

# Transport and Environment Committee

10.00am, Thursday, 17 June 2021

## Potential retention of Spaces for People measures

Executive/routine Wards Council Commitments	Executive All 16, 18
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### 1. Recommendations

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- 1.1 Transport and Environment Committee is asked to:
  - 1.1.1 Note that measures introduced under the Spaces for People programme, using Temporary Traffic Regulation Orders (TTROs), remain in place while the public health advice requires physical distancing measures to manage the spread and impact of COVID-19. TTROs are kept under review in accordance with the legislation and there is ongoing liaison with Transport Scotland about the likely duration of the current measures and guidance;
  - 1.1.2 Note the update in Appendix 1 on the existing schemes;
  - 1.1.3 Note the background to retaining some Spaces for People measures, the feedback received through the Market Research, Consultation and Stakeholder surveys carried out and the officer assessment of the existing schemes;
  - 1.1.4 Note the recommendations for each scheme, based on the categories set out in paragraphs 4.75 – 4.113 and individual schemes (as set out in Appendix 2);
  - 1.1.5 Note that work will be undertaken to minimise those negative impacts on people with limited mobility, and to mitigate other impacts of schemes as appropriate; and

1.1.6 Refer this report to the City of Edinburgh Council meeting on 24 June 2021 for approval of the recommendations on both the categories and individual schemes set out in this report, and commencement of necessary statutory processes for the schemes which are approved for retention.

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## Potential retention of Spaces for People measures

### 2. Executive Summary

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- 2.1 This report sets out the approach taken by the Council to consider the possible retention of Spaces for People (SfP) measures in the longer term to help meet Council priorities as set out in the recently approved Council Business Plan and City Mobility Plan.
- 2.2 The results of the consultation and scheme assessments are set out below and in the report Appendices with recommendations on the retention and removal of measures.

### 3. Background

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- 3.1 On [14 May 2020](#) Policy and Sustainability Committee approved criteria to be used to create temporary walking and cycling infrastructure schemes and the notification process for the introduction of these schemes.
- 3.2 The Scottish Government's SfP programme was introduced in May 2020 to protect Public Health, reduce the likelihood of danger to the public and provide safe options for essential journeys. The City of Edinburgh Council received funding of £5.25m for SfP schemes in the city.
- 3.3 Regular updates on the introduction of schemes and on changes proposed following scheme reviews have been presented to the Transport and Environment Committee. The most recent update was in [April 2021](#).
- 3.4 The current public health guidance in response to Coronavirus (COVID-19) still includes the requirement to maintain physical distancing to prevent the spread of the virus. The measures introduced under Spaces for People (SfP) between April 2020 and May 2021 have been in place under Temporary Traffic Regulation Orders (TTROs). The public health guidance, and associated guidance from Transport Scotland, remains in place. TTROs are required to be kept under review and this will continue while the public health requirements remain in place. This ongoing review will include liaising with Transport Scotland in relation to the likely duration of the guidance and the SfP programme.
- 3.5 Appendix 1 provides an update on the existing schemes and the recommendations from the recent scheme reviews.

- 3.6 On [28 January 2021](#) Transport and Environment Committee noted the intention to review the current measures to determine if it would be beneficial to retain or adapt them to support the Council's wider strategic objectives, as set out in the [report](#).

## 4. Main report

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### Strategic Context

- 4.1 The SfP schemes are temporary measures, introduced specifically to provide more space for walking, wheeling and cycling as a response to the Coronavirus pandemic. In some cases, it is considered that the design and scope of the schemes also has the potential in the longer term to support:
- 4.1.1 The Council [Business Plan](#) priorities on net zero carbon and wellbeing; and
  - 4.1.2 The aims of the [City Mobility Plan](#), the [Active Travel Action Plan 2016](#), and the [Edinburgh City Centre Transformation](#) programme which set out a path for transport in the city that helps tackle climate change, address poverty and inequality and improve safety, health and wellbeing.
- 4.2 A core aspect of the Council's response to the climate emergency is an aim for Edinburgh to achieve net zero carbon emissions by 2030. To achieve this, action to encourage more people to choose active travel and public transport over private car use will be required.
- 4.3 In the recently published [Edinburgh by Numbers](#) survey, 73% of people across Edinburgh are very concerned about the climate emergency, indicating that support for action amongst residents is high.
- 4.4 Within this strategic context, Transport and Environment Committee agreed to assess all of the existing SfP measures to determine whether it would be appropriate to retain or adapt measures beyond the period of the pandemic.
- 4.5 In order to assess the existing measures, there were four key elements of the review carried out:
- 4.5.1 Market Research;
  - 4.5.2 Resident Survey; and
  - 4.5.3 Business and Stakeholder Surveys; and
  - 4.5.4 Officer assessment of measures against the agreed priorities of the Council.

### Approach to Consultation

- 4.6 To capture as wide a range of feedback as possible, the consultation approach included surveys of residents, businesses and stakeholders (on the Council's Consultation Hub website) as well as market research.
- 4.7 To ensure accessibility for a wide range of people, the consultation was made available in a range of formats such as regular print, large print, braille and translation into other languages. A British Sign Language video was also displayed on the project website to further widen access to people with hearing loss.
- 4.8 The consultation and market research questions focused on three key areas:

- 4.8.1 How much people supported or opposed retaining various types of measure, across a five point range from strongly support to strongly oppose;
  - 4.8.2 What people considered to be the main benefits or disadvantages of retaining measures, with equal weight and prominence given to both opposing aspects of potential responses; and
  - 4.8.3 Which measures people would especially like to see retained or removed.
- 4.9 In addition, respondents were also asked what forms of transport they had used on streets with measures in place, and how they had travelled around Edinburgh before and during the COVID-19 pandemic.
  - 4.10 There was criticism during the consultation that some of the schemes included for feedback were not yet fully implemented. In such cases, the survey provided brief information on all of the proposed measures and the measures were also shown on a map linked from the consultation webpage.
  - 4.11 A petition against safety measures was published on [www.change.org](http://www.change.org) and has 16,809 signatories.

## **Results from Market Research and Consultation Hub Surveys**

### **Introduction**

- 4.12 The market research was carried out by independent consultants, SMG and Jump Research, on behalf of the Council in accordance with market research industry standards. 583 responses were received. The purpose of the market research was to complement the consultation responses, which are self-selecting, by securing a statistically representative sample of the views of Edinburgh residents.
- 4.13 Surveys for residents and businesses were launched on the Council's Consultation Hub. Around 17,600 people responded to the survey for residents and 179 businesses responded.
- 4.14 The results of the feedback received are summarised below and provided in more detail in the Appendix 6.

### **Support for/Opposition to Retaining Spaces for People Measures**

- 4.15 Tables 1a to 1c summarise responses to a question about overall levels of support for retaining the various types of measure introduced under the Spaces for People programme.

**Table 1: How much do you support or oppose retaining the following types of measure as a means of achieving longer term Council objectives? (%)**

**1A. Market research results - residents**

	Support or strongly support	'Neither' or 'don't know'	Oppose or strongly oppose
Schools measures	65	19	16
Protected cycle lanes	59	14	27
Shopping streets	59	18	23
City centre	61	16	23
Leisure connections	51	20	29
Quiet connections'	45	26	29

**1B. Consultation Hub responses - Individuals**

	Support or strongly support	'Neither' nor 'don't know'	Oppose or strongly oppose
Schools measures	48	12	40
Protected cycle lanes	38	6	56
Shopping streets	37	9	54
City centre	42	12	46
Leisure connections	35	7	58
Quiet connections'	32	13	55

**1C. Consultation Hub responses - Businesses**

	Support or strongly support	'Neither' or 'don't know'	Oppose or strongly oppose
Schools measures	28	17	55
Protected cycle lanes	22	8	70
Shopping streets	19	9	72
City centre	24	13	63
Leisure connections	18	11	71
Quiet connections'	14	19	67

- 4.16 The key points to note are:
- 4.16.1 The consultation and market research surveys are slightly different in nature. This is because the consultation response only includes people who were motivated to take part in the consultation. This means that the responses provided are unlikely to be statistically representative of the whole population.
  - 4.16.2 Relating to the market research survey, the sample of 600 people gives a +/-4% with a 95% confidence level. In simple terms, this means that if the Council ran same survey again with 600 different Edinburgh residents it is expected that the result of that survey to be within 4% for 19 out of 20 questions.
  - 4.16.3 Both the Consultation Hub results for individuals and the market research results show approximately the same ranking of levels of support:
    - 4.16.3.1 Strongest support for measures at schools, followed by measures in the city centre;
    - 4.16.3.2 Lower levels of support for shopping street measures and protected cycle lanes; and
    - 4.16.3.3 Lowest levels of support for Leisure Connections and Quiet connections, with a significant proportion of market research respondents saying they weren't aware of these measures.
  - 4.16.4 The results from businesses show markedly higher levels of opposition. The highest level of opposition is to measures in shopping streets, reflecting significant concerns from businesses over effects of the measures on their viability.
- 4.17 It is worth noting that in previous cases where consultation and market research has been carried out on the same topic, for example 20mph speed limits, a similar pattern was observed, with much higher levels of opposition in consultation results compared with answers to market research.

