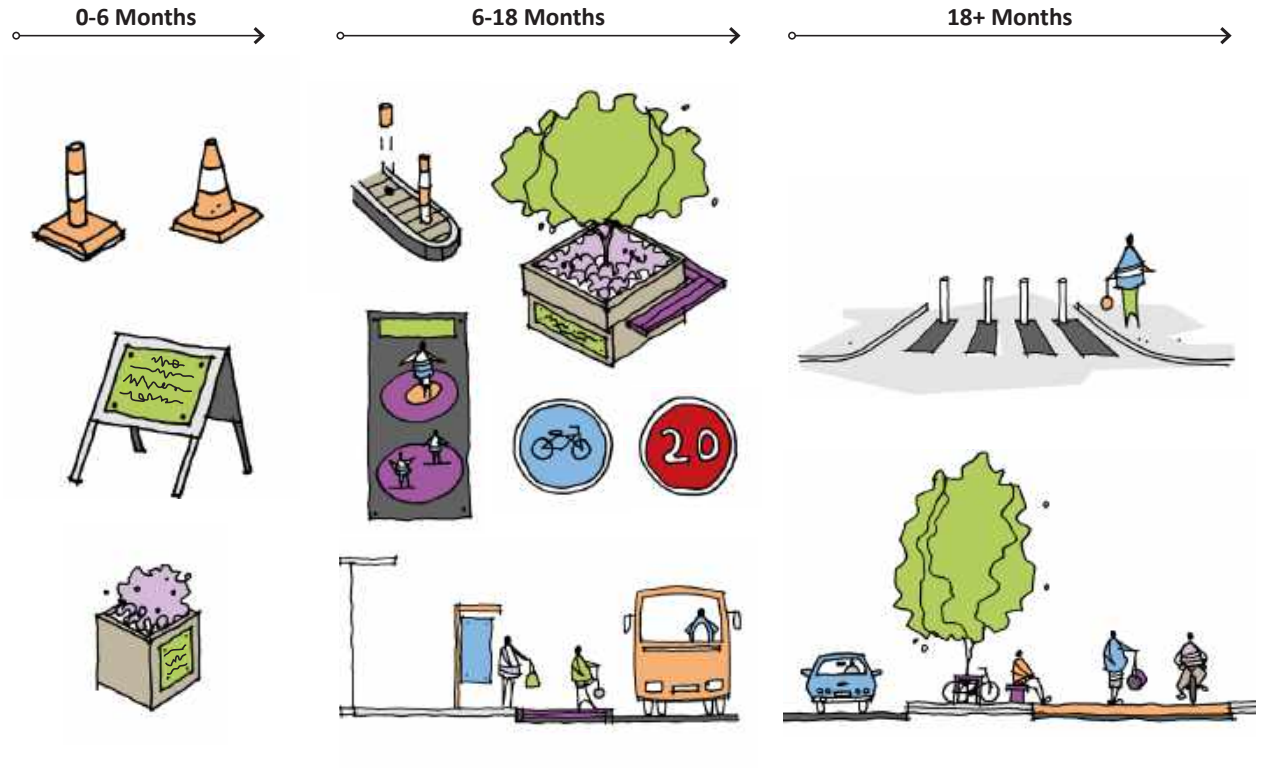


Figure 2. Timeline

3.1 MODAL FILTER ROAD CLOSURES

Using Modal Filters

A modal filter is a feature used to create **a permeable barrier allowing access to allow only particular forms of transport** such as walking and cycling (also referred to as filtered permeability).

Strategic placing of street furniture within the highway can be used to create **gateway or separation features** for pedestrian and cycle only spaces ranging in size from a whole street to a 'parklet' that provides seating within a parking space.

Street Furniture Used to Temporarily Close Off Road

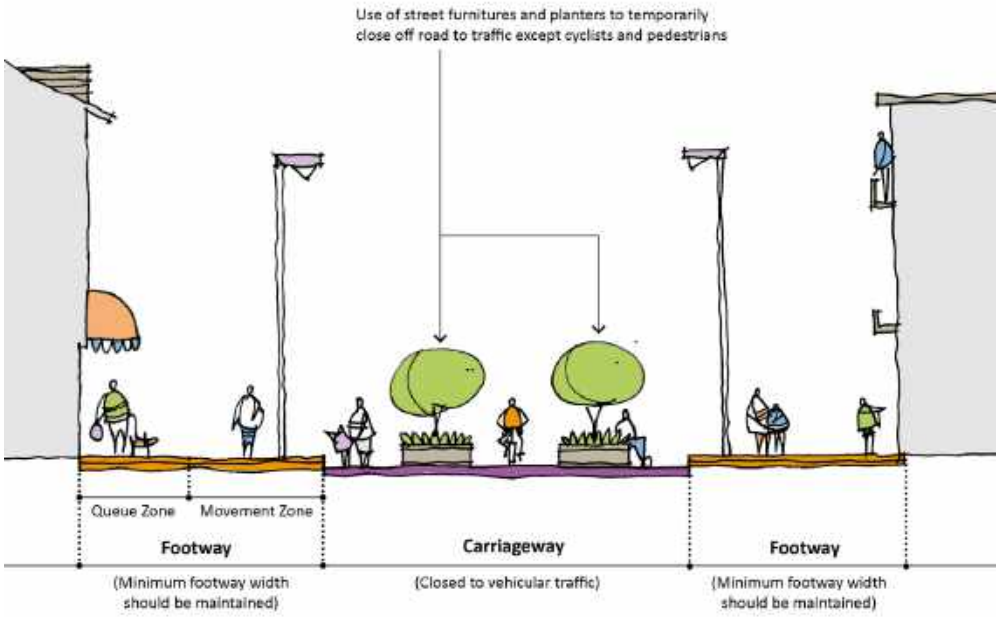


Figure 3. Modal Filters - Using street furniture to close off a road

Key Considerations

- **Ongoing maintenance** and **'reversibility'** for modal features.
- **Flexibility / agility** in solutions where periods of restriction and relaxation may appear in waves.
- Impacts of modal filter features on **accessibility for vulnerable groups**
- **Access** for emergency vehicles, services, deliveries and/or street works.
- The positioning of modal features to a**void creating 'pinch points' or obstacles** for pedestrians and cyclists.
- Potential to **repurpose existing furniture** or features normally used for road closures during annual festivals or Christmas events.
- The potential **long-term reuse** of modal features like benches, planters and other street furniture purchased as Covid 19 temporary measures.