#### **Perceived benefits or disadvantages of retaining measures**

- 4.18 The main themes on benefits and disadvantages of potentially retaining SfP measures from individuals (either in the market research or public consultation), mentioned by 33% or more of respondents, are summarised in Table 2.

**Table 2: Themes**

<b>PERCEIVED BENEFITS</b>	<b>Market Research</b>	<b>Consultation</b>
Easier and safer for children and parents to walk or cycle	54%	48%
Improvements for people walking	47%	34%
Improvements for people cycling	37%	38%
More space and better links for walking/cycling/jogging	34%	31%
Making things easier for people using wheelchairs or with mobility issues.	33%	29%

<b>PERCEIVED DISADVANTAGES</b>	<b>Market Research</b>	<b>Consultation</b>
Traffic increases due to diversions caused by road closures	43%	65%
Increased traffic congestion	40%	62%
Harder for residents to park or receive deliveries	38%	56%
Inconvenience to car users from roads closed to traffic	36%	42%
Harder for businesses to receive deliveries	32%	46%
Less car parking in shopping streets	23%	34%
Making things harder for people who use a wheelchair	20%	33%
Fewer people shopping locally	17%	33%

4.19 The results from individual respondents and the market research were very similar with the key perceived benefits to those walking, cycling, jogging or wheeling and the key perceived disadvantages related to traffic increases, especially related to road closures, and difficulties parking and receiving deliveries. Less parking in shopping streets, and fewer people shopping locally, were also seen as disadvantages.

4.20 The results identified that wheelchair users both benefitted from more space, but also saw the measures as making things harder for people who use a wheelchair.

### **Measures for Retention or Removal**

4.21 People and businesses were asked which individual measures they would most like to see retained or removed. In the consultation hub survey, people were also given the option to select either retaining or removing most or all of the measures. The questions were framed slightly differently in the market research, in this case people were given a 'none' option but were asked about individual streets in a way that was not considered practical for the consultation hub survey because of the time



required to complete the survey. In the market research people were also given an 'unsure' option which was not available on the consultation hub.

- 4.22 High level results of the questions about individual streets are summarised below. Around half of consultation respondents felt that no measures should be retained/ most removed. This compares with around 25% of market research respondents. In contrast, around 27% of consultation respondents thought no measures should be removed, compared with around 36% of market research respondents.

**Table 3: Retain or Remove Measures**

<b>RETAIN - measures already in place</b>	<b>Market Research (MR)</b>	<b>Consultation</b>
None	25%	52%
Most or all	n/a	24%
Specific streets chosen	47%	19%
Unsure (MR) No answer (Cons)	28%	5%
<b>REMOVE - measures already in place</b>	<b>MR</b>	<b>Consultation</b>
None	35%	27%
Most or all	n/a	44%
Specific streets chosen	29%	19%
Unsure (MR) No answer (Cons)	36%	9%

<b>RETAIN - new measures</b>	<b>MR</b>	<b>Consultation</b>
None	28%	56%
Most or all	n/a	23%
Specific streets chosen	39%	11%
Unsure (MR) No answer (Cons)	33%	10%
<b>REMOVE - new measures</b>	<b>MR</b>	<b>Consultation</b>
None	37%	28%
Most or all	n/a	47%
Specific streets chosen	26%	13%
Unsure (MR) No answer (Cons)	37%	12%

- 4.23 Support for removal or retention of individual schemes in the market research, public consultation and business consultation can be seen the consultation feedback (Appendix 6). (It should be noted that the answers on retaining or removing individual schemes have been given by a relatively small proportion of those asked.

- 4.24 From the feedback it is clear that:

4.24.1 All school measures had either net support or at worst a neutral response to retention;

- 4.24.2 City centre measures, including Princes Street East End, Victoria Street, George IV Bridge and Waverley Bridge had relatively high levels of support for retention in both market research and public consultation;
- 4.24.3 In both the public and business consultation results, several of the shopping streets measures, including Morningside Road; Bruntsfield; St Johns Road, Corstorphine; and Raeburn Place attracted the highest levels of net support for removal. However, the market research showed modest net support for retention of these measures;
- 4.24.4 Support for retention versus removal of protected cycle lanes on individual streets was varied. For example, Dundee Street and Fountainbridge attracted high levels of support in both market research and public consultation and Duddingston Road saw slightly more respondents favouring retention than removal. However, on some streets, notably Drum Brae North, Lanark Road, and Comiston Road, there was significant net support for removal; and
- 4.24.5 As with protected cycle lanes, there was significant variation in the level of support for measures to facilitate leisure connections. For example, the Braid Road closure attracted the highest level of net support for removal in both the public consultation and market research, though there was also a significant level of support for retention.

### **General Information**

- 4.25 The surveys also gathered information on the age and gender of respondents as well as information on how they travelled before and during the pandemic.
- 4.26 Both the market research and consultation saw almost equal numbers of male and female respondents.
- 4.27 Relatively few respondents to the Consultation Hub were 24 or under (4%), compared with 15% of the Edinburgh population (as estimated from the 2018 People's Survey). 44% of consultation respondents were in the 45-64 age group, compared with 28% of the Edinburgh population. 8% of market research respondents were 24 or under, with 38% in the in the 45-64 age group. Percentages in the 25-44 and 65+ age groups were close to those recorded in the People's Survey.
- 4.28 Results of the market research were weighted by age and sex to deliver results as representative as possible of the Edinburgh population.

### **Travelling Around Edinburgh**

- 4.29 People were asked which means of transport they had used most often before and during the pandemic. A summary of this information shows:
- 4.29.1 Both people who mostly travelled most by car (+10%) and those who cycle (+7%) were more represented in the consultation responses compared to the market research. People who mostly travelled by bus pre-pandemic appear to be under-represented; and

4.29.2 Not surprisingly, walking, cycling and driving all appear to have increased as most commonly used forms of transport during the pandemic, with public transport use falling.

**Table 4: Means of Transport**

Means of transport most often used around Edinburgh BEFORE pandemic	Market Research	Consultation
Bus	40%	22%
Car	28%	38%
Walk	24%	27%
Cycle	3%	10%
Other	4%	3%

4.30 The survey also sought to understand the familiarity that respondents had with the measures introduced. The results show:

4.30.1 A high proportion of respondents to both market research and consultation were familiar with most Spaces for People measures;

4.30.2 Between 80% and 90% of market research respondents said they were familiar with measures on shopping streets, in the city centre, at schools and with new protected cycle lanes;

4.30.3 Even higher percentages of consultation respondents said they were familiar with measures;

4.30.4 For most of the types of measure, a majority of people said they had personally used streets that had the relevant type of measure installed;

4.30.5 People were somewhat less familiar with measures to provide more space for exercise with 79% of market research respondents were familiar with, and 47% had used, a street with this type of measure;

4.30.6 The lowest level of familiarity was with new 'quiet connections', but still 65% of market research respondents said they were familiar with this type of measure and 36% said they had used a street with this type of measure.

### **Response to the Business Survey**

4.31 179 responses were received to the survey for businesses.

4.32 In general, the businesses feedback expressed concern about SfP measures, and their impacts and/or their retention.

4.33 One of issues businesses were most concerned about was the difficulties they had experienced with deliveries because of the removal of space for deliveries and of parking. Businesses described receiving multiple deliveries per day and having to walk significant distances in order for their delivery to be received.

4.34 Businesses also reported that customers to services such as nurseries and dental practices had reported experiences of having difficulty parking, especially those with mobility issues who depended on cars. Equality and safety issues were major

concerns highlighted by business respondents and it was felt that the Council had not taken these issues into consideration.

- 4.35 Concerns about falls in footfall and 'passing trade' were reported, along with a feeling that people are shopping at retail parks more. However, it should be noted that some other survey data suggests that alongside large increases in online shopping, shopping locally has increased during the pandemic ['Return to work research' carried out for the Council by Progressive Partnership in December 2020 showed 40% of people shopping locally more often; 46% about the same; 14% less often].

### **Open feedback**

- 4.36 Individuals and businesses were invited to add comments to their responses, in both the market research and Consultation Hub submissions. This resulted in a nearly 30,000 comments.
- 4.37 The comments made in the market research were relatively evenly balanced between those supporting and opposing retention, whilst those made in response to the public consultation were predominantly critical of the measures/in support of removing them.
- 4.38 For those in support of measures, the comments centred around the greater priority and safety afforded to pedestrians and cyclists and recognising the positive impacts this can have on road safety, congestion, mobility, health and the environment.
- 4.39 The most common themes from those in favour of removing measures were traffic diversion and congestion, road safety, accessibility, visual impact and road maintenance.
- 4.40 There were some concerns over the aesthetics and quality of the measures, particularly in the World Heritage Site, and also that signage could be clearer to give more advanced notice for road users.
- 4.41 Respondents voiced anger that businesses and residents had not been "properly" consulted prior to the measures being implemented and it was felt that the Council had "*used pandemic as excuse to implement a lot of these measures*" with their needs and views have not been taken into account.
- 4.42 There were some who felt that there were no issues to warrant the changes made and/or that measures were a waste of money, suggesting that the Council should focus on other work such as repairing potholes etc.
- 4.43 Some respondents felt that the measures were not widely used and therefore were for the minority, disadvantaging the majority.
- 4.44 A summary analysis of the comments received has been published on the Council's website. More detailed thematic analysis work is still underway at the time of publication of this report. This analysis relates to answers on the overall benefits and disadvantages of potential retention.

4.45 In addition, analysis of comments on individual measures is underway. These comments will be considered in developing the detailed designs for each scheme in advance of making each traffic order.

#### **Fraudulent responses to online survey**

4.46 Committee is asked to note a significant attempt to unduly influence the public consultation was detected, with a single resident creating a bot which automatically submitted more than 18,000 responses to the consultation. All these responses were strongly opposed to the SfP measures. All of these responses were removed from consideration and are not reflected in results reported.

4.47 This has been reported to Police Scotland.

4.48 As part of the Council's investigation of this incident, a small number of multiple responses from the same individuals were also identified and removed from consideration.

4.49 Following the unprecedented scale of this attempt to undermine and skew the results to this consultation and in addition to the current measures which successfully identified and prevented fraudulent responses to the consultation, the Council will be taking the following actions:

4.49.1 Responses to Council consultations will now, by default, assume individuals responding must supply their name and a valid email address. Previously, the default was that consultations would be anonymous. Anonymous consultations may still be used where anonymity of respondents is clearly desirable;

4.49.2 Responses will now require individuals to supply a full postcode by default. Consultations may still waive this requirement where anonymity is clearly desirable;

4.49.3 The Council has requested changes to its consultation system which will automatically flag any similar attempts; and

4.49.4 Security of consultation processes will be considered by the newly established Consultation Advisory Panel, introduced as part of new Consultation Policy, and will be introduced into the training of staff undertaking consultations in future.

4.50 These measures are considered proportionate and will help to prevent any future activity of this kind which aims to undermine genuine local engagement with citizens. There is a risk that some of these measures may discourage a portion of residents responding to future Council consultations. This will be monitored, and Council processes may be reviewed accordingly.

4.51 There was no breach of data security and no additional data security protections are required to implement the measures outlined.

#### **Stakeholder responses**

4.52 The Convener of Transport and Environment Committee hosted briefings with stakeholders to invite feedback. Feedback was also invited through the

Consultation Hub and by email. In total, 20 submissions were made from a variety of groups and organisations.

- 4.53 Stakeholders expressed a wide range of views. Some, including The University of Edinburgh, Living Streets, Spokes and Better Edinburgh for Sustainable Travel, expressed support or strong support for keeping measures in place. Many expressed broad support for measures designed to make streets safer and more attractive and/or more specifically for measures to be made permanent.
- 4.54 The key themes of concern expressed by Stakeholders mostly related to the perceived negative impact the measures may have on those with reduced mobility and sight loss (raised by almost every stakeholder). In summary:
  - 4.54.1 Reduction in parking was seen to have made it more difficult for blue badge holders to park their cars;
  - 4.54.2 Introduction of cycle lanes has raised safety concerns for those dropping off or picking up individuals with reduced mobility;
  - 4.54.3 Installation of bollards has impeded access, making it more difficult for people with disabilities to gain kerbside access;
  - 4.54.4 Where roads have been closed, stakeholders reported that this had caused issues with congestion on other roads and displaced road traffic onto adjacent streets;
  - 4.54.5 A perceived lack of enforcement of measures was mentioned by some stakeholders; and
  - 4.54.6 Some expressed concern at the structure of the consultation, believing that insufficient weight has been given to business opinion.
- 4.55 A small number of stakeholders included comments supporting or opposing the retention of individual projects or about design details. These are highlighted in the summary report of Stakeholder comments. Comments on individual design details will be considered should the relevant projects be retained.
- 4.56 Lothian Buses raised two main concerns:
  - 4.56.1 The impact of the closure of Waverley Bridge on visibility, passenger facilities and additional costs; and
  - 4.56.2 The potential for increased delays to buses at certain locations, in particular where protected cycle lanes have reduced space available for other vehicles on the approach to some junctions, sometime resulting in a reduced queuing capacity.

### **Assessment of Measures**

- 4.57 The criteria agreed by Transport and Environment Committee in January 2021 included:
  - 4.57.1 Does the project encourage walking and/or cycling?
  - 4.57.2 Does the project have beneficial impacts on the street environment?

- 4.57.3 What are the project's likely impacts on public transport?
- 4.57.4 What are the project's likely impacts on traffic disturbance of communities?
- 4.57.5 What are the project's likely impacts on residents of streets that are the subject of measures?
- 4.57.6 What are the project's likely impacts on businesses?
- 4.57.7 What are the project's likely impacts on disabled street users?
- 4.58 These criteria were developed in more detail for the purposes of carrying out the scheme assessments.
- 4.59 Appendix 2 shows the scheme assessments against each criterion, noting key market research and consultation feedback on individual schemes.
- 4.60 Each criterion has been colour-coded, based on an assessment of its positive, neutral or negative impact, together with an indication of the significance of the impact.
- 4.61 For each scheme, there is a recommendation and details of the Traffic Order which would be required.
- 4.62 The following other factors were taken into consideration in formulating recommendations:
  - 4.62.1 Potential interaction between projects introduced under SfP and other planned projects. For example, SfP has introduced measures with similar effects to projects previously proposed/planned on Victoria Street and Cockburn Street under Edinburgh City Centre Transformation (ECCT), and to a local one-way/ cycle contraflow project for Braidburn Terrace;
  - 4.62.2 Street clutter and pedestrian barrier removal, while an action undertaken by SfP, was not considered as an additional pedestrian benefit during scoring as are no plans to reinstate this street furniture (removal is fully consistent with the Council's [street design guidance](#)); and
  - 4.62.3 Retention of limited parts of schemes that are otherwise being removed, for example, sections of widened footway on local shopping streets where footways are particularly narrow.
- 4.63 There are some schemes which are proposed for retention, or in the case of the Musselburgh to Portobello connection and measures in Orchard Brae for installation, which have been identified as potentially having significant negative impacts for disabled street users. These are typically related to ability to park and/or to drop off a passenger who has a disability. Further consideration will be given as to ways in which designs can be amended to ameliorate these impacts as projects are taken forward.