Modal filter features can include:

- Planters
- Bollards
- Cycle parking
- Benches
- Bins
- Painted or temporary surfaces

For additional information please refer to:

Edinburgh Street Design Guidance Part C – Detailed Design Manual Street Layout, Street Furniture, Promoting Pedestrian Movement, Signage, Street as Place and Minimising Street Clutter

High Streets and Urban Centres - Pedestrian and Cyclist Priority Zones

New pedestrian and cyclist priority areas could be created with the closure of part or all of a road to vehicular traffic, allowing one way, time limited, resident or emergency access.

- **In shopping areas** or close to public buildings or facilities pedestrian movement may ebb and flow with peak times requiring more space to allow physical distancing.
- **Pedestrian priority spaces** can provide space for outdoor socialising.
- **Pedestrian and cycle priority streets** can provide safe routes for commuters to shops, school or work.

Heritage Areas

The planters and street furniture can provide visually acceptable separation features within heritage areas.

- **Temporary measures** should be **removable and avoid damage or change** to valued physical attributes such as historic buildings, railings, cobbles, paving or structures.
- **Longer term changes** such as fixed street furniture, or long-term signage **should comply with local planning and heritage designations** and be of materials/ appearance appropriate to the setting.

Short Term Modal Filters	Medium Term Modal Filters	Long term Modal Filters
Temporary separation features and bollards	Surface fixed and collapsible bollards	Fixed Bollards
Lightweight/ movable planters	Surface Fixed cycle racks	Fixed cycle racks
Temporary cycle racks	Movable planters	Large planters / street trees / planting bays
Free standing seating (if placed safely)	Free standing or surface fixed seating (if placed safely)	Fixed Seating (if placed safely)
Wheeled Bins	Better quality temporary Signage	Lighting
Temporary Signage	Temporary Bins	Fixed Bins
Temporary road markings	Painted road markings or coloured surfacing	Permanent Signage
Temporary surfaces		Public Art
		Raised crossing or feature surfacing

Green = Short-term – Immediate

Purple = Medium-term – 6 to 18m

Orange = Long term – +18m

For additional information please refer to:

Edinburgh Street Design Guidance Part C – Detailed Design Manual Street Layout, Street Furniture, Promoting Pedestrian Movement, Signage, Street as Place and Minimising Street Clutter

Traffic Management Options

1. Widen footways by utilising existing carriageway
2. Suspend on-street parking to facilitate other measures
3. Signs at public toilets for queuing, social distancing and automatic sanitising
4. Maximise access and introduce one-way entry and exit points
5. Keep building entrances and footpaths clear
6. Queue marking indicators focussing queues along building frontages where appropriate
7. Stewards to help manage queues and pedestrian flows
8. Use existing street furniture for signage to avoid impacting on pedestrian flows

Figure 4. Potential adaptations and interventions on a typical High Street

Short Term Modal Filters

Types of modal Filter	High Streets and Shopping Areas	Adjacent to Transport Hubs	Residential Streets	Adjacent to Schools	Heritage Areas	Green Space Parks and Playgrounds	Car Parks	Footpaths and off Road Cycle Routes
Short Term Modal Filters								
Temporary separation features and bollards	●	●	●	●	●		●	●
Lightweight / moveable planters	●	●	●	●	●	●	●	
Temporary cycle racks	●	●	●	●	●	●	●	
Free standing seating (if placed safely)	●	●	●		●	●		
Wheeled bins	●					●		
Temporary Signage	●	●	●	●	●	●	●	●
Temporary road markings	●	●	●	●			●	
Temporary surfaces	●		●	●				
Re-purpose existing street furniture	●		●	●	●	●		

● The table suggests types of modal filters that can be considered in different environments. Features should be appropriate to local context

Medium Term Modal Filters

Types of modal Filter	High Streets and Shopping Areas	Adjacent to Transport Hubs	Residential Streets	Adjacent to Schools	Heritage Areas	Green Space Parks and Playgrounds	Car Parks	Footpaths and off Road Cycle Routes
Medium Term Modal Filters								
Surface fixed bollards	●	●	●	●	●	●	●	●
Collapsible bollards	●	●	●	●	●	●		●
Surface fixed cycle racks	●	●	●	●	●	●	●	●
Movable planters	●	●	●	●	●	●	●	
Free standing or surfaced fixed seating (if placed safely)	●	●		●	●	●		
Better quality temporary signage	●	●	●	●	●	●	●	●
Temporary bins	●	●			●	●	●	●

● **The table suggests types of modal filters that can be considered in different environments. Features should be appropriate to local context**