### **Taking Projects Forward – Legal Process**

- 4.64 The Road Traffic Regulation Act 1984 provides that the roads authority can make temporary orders (TTROs) to introduce restrictions or prohibitions on a road if the roads authority is satisfied that there is a likelihood of danger to the public. The SfP

TTROs were made on the basis that the incidence and transmission of COVID-19 presented a likelihood of danger to the public; this was in line with the Transport Scotland guidance; *Coronavirus (COVID-19) Guidance on Temporary Traffic Regulation Orders and Notices (April 2020)*.

- 4.65 A small number of notifications of legal challenge have been received since the introduction of SfP measures in 2020. However, none of these notifications or other correspondence have resulted in formal legal challenges or proceedings being raised against the Council.
- 4.66 For most of the schemes where retention is recommended, it is proposed to do so on an experimental basis for a limited time initially, aligned to economic recovery, and in order to monitor how the city's transport network is used, to ensure that there is protection for active travel modes and to monitor any impact on public transport.

### **Experimental Traffic Regulation Orders (ETROs)**

- 4.67 The Road Traffic Regulation Act 1984 provides that the roads authority may make an order for the purpose of carrying out an experimental scheme of traffic control. This is an Experimental Traffic Regulation Order, or an ETRO. ETROs can continue in force for up to 18 months.
- 4.68 The process to be taken for ETROs is proposed as follows:
- 4.68.1 Drafting the required orders, following development of detailed designs for each scheme. In doing so, officers will consider the feedback on individual schemes received during the consultation and will incorporate suggestions into the detailed design where possible;
  - 4.68.2 Advertising of ETROs in accordance with legislative requirements
  - 4.68.3 Consideration of objections in accordance with legislative requirements and in line with Council Scheme of Delegation which requires a report to Committee where more than six material objections received from the public; and
  - 4.68.4 If approved for implementation, the ETROs will be monitored once installed (monitoring proposals will be reported to Committee prior to implementation).
- 4.69 The monitoring information and feedback received following implementation will be reported to Committee with recommendations on next steps. Depending on the outcome of monitoring, it may be that permanent TROs will be brought forward in the future. This will be done to ensure that there is sufficient time to make the appropriate arrangements for TROs before the ETROs expire.

### ***Alterations to projects during ETRO period***

- 4.70 The ETROs will be drafted with the objective of allowing further changes to measures during the experimental period, maximising the potential to continue to 'learn by doing'. Orders will always allow for restrictions to be relaxed, for example, for the length of a street subject to parking restrictions to be reduced. But the aim



will be to also allow other changes that might reasonably be part of an experiment, for example:

4.70.1 Enabling one-way restrictions to operate in either direction (with appropriate signing); or

4.70.2 Changing the effect of a restriction (to make it less restrictive).

4.71 Committee is asked to note that it is not possible to add new measures or increase restrictions under ETROs from those initially advertised. For example, the length of a street that is subject to parking or loading restrictions can't be increased.

### **Traffic Regulation Orders**

4.72 For schemes which, following monitoring, are proposed for retention on a permanent basis, a report on permanent TROs will need to be brought forward at the same time as the six month review of the ETRO to allow time for this to be considered, the appropriate Orders advertised and any objections dealt with, before the time limitation on the ETRO is reached.

### **Consultees for Traffic Orders**

4.73 The statutory consultees for Traffic Orders include Police Scotland, The Scottish Ambulance Service, The Fire Service, The Freight Transport Association, The Road Haulage Association.

4.74 In addition, the legislation indicates that the Council should consult other organisations (if any) representing persons likely to be affected by any provision in the order as the authority thinks appropriate. The Council would generally include Spokes, Living Streets, Community Councils, groups representing residents, groups representing the disabled and groups representing businesses.

### **Officer Recommendations on Schemes**

4.75 As referenced in the background, the current public health guidance in respect of COVID-19 indicates that measures are still required to maintain physical distancing. It is therefore expected that all schemes will remain in place (subject to regular review) under the existing TTRO arrangements. This will be kept under review as the Scottish Government guidance is updated.

4.76 The recommendations in Appendix 2 are for the retention or removal of measures post-pandemic. For those schemes recommended for retention, reference to the Traffic Order most appropriate has been included.

4.77 As stated above, the assessment took into account the feedback received from residents (through the consultation survey and market research) and feedback from businesses and stakeholders.

4.78 Under each theme of the SfP programme, the recommendations can be broadly summarised as follows:

### **Schools**

4.79 The schemes which have been implemented around many of the schools in the city have largely been well received and considered effective.

- 4.80 As with the other schemes which are proposed to be developed into an ETRO, it would seem prudent to retain those schemes that have the support of school communities when public health guidance changes.
- 4.81 This will allow the operation of these schemes to be monitored (particularly in light of potential changes in travel patterns as some parents may return to their normal working environment and be more likely to drop off children in private vehicles), prior to making a decision on whether they should become permanent. Prior to the advertisement of an ETRO, officers will engage with school management teams and will amend or remove any scheme designs where there is not the support of the school.
- 4.82 With the above in mind, it is proposed to re-prioritise the School Travel Plan review and work with schools which have had part time vehicle prohibitions under SfP, with a view to developing measures tailored to the individual schools and which have support from the school concerned and the parents.
- 4.83 It is envisaged that the review process will be completed for the relevant schools by the end of 2021.
- 4.84 The current measures are generally in place around the school gates, rather than across a wider area surrounding individual schools. It is considered that, in many cases, it is likely that experimental measures could be more extensive and would require dedicated signage to indicate the restrictions in place. Therefore, officers will progress discussions with individual schools in term 1 of school year 2021/22.
- 4.85 Consideration will be given to necessary legal orders to retain or introduce new measures in line with School Travel Plan proposals. Based on liaison with schools over the past year, it is considered likely that measures at most schools will be either retained or extended.
- 4.86 A number of waiting and loading restrictions have been introduced near schools under SfP, in most cases protecting crossing points etc. It is considered that these would be fully justified to be retained on a permanent basis (this does not include lines introduced purely to protect temporary planters). Therefore, it is proposed to bring forward full TROs (not ETROs) to make these waiting and loading restrictions permanent.
- 4.87 At some schools, localised footway widenings have been introduced in response to COVID-19. These have generally been specifically to facilitate physical distancing and may not be necessary when public health advise changes. In most cases it is proposed to remove these pending the review of School Travel Plans, however some may be retained.
- 4.88 Four new temporary access paths have been laid at Kirkliston, Liberton, Gylemuir and St Mark's Roman Catholic Primary schools. It is proposed to replace these with permanent materials.

### **City Centre**

- 4.89 The following recommendations are made for city centre projects:

- 4.89.1 Street pedestrianisations introduced under SfP for Victoria Street and Cockburn Street are consistent with ECCT and are providing additional space for business trading. It is therefore proposed to keep these interventions in place on an experimental basis;
- 4.89.2 ECCT also included pedestrian priority on Waverley Bridge. It is therefore proposed that this should be sustained on an experimental basis but that urgent work should take place with operators and other stakeholders to identify possible alternative locations for tour bus and airport services.
- 4.89.3 The pedestrian and cycle infrastructure on Forrest Road, George IV Bridge and the Mound has provided effective extra space for road users and the measures were supported for retention. However, there are ongoing issues with business servicing on George IV Bridge and the measures on George IV Bridge and Forrest Road are very different from the Council's permanent proposals for these streets as part of the Meadows to George Street active travel project. On this basis it is proposed to remove the SfP measures on George IV Bridge and Forrest Road when the public health guidance permits, whilst retaining the uphill segregated cycle lane on The Mound (with replacement infrastructure); and
- 4.89.4 The temporary footway widening/ bus stop infrastructure at the east end of Princes Street is not considered suitable for the post-pandemic situation and should be removed when the public health guidance permits.

### ***Shopping streets***

- 4.90 The temporary infrastructure, introduced through SfP, in shopping streets has allowed, and is continuing to allow, people to maintain physical distancing while visiting local shops.
- 4.91 The City Mobility Plan sets out an approach to improving the quality of space in our town centres. Such improvements are integral to the concept of creating 20 minute neighbourhoods. Furthermore, the Edinburgh Street Design Guidance provides a practical handbook for transforming our town centres into better places, providing a greatly improved environment for both walking and cycling.
- 4.92 The assessment of the SfP measures concluded that, despite achieving some benefits for pedestrians, most of the temporary infrastructure should be removed. This is for the following principal reasons:
  - 4.92.1 There is limited ongoing benefit to the street environment, with the temporary infrastructure having a degree of negative impact;
  - 4.92.2 There are neutral or sometime negative impacts on public transport; and
  - 4.92.3 There have been some negative impacts on parking and servicing for both businesses and residents.
- 4.93 It is, however, proposed to give consideration to retaining some small lengths of footway widening, in particular where these provide extra pedestrian space in

locations where the existing pavement does not provide adequate space for people to walk e.g. for example immediately north of 'The Merlin' on the west footway of Morningside Road and on Broughton Street at Barony Street. It is also proposed to give consideration the materials used on Broughton Street roundabout to reflect the town centre location.

- 4.94 It is proposed to retain the measures introduced on Queensferry High Street under an ETRO. The one-way (except cycles) scheme has benefitted both pedestrians and people cycling, reduced traffic volumes, and had only small impacts on parking and servicing. The measures are also similar to those envisaged under a permanent project that is currently being designed and therefore an ETRO will allow lessons to be learnt to inform a future scheme.

### ***Protected cycle lanes***

- 4.95 Protected cycle lanes have been introduced during the pandemic to provide an alternative to sometimes very crowded off-road cycling and walking paths where physical distancing was challenging, particularly in light of the increase in people cycling or walking, who may otherwise have been travelling by car or bus.
- 4.96 Protected cycle lanes have an important role to play in encouraging more people to cycle. This has been evidenced by surveys conducted for the 'Bike Life' reports produced for Edinburgh in recent years (in 2015, 91% of residents who didn't cycle (but would like to) named segregated cycle lanes as the most important intervention that would help them to start; in 2017, 65% of people said they would find protected roadside cycle lanes very useful to help them cycle more, whilst 80% of residents supported building more protected roadside cycle lanes, even when this could mean less space for other road traffic; and in 2019, 82% of residents thought that more cycle tracks along roads, physically separated from traffic and pedestrians, would be useful to help them cycle more).
- 4.97 An assessment of the protected cycle lanes has been carried out, against the agreed criteria. This has identified a number where there are impacts on disabled street users. Most of these negative impacts are associated with parking restrictions and layout.
- 4.98 It is recommended that the protected cycle lanes are retained using ETROs. However, it is proposed to carefully review schemes during the development of the ETRO to minimise the impacts on disabled street users.
- 4.99 As schemes are reviewed, consideration will be given to the availability of on-street parking within a reasonable distance of properties that do not have access to parking and do not have a driveway.
- 4.100 In addition, concern has been expressed about 'floating' car parking, where parking is located outside a cycle lane. Locating parking in this way can provide a far safer environment for less confident people cycling, including children. But it can lead to interactions between people cycling and people entering and exiting vehicles by their nearside doors. The issue is likely to be more of a concern when people cycling can travel at higher speeds or where visibility is lower and/or more likely to be obstructed.

- 4.101 With this in mind, in taking projects forward careful consideration will be given to 'floating' parking, with a view to achieving the best balance in safety, comfort and convenience for all road users. This may involve:
- 4.101.1 Providing, or increasing the width of, the 'buffer' area between parked cars and the cycle lane;
  - 4.101.2 Measures to encourage/ensure people cycling proceed at modest speed; and
  - 4.101.3 In some circumstances, replacing floating parking with a new layout which places the cycle lane between parked cars and the running carriageway.
- 4.102 The feedback received since SfP schemes were introduced has enabled lessons to be learned, including about what parking and loading restrictions are needed to support this new form of infrastructure in Edinburgh. In taking forward ETROs, these lessons will be applied, in seeking a workable balance between delivering effective protected cycling infrastructure and the needs of residents and businesses on the streets concerned.
- 4.103 It is proposed to retain the protected cycle lanes on Comiston Road and Lanark Road, noting in particular that the measures on these roads have reduced the effective road width and facilitated the introduction of a 30mph speed limit.
- 4.104 On Comiston Road it is also proposed to consider extending the existing bus lane southwards, in liaison with Lothian buses and other bus operators. This is to address the recently reported queuing on the approach to the Greenbank crossroads (there is a northbound bus lane which allows buses to bypass the congestion and therefore the impact on public transport northbound is minimal).
- 4.105 Subject to funding availability, two additional projects, originally envisaged for implementation under SfP but not implemented, are proposed to be taken forward integrated into the programme for retaining SfP measures, as follows:
- 4.105.1 Portobello to Musselburgh link, which was discussed at Transport and Environment Committee in April 2021; and
  - 4.105.2 An uphill segregated cycle lane on Orchard Brae, providing a safe connection between the A90 and Crewe Road South.

### ***Leisure and quiet connections***

- 4.106 It is imperative that routes intended to be used for walking, wheeling or cycling for pleasure provide continuity of a safe, relaxing experience. A single stretch of busy road, or a difficult crossing or junction, can transform an enjoyable experience into an ordeal. This tends to particularly be the case for the most vulnerable people, children, people with disabilities, people in old age, and for those accompanying them.
- 4.107 SfP has delivered a number of new family-friendly connections, initially intended to facilitate safe physically distanced exercise, which join up recreational walking/wheeling/ cycling routes. Some of the connections also function to encourage day to day active travel.

- 4.108 Measures introduced under the Spaces for Exercise programme and now proposed for retention include:
- 4.108.1 Closure of Cammo Walk to motor vehicles, forming a connection from East Craigs, via a crossing of Maybury Road, to the Cammo Estate;
  - 4.108.2 Retaining the connection from Silverknowes Promenade to the North Edinburgh Path Network/ National Cycle Network via Silverknowes Road North, Silverknowes Parkway and Silverknowes Road South. It is proposed to review the designs for the scheme as part of the ETRO process (if approved) to improve access, particularly on Silverknowes Parkway while retaining a marked cycleway; and
  - 4.108.3 Closure of West Shore Road to motor vehicles, removing through traffic from West Shore Road and West Harbour Road and forming a much better cycling connection from Silverknowes Promenade to McKelvie Parade.
- 4.109 It is recommended to introduce the above measures via ETROs, and to retain other measures introduced under Spaces for Exercise with the exception of the closure of Links Gardens to motor vehicles.
- 4.110 It is proposed to remove the closure of Links Gardens during tram construction in the area, but to consider reinstatement, subject to consultation with local people as part of proposals for a Leith Low Traffic Neighbourhood.
- 4.111 Braid Road attracted the highest net level of demand for removal versus retention during the consultation (it is worth noting however that it was the subject of the 8<sup>th</sup> highest demand for retention as well as the 2<sup>nd</sup> highest demand for removal). However, the road has subsequently been reopened to motorised traffic southbound, with new protected cycle lanes provided. This reopening should reduce southbound congestion on Morningside Road, which had increased in association with the closure.
- 4.112 The continued southbound closure of Braid Road facilitates the Meadows to Greenbank cycling Quiet Connection, particularly at the junction of Braid Road and Braidburn Terrace. It also provides much safer and more comfortable conditions for pedestrians and people cycling on Braid Road south of Braidburn Terrace and reduces traffic on Braid Road itself.
- 4.113 With the above in mind it is proposed to retain Braid Road closed to northbound traffic.