Long Term Modal Filters

Types of modal Filter	High Streets and Shopping Areas	Adjacent to Transport Hubs	Residential Streets	Adjacent to Schools	Heritage Areas	Green Space Parks and Playgrounds	Car Parks	Footpaths and off Road Cycle Routes
Long Term Modal Filters								
Telescopic or collapsible bollards	●	●	●	●	●	●	●	
Fixed bollards	●	●	●	●	●	●	●	●
Fixed cycle racks	●	●	●	●	●	●	●	●
Large Planters / streets trees / planting bays	●	●		●	●	●		
Fixed seating (if placed safely)	●	●	●	●	●	●		●
Lighting	●	●	●	●	●	●		●
Fixed bins	●	●	●	●	●	●	●	●
Permanent Signage	●	●	●	●	●	●	●	●
Public art	●		●	●	●	●		●
Painted road markings or coloured surfacing	●	●	●	●		●		●

● The table suggests types of modal filters that can be considered in different environments. Features should be appropriate to local context

Short Term Modal Filters

Temporary separation Features

Figure 5. Glasgow, May 2020

Lightweight Movable Planters

Figure 6. Road closed to motor traffic Tower hamlets

Figure 7. Planters used to define pedestrian space, Seattle

Temporary Street furniture

Consider temporary repurposing of existing Street furniture

Figure 8. Edinburgh Bench

Temporary Surfaces to create pedestrian areas

Temporary surfaces can be used to indicate a new pedestrian zone

Figure 9. Regent St, London

Medium Term Modal Filters

Collapsible bollards allowing access for emergency vehicles

Figure 10. Emergency vehicle access Walthamstow

Figure 11. Collapsible Bollard Walthamstow

Large Planters

Figure 14. Large planters used to visually reinforce a bus gate , Walthamstow

Using Painted Surfaces to Convey Pedestrian and Cycle Priority Zones

Figure 12. Paint used to indicate a pedestrian zone, Leeds

Figure 13. Broomielaw, Glasgow

Movable and Surface Fixed Street Furniture

Figure 15. Surface guard barriers are being used as modal filters when Manchester's Deansgate

Long Term Modal Filters

Fixed and Telescopic Bollards

Figure 16. Root fixed bollards and footway build-out, Salford

Figure 17. Example of Telescopic Bollard that can be retracted to allow vehicle access

Street Trees and Planting Bays

Figure 20. New Street trees and rain gardens can provide traffic management while other providing benefits like SuDS, Grangetown

Extended footways or Surfacing

Figure 18. Coloured surfaces to separate pedestrian and cycle zones

Figure 19. Footway extended across the carriageway, Walpole Rd Walthamstow

Permanent Street Furniture as a permeable barrier

Figure 21. Benches and cycle racks used as separation features in Sauchiehall St Glasgow

High Streets and Urban Centres - Parklets

As cafes, bars and restaurants start to reopen or provide a takeaway services there may be **a need for outdoor seating to enable physical distancing.**

A **'parklet** is a small temporary or permanent **seating area adjacent to a footway created within suspended parking areas.**

'Parklets' may be familiar in some tourist or busy urban areas where they have been previously used.

Note: *It is anticipated that parklets will primarily be provided on pedestrianised streets or streets temporarily closed to vehicular traffic.*

Key Considerations

- The physical infrastructure of a parklet should be **safely positioned** to avoid potential conflicts with motor traffic.
- **On narrow streets** it may be necessary to consider reducing traffic to one way (single lane) or closing the road to motor traffic to create sufficient safe space.
- **Consider providing extra bins** with outdoor seating where there may be high numbers of takeaway containers.

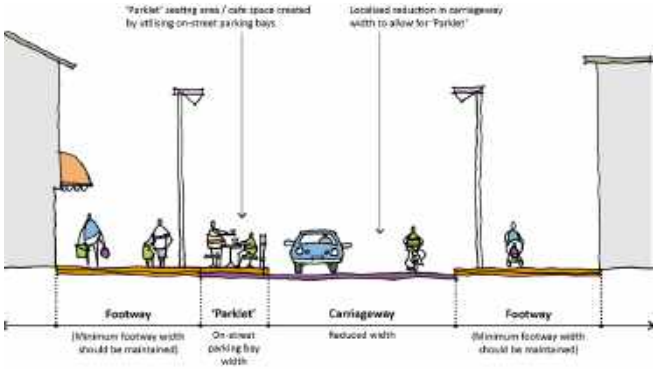


Figure 25. Sketch to illustrate typical arrangement of a 'Parklet'

Figure 22. Parklet – temporary seating within the parking zone, George St Edinburgh

Figure 23. Outdoor seating to maintain physical distance, Amsterdam

Figure 24. Parklet , temporary seating and cycle parking, Hackney London

Residential Areas

The practical solutions and considerations listed under high streets, urban centers and heritage areas can be applied at a smaller scale to create:

- **Space around schools and public facilities** to allow safe distancing, socialising and queuing.
- **Safe active travel routes** to school or work
- **Local play streets or home zones**