### **Risk Assessment**

- 4.114 The Council approved a new Risk Appetite Statement in October 2020. This sets out the risk appetite range which the Council considers acceptable under 12 strategic risk categories.
- 4.115 An officer assessment of the recommendations in this report has been carried out, against the Council's risk appetite statement. Against all of the risk categories, the

recommendations have been assessed as being within the Council's approved risk appetite.

## **5. Next Steps**

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- 5.1 While it is appropriate to do so, based on the public health guidance, the existing SfP measures will be retained (subject to regular review) under TTRO arrangements. Should any future changes be proposed, these will be reported to Committee at the appropriate time.
- 5.2 If the recommendations for retaining the existing SfP measures beyond the Coronavirus (COVID-19) pandemic are approved by Council, development of detailed plans and the necessary legal orders for each scheme will be progressed.
- 5.3 The scheme and order development will take account of the feedback received, particularly in respect of people with limited mobility, and efforts will be made to minimise the impacts of the schemes presented.
- 5.4 Installation or removal of segregation units does not of itself require a legal order—neither does the creation or removal of mandatory cycle lanes. Therefore, segregation units can be removed, installed, or retained, where appropriate and safe, without any legal orders. The impact of the units themselves will be carefully monitored, in particular in relation to any impacts on emergency services and bus service reliability, in close liaison with the relevant services and bus operators. Any removal, relocation or reinstatement of units will be considered on a case by case basis.
- 5.5 Where a Traffic Order is required, these will be advertised and reported and monitored as set out in the report. Proposals for monitoring will be brought to this Committee prior to implementation of ETROs.
- 5.6 As part of the Council's on-going street cleansing programme, arrangements will be made, where possible, to arrange for overhanging vegetation to be addressed.

## **6. Financial impact**

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- 6.1 To date, all SfP measures were 100% funded by Transport Scotland (via Sustrans). This funding was intended to help the response to the COVID-19 pandemic.
- 6.2 On the basis of the scheme assessment recommendations it is estimated that the total cost of the work required to take measures forward over the financial years 2021/22 and 2022/23 will be up to £2.6m, excluding the costs of any new 'school street measures' which will be reported to a future meeting of this Committee.
- 6.3 These costs will be spread across two financial years 2021/22 (£1.5m) and 2022/23 (£1.1m) and include provision for removing measures should this be required.
- 6.4 Funding for the expected 2021/22 costs is available through Transport Scotland/Sustrans Spaces for People and Places for Everyone allocations. Discussions are on-going with Sustrans and Transport Scotland on funding for future years.

## **7. Stakeholder/Community Impact**

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- 7.1 The scheme recommendations have been formed following feedback from individuals, businesses and stakeholders, as set out in the report above. The public consultation received over 17,000 responses, the largest response to any consultation run by the Council through the Consultation hub.
- 7.2 The integrated Impact Assessment (IIA) undertaken on the basis of the scheme recommendations made has been updated (this is attached in Appendix 4).
- 7.3 The IIA identified:
  - 7.3.1 A wide range of positive impacts, including improvements to road and personal safety, improved access to schools, speed reduction, connections to deprived communities and removal of street clutter;
  - 7.3.2 Positive environmental and sustainability impacts, including the potential to reduce greenhouse gas emissions as a result of encouraging people to substitute car use with active travel, and improved opportunities to access and experience greenspace;
  - 7.3.3 Negative impacts by groups representing disabled people, centred on restrictions on car parking and the need for people to cross cycle tracks at 'floating' bus stops and car parking; and
  - 7.3.4 Potential negative environmental impacts were identified associated with traffic displacement and visual appearance of measures.
- 7.4 As discussed in more detail in the section on protected cycle lanes above, careful consideration will be given to ameliorating identified negative impacts as designs are taken forward under ETRO. The scheme designs will include consideration of:
  - 7.4.1 Relaxing loading (and therefore blue-badge parking) restrictions;
  - 7.4.2 Implementing measures and markings to reinforce the need for people cycling to give way at floating bus stops; and
  - 7.4.3 The design at floating parking locations, particularly where people cycling are on a significant downhill gradient.
- 7.5 In developing scheme designs for the proposed ETROSs, it is intended to:
  - 7.5.1 Make further efforts to achieve net environmental benefits from the schemes; and
  - 7.5.2 Undertake further engagement with groups representing people with disabilities. In parallel the IIA will continue to be reviewed and updated as appropriate.

## **8. Background reading/external references**

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- 8.1 Transport Scotland's [Strategic Transport Projects Review 2 \(Phase 1\)](#).
- 8.2 [End Poverty Delivery Plan 2020-30](#).



- 8.3 [Scottish Health Survey](#)
- 8.4 [Department for Transport, The Design of Pedestrian Crossing, Local Transport Note 2/95](#)
- 8.5 [Pedestrian Guardrail Assessment](#)

## **9. Appendices**

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- 9.1 Appendix 1 – Spaces for People Update – June 2021
- 9.2 Appendix 2 – Scheme Recommendations and Assessment Criteria
- 9.3 Appendix 3 – Map of Recommendations
- 9.4 Appendix 4 – Integrated Impact Assessment
- 9.5 Appendix 5 – [Market Research and Consultation Hub Questions](#)
- 9.6 Appendix 6 – [Consultation Feedback](#)
- 9.7 Appendix 7 – [Cycle Count Data](#)

## Appendix 1 – Spaces for People Update June 2021 (v1.3)

### Measures Introduced Under TTRO

Ongoing review recommendations will be subject to Committee decisions regarding retention/removal/modification:

Location	Intervention (Proposed/Actual)	Review Outcome/Update
<b>CITY CENTRE</b>		
South Bridge – Town Centre measures	Installation of footpath widening and segregated cycle lanes on South Bridge. No cycle provision proposed on North Bridge due to bridge repair access.	Scheme not taken forward at this time
Chambers Street	Revised proposal due to programming pressure. No signals proposed	As above
Morrison Street	Footpath widening at Dalry Road junction	Scheme not taken forward at this time Footpath widening not possible due to junction layout and available lane widths
Cowgate	N/A	Scheme not taken forward at this time Temporary road layout currently in place to facilitate hotel development
Waverley Bridge	Pedestrian area with limited servicing access	Review undertaken April 21 Recommendation to continue with no changes
Forest Road	Cycle segregation	Review undertaken April 21 Recommendation to continue with no changes
George IV Bridge	Cycle segregation	Review undertaken April 21 Revisions to improve loading to be considered subject to Committee decision on retention/removal.
The Mound	Cycle segregation	Review undertaken April 21 Recommendation to continue with no changes
Princes Street East End	Bus gate on Princes Street and South St David St	Review undertaken April 21 Recommendation to continue with no changes subject to future Tram diversion route.
Victoria Street	Pedestrianised area with limited servicing access from George IV Bridge	Review undertaken April 21 Recommendation to continue with no physical changes. Ongoing dialogue regarding branding and signage

Cockburn Street	Pedestrianised area with limited servicing access from High Street	Review undertaken April 21 Recommendation to continue with no physical changes.
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<b>TOWN CENTRES</b>		
Queensferry High Street	Pedestrian space	First review undertaken June 21 Further signage installed following site meeting with Police Recommendation to continue with no changes
Great Junction Street	Pedestrian space	Removed September 2020
Stockbridge	Pedestrian space	Review completed May 2021 Recommendation to continue following recent minor revisions
Gorgie / Dalry Road	Pedestrian space	Review completed May 2021 Recommendation to continue with no changes
Bruntsfield	Pedestrian space	Review completed May 2021 Recommendation to continue following recent minor revisions
Tollcross		Review completed May 2021 Recommendation to continue following recent minor revisions
Morningside	Pedestrian space	Review completed May 2021 Recommendation to continue following recent minor revisions
Portobello	Pedestrian space	Review completed May 2021 Recommendation to continue following recent minor revisions
Corstorphine	Pedestrian space	Review completed May 2021 Recommendation to continue following recent minor revisions
Newington Corridor	Pedestrian space	Scheme not taken forward at this time
The Shore	Quiet Corridor on Queen Charlotte Street and Tolbooth Wynd	Scheme not taken forward at this time Leith LTN proposal under consultation

<b>TRAVELLING SAFELY</b>		
<b>Scheme list under review with regard to available budget</b>		
Telford Road	Cycle segregation	Proposals withdrawn due to significant impact on public transport.
Melville Drive	Cycle segregation	Scheme not taken forward at this time
Wester Hailes Road	Cycle segregation	Scheme not taken forward at this time Design constraints, conflict with distributor route and Calder Road junction.

Crewe Toll Roundabout	Cycle segregation	Scheme not taken forward at this time Risk of significant congestion
Kingston Avenue closure and connection to Gilmerton Rd via Ravenswood Ave	Road closure	Scheme not taken forward at this time Conflict with emergency services access
Meadowplace Road	Cycle segregation	Installed April 2021. Scheme revised in May following discussions with Scottish Fire and Rescue Service. First review due June 21
Ladywell Road	Cycle segregation	First review due June 21
Ferry Road	Cycle segregation	Review completed June 2021 Recommendation to continue with no changes
Fountainbridge Dundee St	Cycle segregation	Review completed June 2021 Recommendation to continue with minor revisions
Teviot Place / Potterow	Cycle segregation	Review completed April 2021 – Recommendation to continue with minor improvements at Potterow Bus Stop and Teviot place junction.
Buccleuch St / Causewayside	Cycle segregation	Review completed April 2021 – Recommendation to continue with minor changes to loading availability (now off peak loading available)
Gilmerton Road	Cycle segregation	Review completed May 2021 Recommendation to continue with no changes
Duddingston Road	Cycle segregation	Review completed April 2021 Recommendation to continue with no changes
Craigmillar Park corridor	Cycle segregation	Review completed May 2021 Recommendation to continue with minor revisions
Crewe Road South	Cycle segregation (segregator units to be installed)	Review completed April 2021 Recommendation to continue with no changes
Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Review completed April 2021 Recommendation to continue with no changes
Comiston Road	Cycle segregation	Review completed June 2021 Recommendation to continue following recent revisions
Pennywell Road & Silverknowes Parkway	Cycle segregation	Review completed May 2021 Recommendation to continue following recent minor revisions
Mayfield Road	Cycle segregation	Scheme installed April 2021 – First review TBA
Quiet Corridor - Meadows / Greenbank	Various closures	Review completed June 2021

		Recommendation to continue following recent minor revisions, and ongoing monitoring.
A90 Queensferry Road	Bus Lanes and cycle segregation	Review completed May 2021 Recommendation to continue following recent minor revisions. Further revisions to be considered to improve driveway access
A1 Corridor	Bus Lanes and cycle segregation	Review completed May 2021 Recommendation to continue with no changes
Lanark Road	Cycle segregation	Review to be completed June 2021 Recommendation to continue following recent revisions.
Longstone Road	Cycle segregation	Review to be completed June 2021 Recommendation to continue following recent revisions.
Inglis Green Rd	Cycle segregation	Review to be completed June 2021 Recommendation to continue.
Murrayburn Road (short section at Longstone)	Cycle segregation	Review to be completed June 2021 Recommendation to continue.
Slateford Road (A70)	Cycle segregation	Installation commenced May 2021.
Orchard Brae Roundabout	Road markings	Review completed June 2021 Recommendation to continue.
<b>SCHEMES DEVELOPED FROM LTN LIST</b>		
Craigs Road	Crossing improvements at Craigmount High School and traffic calming on Craigs Road	Scheme installed April, First Review due June 21
Drum Brae North	Cycle segregation	Review completed May 2021 Recommendation to continue with no changes
Leith	Quiet Corridor on Queen Charlotte Street and Tolbooth Wynd	Scheme not taken forward. Not taken forward due to likely impact on Tram diversion routes. Leith Connections proposal under development
Corstorphine South (Featherhall)	Filtered permeability proposal. Footpath widening and traffic calming scheme developed in partnership with the Community Council.	Scheme not taken forward. Limited legal powers to introduce under TTRO. Corstorphine High Street scheme installed March 2021 (see below)
Corstorphine High Street	Widened pavements leading to Primary School	Installed March 2021 Review completed May 2021 Recommendation to continue with minor changes.

<b>SPACES FOR EXERCISE</b>		
Warriston Road	Road closure	Removed – footfall on adjacent path significantly reduced
Silverknowes Road (North section)	Road Closure	Review completed May 2021 Recommendation to continue with no changes
Silverknowes Road (South section)	Part cycle segregation and quiet route due to narrow road width.	Review to be undertaken June 21
Carrington Road	Road closure	Scheme not taken forward. Conflict with emergency services access.
Braid Road	Road closure	Scheme opened to southbound traffic in May 2021. Installation of additional Quiet Route features May 2021 Monitor traffic levels and journey times on Comiston Road to inform future mitigation measures/decisions
Braidburn Terrace	One-way road closure	Review completed March 2021 – Recommendation to continue with no changes Next review due May 21, to be undertaken ASAP
Links Gardens	Road closure	Review completed May 2021 Recommendation to continue with no changes. Subject to Tram traffic management and Leith LTN Consultation.
Cammo Walk	Road closure	Review to be undertaken June 21.
Stanley Street/ Hope Street	Road closure	Review to be undertaken June 21.
Seafield Street	Cycle segregation	Review completed May 2021 Recommendation to continue with no changes
Kings Place	Link between Proms	Review completed May 2021 Recommendation to continue with no changes
Maybury Road	Temporary traffic lights	Review completed March 2021 – Recommendation to continue. Revisions requested by Police Scotland to be implemented ASAP.
Arboretum Place	Crossing point	Review to be undertaken June 21.
Granton Square to Marine Drive	Road closure and access from Forthquarter Park	Scheme installed May 2021

<b>Public Proposals – Commonplace Consultation</b>	<b>Various</b>	<b>Scheme updates</b>
Broughton Street	Pavement widening and uphill cycle lane	Installation completed early June 2021 due to contractor delays
Broughton St Roundabout	Improvements for pedestrian crossings	As above
Bellevue to Canonmills	Cycle segregation	As above
Restalrig Road South (Smoky Brae)	Pavement widening and uphill cycle lane. Road layout TBA	Scheme not taken forward at this time
Starbank Road	Waiting restrictions to stop pavement parking and improve pedestrian access.	Scheme Notification completed Installation expected June 2021
Fillyside Road - Crossing	Installation of temporary signalised pedestrian crossing at existing island over summer period.	Scheme under Notification Installation of temporary pedestrian crossing expected June 2021, subject to approval.
Fillyside Road	Section of pavement widening from Fillyside Road leading to pedestrian crossing	As above
West End of Princes Street	Footpath widening at Johnny Walker site	Overhead hoarding now removed, increased pedestrian space now available.
Musselburgh boundary to Portobello (Edinburgh section)	Cycle segregation from CEC boundary into Portobello	Scheme not taken forward at this time. Consider future implementation subject to available budget.
Duddingston Road West	Part cycle segregation (East end) and part road markings (due to available road width)	Installation completed April 2021 (exc. City Fibre site) Review to be undertaken June 21
Portobello Promenade	Improved signage and minor interventions to reduce speed of cyclists	Scope of signage and appropriate measures to be confirmed
<b>Removal of Street Clutter</b>		
Various priority locations	£300k funding package allocated to work in partnership with Living Streets to remove street clutter	Work started March 21, scheduled work almost complete. Final guardrail removal, snagging and reinstatements to be completed.
Pedestrian Priority Improvements at Controlled Crossings	Project to establish the scope of controlled pedestrian crossing improvements. Reduced pedestrian wait-times and infrastructure improvements	Project to undertake traffic modelling and upgrade pedestrian crossing infrastructure will continue into July 2021. Funding carried over from 20/21 allocation.