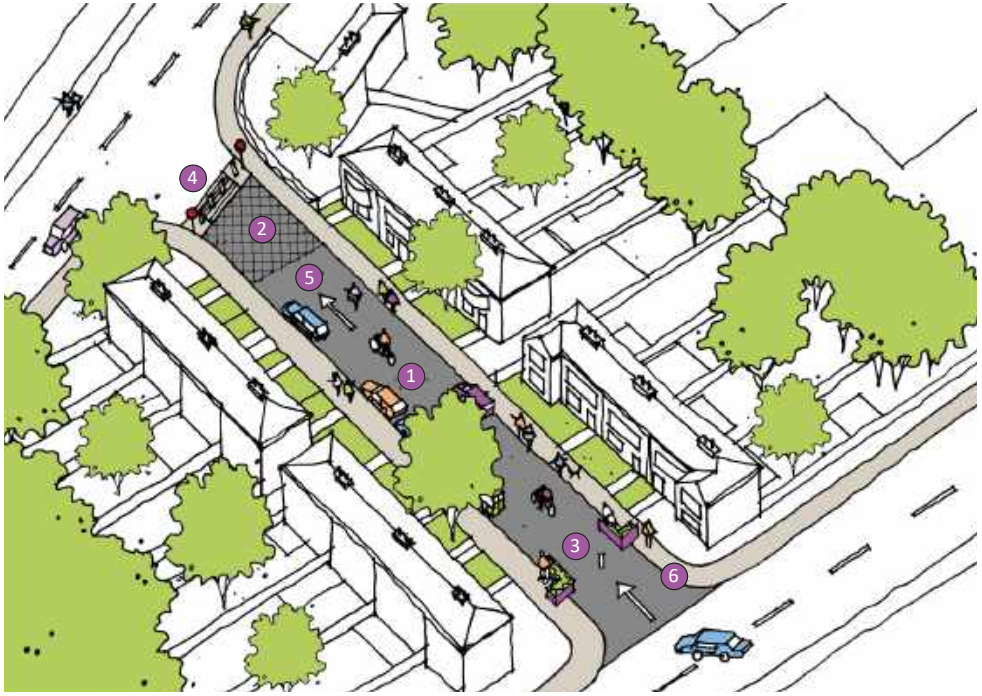
Figure 26. Example of creating a safe route to school, Car free streets, Milan

Figure 27. Creating a play street by limiting traffic can create safe spaces to play close to home.

For additional information please refer to:

Edinburgh Street Design Guidance Part C – Detailed Design Manual Street Layout, Street Furniture, Promoting Pedestrian Movement, Signage, Street as Place and Minimising Street Clutter

Modal Filters in Residential Areas



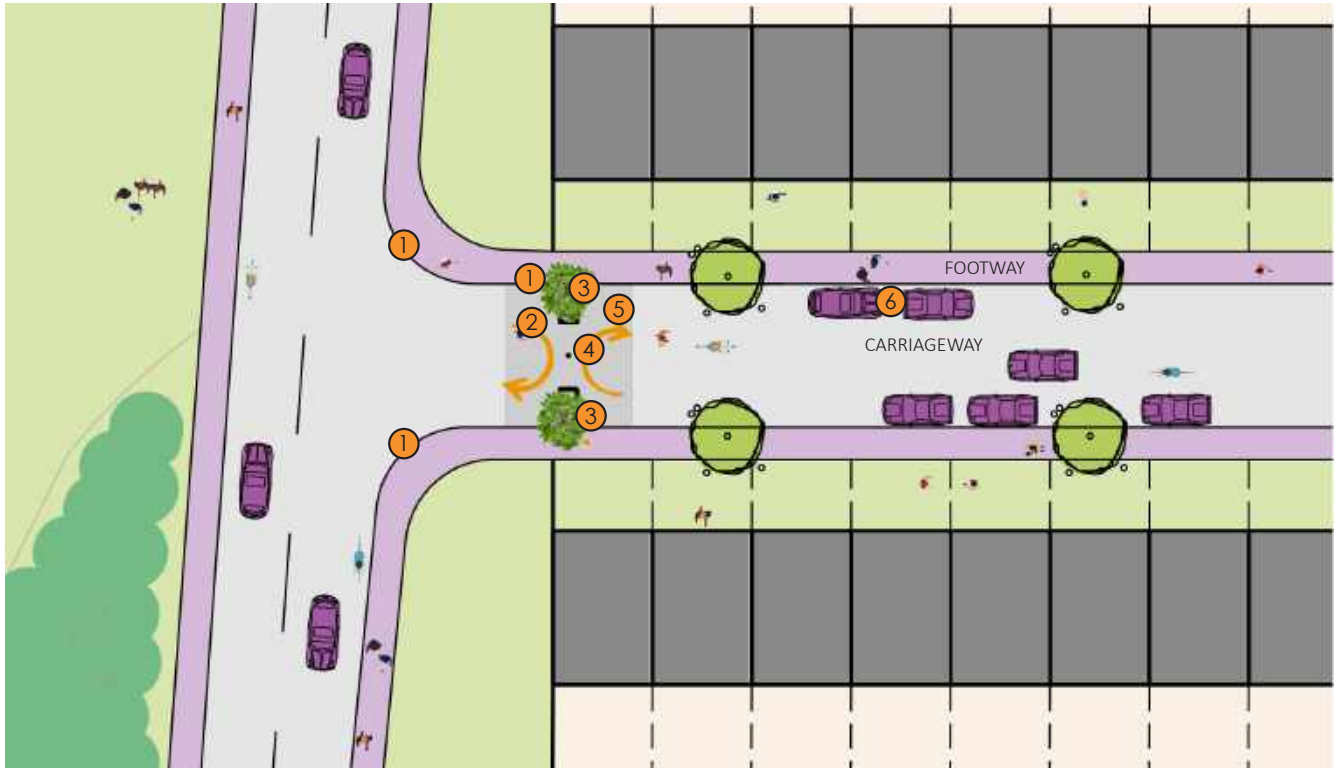
1. Close off residential streets to through vehicular traffic to prioritise pedestrian and cyclist movements and facilitate play close to home
2. Suspend parking to create a turning area for cars with road markings
3. Addition of playful street furniture/seating/linear planters to provide a modal filter to block through traffic
4. Provide removable bollards to allow access for emergency and servcice vehicles
5. Car parking controlled and restricted to residents only
6. Provide appropriate signage to warn vehicles of road closure and stop vehicles turning into the street

Figure 28. Potential options associated with introducing modal filters in residential areas

Example traffic management layouts

- **Entries** to temporary pedestrian / cyclist priority zones should be located **where vehicles turn safely** or take an alternate route.
- Use modal features to **clearly signal to drivers a road/ lane closure or change in priority** to shared use.
- Consider maintaining **one way** vehicle access or **closing a road to through traffic** to create **quieter routes.**
- **Access for emergency services** should be maintained to closed streets by using movable modal features or collapsible bollards.
- Parklets or modal features should be **safely positioned avoiding potential conflicts** with motor traffic.

Typical plan - Temporary road closure at 'T' Junction to through traffic with collapsible bollard for emergency access



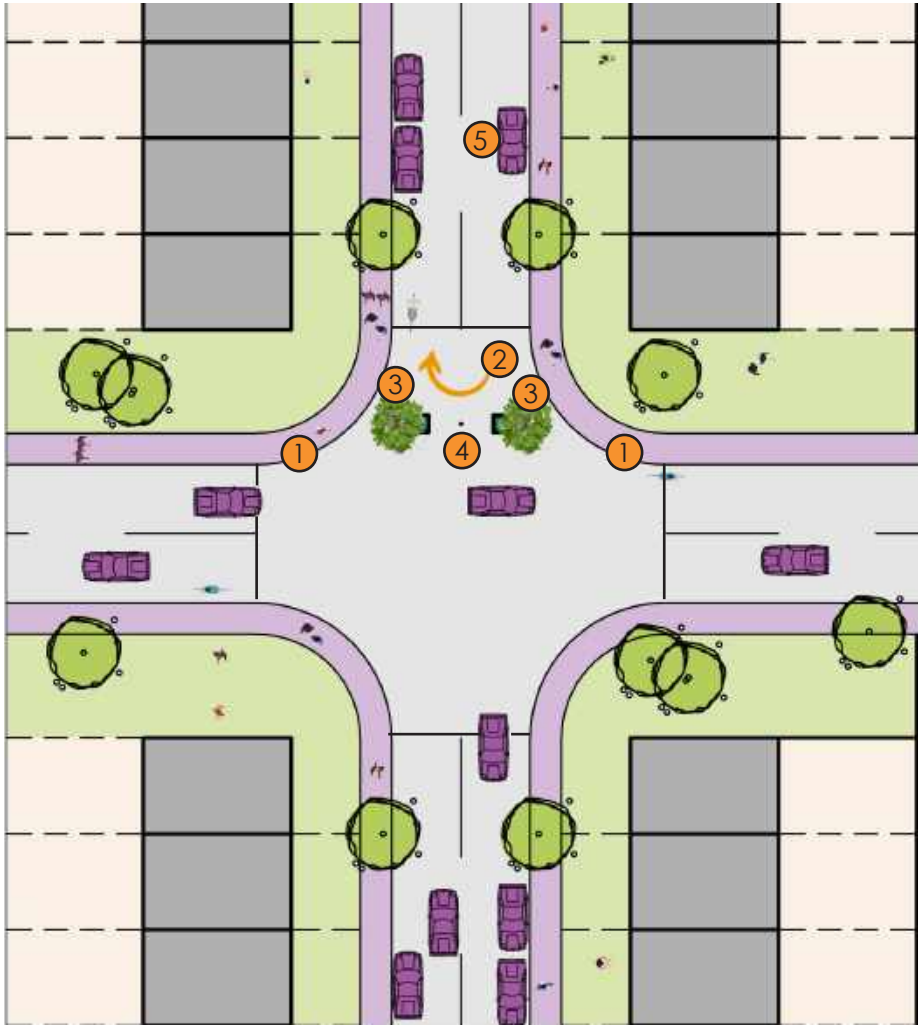
1. Provide appropriate signage to warn vehicles of road closure and stop vehicles turning into the street.
2. No parking should be permitted in this area to allow required turning circles for vehicles. (Note - this area should be lined for no parking.)
3. Planters provided as modal filer to block through traffic.
4. Drop bollard provided to centre of carriageway to allow for emergency access. Minimum width between planters to be 3700mm to allow fire engine access.
5. No parking to allow turning circle for vehicles.
6. Car parking controlled and restricted to residents only.

Figure 29. Temporary road closure using modal filter at a residential T junction scenario

Traffic Management Options

Sub topic

Typical plan - temporary road closure at crossroads to through traffic with collapsible bollard for emergency access



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4. Drop bollard provided to centre of carriageway to allow for emergency access. Minimum width between planters to be 3700mm to allow fire engine access.
5. Car parking controlled and restricted to residents only.

Mobility impairment and road safety considerations

- Where paint is used to mark out or differentiate pedestrian and cyclist priority areas, **avoid marking out informal crossing points** as these may not be recognised by drivers.
- **Clearly marked ramps** should be provided where levels change
- Pedestrian surfaces including temporary areas should be even to walk on **avoiding trip hazards and rough ground.**
- **The placement of planters should be** considered in the overall context of the scheme and **be visible at night**. This may mean only placing planters in well-lit areas and in low speed environments to reduce the risk of vehicles colliding with them.
- **Spaces shared by pedestrians and cyclists** can create conflict for visually impaired pedestrians, so users need to be considered holistically in terms of how the space will be used.
- There should be **sufficient space left between modal features** to allow cyclists, wheelchairs and buggies to pass easily.
- All modal filter features should be **physically stable** and fit for intended purpose.
- Modal filter features **should not create obstacles or trip hazards** for mobility impaired users and should have **tonal contrast** so they are easily visable.
- Consider adding **a contrasting stripe to light coloured street furniture** (such as natural wood planters) to make them more visible to visually impaired pedestrians.

Road closure with Pedestrian and Cycle Access

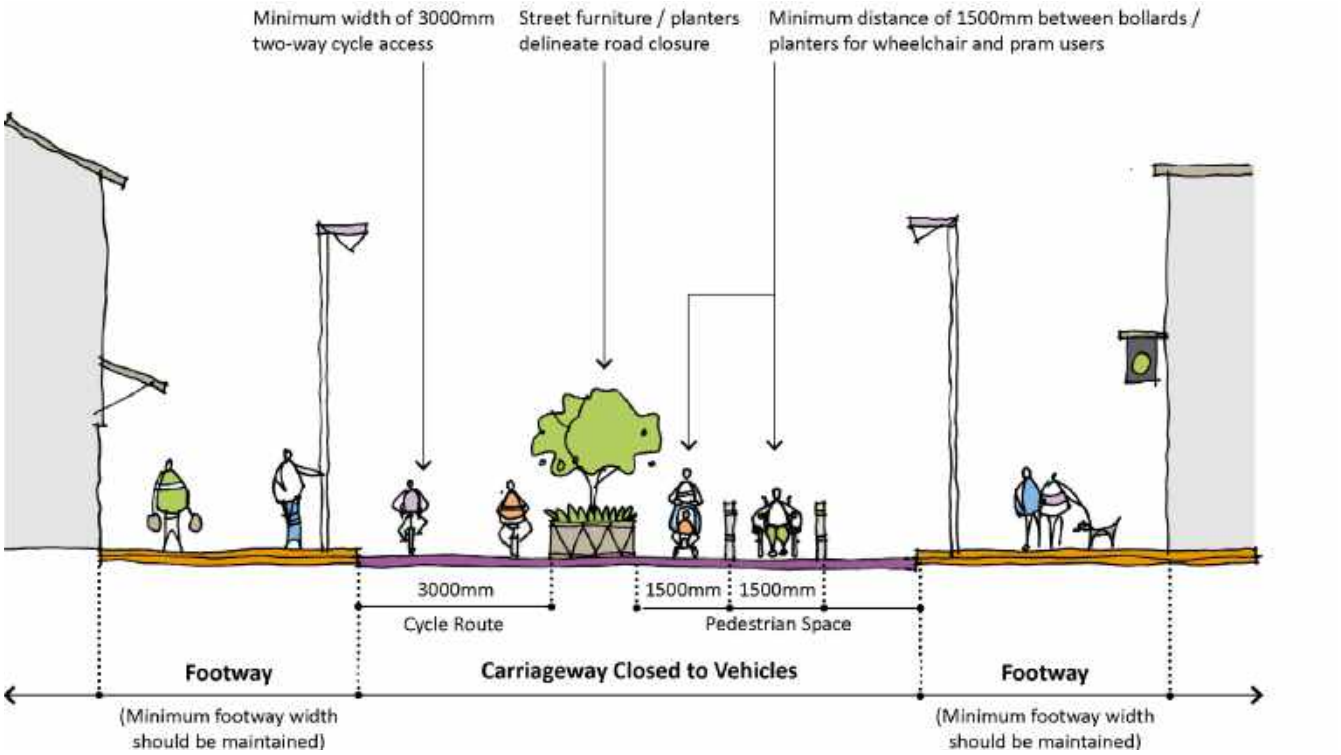

Figure 30. Potential option to close carriageway to vehicles and increase pedestrian and cycle space

Mobility impairment and road safety considerations

Figure 31. Example of Bollards with reflective strip

Figure 32. These dark coloured bollards contrast visually surroundings so are easily visible, Walpole Road Walthamstow

Figure 33. Example of planter with contrasting stripe, Manchester

Figure 34. Example of reflective strip on cycle stand

Figure 35. Temporary traffic management features

Figure 36. Example of contrasting stripe on light coloured timber bollard

3.2 GUARD RAILS

The case for removing pedestrian guard rail

Pedestrian guardrails can be **obstacles preventing footway users from appropriate physical distancing**. A study into the safety benefits of removing guard railing (in a permanent context) can be found here:

http://foi.tfl.gov.uk/FOI-2274-1718/Pedestrian%20railings%20removal%20collisions%20analysis%20(no%20stats19).pdf

Process

The removal of guardrails should be informed by a **Pedestrian Guard Rail Assessment** at each location.

Planned local schemes to minimise and remove unnecessary railings in line with Scottish Government Guidance (Designing Streets) could be brought forward.

Figure 37. Heritage guard rail

Key Considerations for removing pedestrian guard rails

- At **pedestrian crossings** to avoid pinch points and bottlenecks where physical distancing is not possible.
- Long stretches of guard rail **on narrow footways** where the guardrail prevents moving onto the road to maintain physical distance or where having stepped onto the road prevents a pedestrian moving freely back onto the footway.
- **Junctions** where guardrails channel pedestrians towards narrow crossing points or enclose them in narrow footways creating potential pinch points

Mobility impairment considerations

- **Changes to crossing points** should consider the security and needs of mobility impaired and elderly users

Temporary Guard Rails

Process

Short Term - Temporary guard rails should be limited to areas where a clear and specific need has been identified that cannot be fulfilled by other means.

Medium and Long Term - Provision of guard railing should be subject to a **Pedestrian Guard Rail Assessment.**

In **heritage areas** avoid using brightly coloured temporary guard railings. Medium and long term installation of guard railing should also be subject to planning regulation and should not detract from the valued physical qualities of place.

Assessment Principles - Determining Need

- Establish the type, scale, social and planning context of the street
- Examine the street from the perspective of the user groups
- Look at specific issues in relation to road safety
- Establish where people want to cross the road if no guard railing is present
- Using all the information above confirm problem locations
- Look at what alternate measures could reduce road danger

Temporary pedestrian guard rail assessment

A Pedestrian Guard Rail Assessment demonstrates a clear audit trail of the decisions taken and their justification. All assessments should be made with the professional judgment of experienced staff.

Mobility impairment considerations

- Sufficient footway space should be provided for the safe movement of mobility impaired pedestrians.
- Avoid creating obstacles or pinch points.
- Temporary guardrails should be stable and visible at night

Figure 38. Typical temporary guard railing

3.3 TRANSPORT HUBS

The Scottish Government has produced the Transport Scotland Transition Plan which sets out a phased approach to resuming services with guidance for travellers, decision makers and transport operators.

Key Considerations

- Urban transport hubs such as train and bus stations have high footfalls and interchange with other types of transport like trams, taxis, cycling and private cars. T**his may mean multiple queues and potential pinch points where physical distancing may be difficult**.
- To allow for social distancing the Scottish Government estimates a public transport passenger capacity reduction of 10% - 25%. **Therefore, space should be provided next to stops and ticket offices to accommodate longer queuing and waiting times .**
- **Consider developing a zonal plan of the area around key transport hubs to identify destinations, desire lines and address potential conflicts or issues.**

Local Authorities and Transport Service Providers

- **Measures for pedestrian and traffic management** including transport interchanges should be developed in consultation between local authorities and transport operators.
- **Changes to road layouts and access arrangements** around transport hubs should also consider queue zones and access needs for adjacent businesses and stakeholders.
- **Solutions should be site specific** taking account of the local context and volumes of local passengers, pedestrians and traffic.
- **Transport Scotland** provides specific Guidance for Transport Operators on Covid-19 measures and practices that are the responsibility of service providers.

Potential Measures

- **Clearly marked routes and pick up zones** for private cars and taxis.
- **Clearly marked movement routes for cyclists and pedestrians,** avoiding conflict with waiting and queueing zones
- In the area adjacent to a transport hub consider introducing one-way traffic circulation (for example by closing a lane of traffic) to create space for physical distancing requirements.
- **Consider bus gates on roads (or lanes) approaching the transport hub** to prioritise the movement and integration of public transport.

Note: *Changes to vehicle access, road layout and traffic management should be clearly visible and well sign posted to drivers.*

Additional Measures at Train Stations

- Consider **enlarging the external station forecourt** to provide space for physical distancing and queues.
- Consider **additional cycle parking** to support active travel in line with Transport Scotland recommendations.

Additional Measures at Bus Stations

- Consider a **reduced number of bus stands and/or temporary relocation of stops** if appropriate to create sufficient space for queue management and safe movement of people.

Figure 39. Example of temporary cycle parking

Figure 40. Example of bus gate, Aberdeen

Passenger and Pedestrian Management options

Potential Measures

- **Signs, posters and maps** indicating safe physical distancing and circulation routes
- **One way exit and entry routes** to ticket offices and facilities. Maximise the space provided for entry and exit.
- **Extra space for safe queueing zones** outside the main station or ticket office building
- **Safe waiting and queueing zones** for bus, tram, and taxi stands.
- In busy locations **marshals,** could be provided (by operators) to manage the number of people entering a building, maintain distancing and manage queues
- Consider providing a facility for transport operators to put up **advisory passenger notices** on personal safety and behaviours based on current guidance.

Figure 41. Example of queue management with distance markers, Rail station, Paris

Figure 42. Example of route marking and clear separation of movement and queuing zones, Edinburgh Airport.

Considerations for Mobility Impaired and Other Vulnerable Groups

Considerations for Mobility Impaired and Other Vulnerable Groups

- **Clearly marked ramps** should be provided where levels change such as where pedestrian zones are extended into parking or carriageway areas.
- **Pedestrian surfaces** including temporary areas should be **safe and even to walk on** avoiding trip hazards and rough ground.
- Signage or separation measures **should not create obstacles or hazards** for visually impaired users.
- Entrance/ exit features and modal filters should **provide sufficient space for the safe and easy passage** of wheelchairs and buggies.
- Consider providing **extra seating for elderly, vulnerable and mobility impaired passengers** in waiting areas. The seat should include a back and arm rest.
- **Existing schemes** to provide support for mobility and sight impaired passengers could be adapted to current guidelines and extended to other vulnerable groups.
- **Marshals** (provided by operators) could prioritise disabled or other vulnerable groups in queues.
- Provide **hand washing or sanitiser facilities** at transport hubs along with temporary bins for safe disposal of wipes and masks.
- Consider whether **additional temporary public toilet facilities** might be required and ensure safe access to any existing disabled toilet facilities.

Figure 43. Accessible temporary hand sanitisation points, London

Figure 44. CNIB Awareness Campaign on social distancing – Canadian National Institute for the blind

3.4 PARKS AND OPEN SPACES

Green spaces will typically include parks, recreation grounds, publicly accessible playing fields, public open spaces associated with housing developments, canal towpaths, disused railway routes, off-road routes, esplanades and public burial grounds. Some of these are likely to be enclosed by a variety of boundary treatments with 'pinch points' at entrances. The surrounding streets tend to have limited space. Green spaces will have high levels of use during warmer weather and daytime hours. Those in urban centres typically have high levels of footfall and greater likelihood of congestion at entrance and exit points.

Figure 45. Domino Park, Brooklyn, New York

General issues to consider in parks and open spaces

- Increased usage of green space particularly in the warmer weather and **ability to retain physical distance.**
- Some **narrow pathways** within parks but also along other recreational routes including waterways.
- **Restricted entry and exit points** into green spaces.
- **Visitor car parking** for green spaces, loading and maintenance access.
- **Ability to wash hands or hand sanitation.**
- **People with disabilities and other groups** who may have additional needs to be included in movement strategies from the outset.
- Addressing **different needs of multiple user groups** including pedestrians, cyclists, those visiting graves or remembrance gardens, young people, families, older people and those with disabilities.
- Need to accommodate **different users moving in different patterns** across these spaces.
- Green spaces are seeing increased usage but facilities may remain closed – **Access to toilets** is an issue to be considered.

Coronavirus (Covid – 19): Ministerial Statement on Access Rights

This is a summary. For full version please refer to;

https://www.gov.scot/publications/ministerial-statement-on-access-rights-during-covid-19/

Taken from a statement by Scottish Ministers on what exercising rights of access responsibly under the Land Reform (Scotland) Act 2003 means during the COVID-19 emergency.

The rights continue to apply, and exercise remains important for people's physical and mental wellbeing during the current crisis. The idea of **responsibility in exercising access rights** has, however, always been at the core of that policy, as set out in the Scottish Outdoor Access Code.

Any design adaptations to our parks and open spaces in direct response to Covid-19 should ensure that users can still:

- **Maximise use of paths**, open spaces and quiet roads in their local area
- **Maintain distance** from other people
- **Respect** the health and safety of farmers and others working the lands
- **Avoid contact** – minimise the need to touch surfaces

Figure 46. Maintaining physical distancing in arks and open spaces

Parks

Key Issues:

- **Pinch points** at some entrances
- **Narrow footpaths**
- **Toilets and cafes** – queue & management of access
- **Increased usage** in warm weather
- Playgrounds potentially closed yet children need places to play

Potential Options:

- **Widen entrances** and approaches to enclosed parks
- **Widen footpaths** within the park
- Consider **one-way routes**
- **Temporary hand sanitisation points**
- Consider boundary and perimeter fencing
- **Re-organisation of café seating** to permit physical distancing
- Allowing **specific user groups e.g. the elderly to have access to parks at specific times.** This has been done during Covid19 in Dublin.

Figure 47. Olympic Park, London

Figure 48. Inverleith Park, Edinburgh

Figure 49. National Trust Signage

Figure 50. Domino Park, Brooklyn, New York

Figure 51. St Stephens Green, Dublin

Figure 52. Public benches with plexiglass dividers and hand sanitisation stations

Canal Towpaths/Riverside Paths

Key Issues

- **Pinch points at entry points**
- **Narrow paths** in some locations
- **Limited space** to expand footpath widths
- **Increased usage** particularly along populated stretches
- **Potential conflicts** between user groups e.g. cyclists and pedestrians

Potential Options

- Introduce **signage** to remind users to physically distance
- Introduce **priority direction and waiting points** for narrow stretches e.g. tunnels
- **Widen footpaths** and cycling routes if possible
- Consider **one-way routes**
- Consider introducing **'passing places'** where width permits

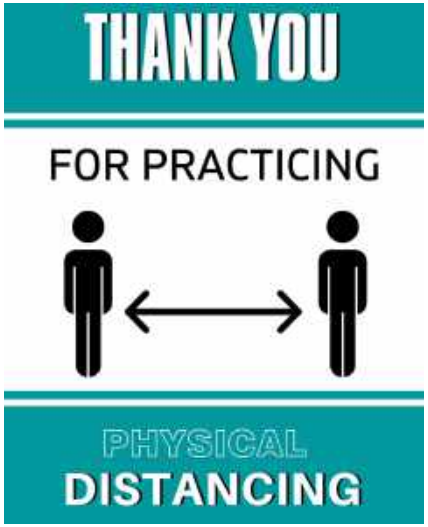

Figure 53. Physical distancing signage

Figure 54. Canal and River Trust Signage

Figure 55. River Leven

Figure 56. Edinburgh Canal

Traffic Management Options

Other recreational routes including disused railway routes and public footpaths

Key Issues

- Some narrow footpaths and cycle routes
- Need to touch surfaces e.g. gates
- Increased usage especially in summer months

Potential Options

- Introduce appropriate **signage** to remind users to physically distance
- **Manage parking numbers** – particularly in popular spots e.g. booking of car parking spaces as used by the National Trust
- **Introduce temporary hand sanitisation points**

Figure 57. Inner Tube cycle route, Edinburgh

Figure 58. Inner Tube Cycle Map

Figure 59. Arthur's Seat, Edinburgh

Figure 60. Glasgow, cycle lane

Figure 61. Inner Tube cycle route, Edinburgh

Figure 62. Inner Tube cycle route, Edinburgh

Figure 63. Joshua Tree California, Covid-19 signage

Figure 64. Outdoor Access Scotland physical distancing signage

Esplanades/Promenades

Key Issues

- **Increased usage** especially in summer months
- **Limited space** with high visitor numbers. There have been instances where it is impossible to maintain a physical distance due to number of people

Potential Options

- Introduce appropriate **signage** to remind users to physically distance
- **Manage parking numbers** – particularly in popular spots e.g.booking of car parking spaces as used by the National Trust
- **Introduce temporary hand sanitisation points**
- Introduce **pop up kiosks and facilities** to distribute people and help ability to physically distance

Figure 65. Portobello Esplanade, Edinburgh

Figure 66. Aberdeen

Figure 67. Gastro safe zone programme - Czech Republic

Figure 68. Southend Promenade

Figure 69. Worthing Seafront

Figure 70. Portobello, Edinburgh

Figure 71. Signage, Worthing Pier

Temporary Kiosks

With increased numbers of people using our parks and open spaces, a potential idea is to introduce more pop up facilities as a medium – long term solution as lockdown restrictions are eased. This would help to distribute people away from key nodes where facilities are located e.g. toilets and allow people to more easily practice physical distancing.

Figure 72. Temporary cafe

Figure 73. Robotic cafe

Figure 74. Solar powered electric bike rental station

Figure 75. Temporary kiosks with physical distancing

Figure 76. Ice cream kiosk

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