Greenbank Drive and Glenlockhart Road	Reduce speed limit to 20mph	Speed limit reduction to be considered by the Road Safety team
<b>Schools</b>	Various measures to provide traffic free areas and more space for parents, carers and children near school gates.	Planters installed in May 2021 to prohibit or restrict traffic. All measures to be set-aside or prohibition signage removed during summer school holidays (exc Sciennes and Gillespies road closures). Measures will be reinstated when schools return in August.
<b>Additional Schemes</b>		
Braid Hills Road/Drive & Liberton Drive	Cycle segregation	Scheme not taken forward at this time Not funded under SfP
Orchard Brae	Uphill cycle segregation	Scheme not taken forward at this time Not funded under SfP
Cramond Glebe Road	Waiting restrictions leading down to the car park to maintain access. Suggestion that the closure of Silverknowes Road (north section) has led to additional traffic on this road.	Double yellow lines installed as agreed with the Cramond & Barnton Community Council as a temporary Public Health and Emergency access response. Scheme review to be undertaken in June 21.

Note: Information contained in this appendix will be subject to change. Actual costs are tracked during the procurement and installation phases.

Each project (excluding minor interventions at schools) is considered by the Design Review Group (peer review), subject to internal approval and shared with the agreed Notification Stakeholder Group.



## APPENDIX 2: SCHEME ASSESSMENT RECOMMENDATIONS

### Key to impacts

	Significant positive
	Minor Positive
	Neutral
	Minor Negative
	Significant negative

### Key to feedback

Retain *minus* Remove - for people or businesses nominating specific streets

	MR	Pub	Bus	
>=	20	125	4	Largest net positive
>	5	25	1	Smaller net positive
between	+/-5	+/-25	0	Neutral
<	-5	-25	-1	Smaller net negative
<=	-20	-125	-4	Largest net negative

SCHEME NAME	LOCALITY	TYPE	IMPACTS ON													FEEDBACK			RECOMMENDATION	ORDER	NOTES			
			PEDESTS		CYCLES		Str Env	PubTrans	Traffic - displace	RESIDENTS			BUSINESS			Disabled people	Market Research	Public Consultation				Business consultation		
			Pedestrian movement	Pedestrian crossing	Cycle network	Cycle local	Street Environment	Public Transport service and stops	Traffic + parking -displace	Traffic volume	Speds	Parking	Servicing	Servicing	Parking	Street space	People with mobility and other disabilities							
Waverley Bridge	SE	City Centre																		RETAIN	ETRO			
Forest Road	SE	City Centre																				REMOVE	NA	Permanent project significantly different from current temporary measures - TRO advertisement due soon
George IV Bridge	SE	City Centre																				REMOVE	NA	Permanent project significantly different from current temporary measures - TRO advertisement due soon
The Mound	SE	City Centre																				RETAIN with mods	NA	Retain most of uphill lane. Reinststate bus stop at top of Playfair Steps. Would not require Order
Princes Street East End	SE	City Centre																				RETAIN with mods	ETRO	Retain bus gate, remove footway and bus stop temporary widening
Victoria Street	SE	City Centre																				RETAIN	ETRO	See general notes
Cockburn St	SE	City Centre																				RETAIN	ETRO	See general notes
Queensferry High Street	NW	Shopping Streets																				RETAIN	ETRO	Introduce complementary measures on Station Road
Stockbridge	NW	Shopping Streets																				REMOVE	NA	Consider removal of bollards from S footway and possible retention of measures at footway pinch point(s)
Gorgie Road	SW	Shopping Streets																				REMOVE	NA	

Where measures are retained :

1. Consideration will be given to adjusting floating parking bays to manage pedestrian/ cycle interactions and minimise conflict.
2. Consideration will be given to amendments in loading restrictions to assist businesses and residents, including to facilitate access for blue badge holders.
3. Projects will be monitored for impacts on bus services and stops in close liaison with operators, and adjustments made as necessary.

SCHEME NAME	LOCALITY	TYPE	IMPACTS ON													FEEDBACK			RECOMMENDATION	ORDER	NOTES		
			PEDESTS		CYCLES		Str Env	PubTrans	Traffic - displace	RESIDENTS				BUSINESS			Disabled people	Market Research				Public Consultation	Business consultation
			Pedestrian movement	Pedestrian crossing	Cycle network	Cycle local	Street Environment	Public Transport service and stops	Traffic + parking -displace	Traffic volume	Speds	Parking	Servicing	Servicing	Parking	Street space	People with mobility and other disabilities						
Dalry Road	SW	Shopping Streets																		REMOVE	NA		
Bruntsfield	SE	Shopping Streets																		REMOVE	NA		
Tollcross	SE	Shopping Streets																		REMOVE	NA		
Morningside	SE	Shopping Streets																		REMOVE MOST	ETRO	Consider retaining measures at footway pinch points , and short sections of uphill cycle segregation	
Portobello	NE	Shopping Streets																		REMOVE MOST	ETRO	Consider retaining short sections at footway pinch point(s)	
St Johns Rd Corstorphine	NW	Shopping Streets																		REMOVE	NA		
Broughton Street	SE	Shopping Streets																		REMOVE MOST	NA	Consider retaining footway extension at Barony St	
Broughton St roundabout	SE	Shopping Streets																		RETAIN with mods	NA	Amend materials for town centre location	
Meadowplace Road/ Ladywell Rd	NW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Ferry Road	NW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Fountainbridge Dundee St	SW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Teviot Place, Potterow and Buccleuch St	SE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Causewayside	SE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Gilmerton Road	SE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Duddingston Road	NE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Duddingston Road West	NE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Craigmillar Park and Minto Street	SE	Protected cycle lanes																		RETAIN	ETRO	See general notes	

Where measures are retained :

1. Consideration will be given to adjusting floating parking bays to manage pedestrian/ cycle interactions and minimise conflict.
2. Consideration will be given to amendments in loading restrictions to assist businesses and residents, including to facilitate access for blue badge holders.
3. Projects will be monitored for impacts on bus services and stops in close liaison with operators, and adjustments made as necessary.

SCHEME NAME	LOCALITY	TYPE	IMPACTS ON													FEEDBACK			RECOMMENDATION	ORDER	NOTES		
			PEDESTS		CYCLES		Str Env	PubTrans	Traffic - displace	RESIDENTS				BUSINESS			Disabled people	Market Research				Public Consultation	Business consultation
			Pedestrian movement	Pedestrian crossing	Cycle network	Cycle local	Street Environment	Public Transport service and stops	Traffic + parking -displace	Traffic volume	Speds	Parking	Servicing	Servicing	Parking	Street space	People with mobility and other disabilities	Market Research				Public Consultation	Business consultation
Crewe Road South	NW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Old Dalkeith Road	SE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Comiston Road	SW	Protected cycle lanes																		RETAIN with mods	ETRO	Consider extending northbound bus lane further south. Relax loading restrictions to reduce impact for residents.	
Pennywell Road	NW	Protected cycle lanes																		RETAIN with mods	ETRO	Relax loading restrictions to reduce impact on residents.	
Muirhouse Parkway	NW	Protected cycle lanes															NA			RETAIN	ETRO	See general notes	
Mayfield Road	SE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Silverknowes Parkway	NW	Protected cycle lanes																		RETAIN with mods	ETRO	Relax loading restrictions to reduce impact on residents.	
Bellevue to Cannonmills	SE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Musselburgh to Portobello	NE	Protected cycle lanes																		NEW	ETRO	Careful consideration will be given to design of floating parking and bus stops .	
A1 - Milton Rd West	NE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
A1- Willowbrae Road	NE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
A1- London Rd (Dalziel Place)	NE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
A1- London Road (Hillside)	SE	Protected cycle lanes																		RETAIN	ETRO	See general notes	
A90 - Dean bridge-Queensferry Ter	NW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
A90 - Queensferry Ter to	NW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
A90 - Craigleith junc to Blackhall dip	NW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Drum Brae North	NW	Protected cycle lanes																		RETAIN	ETRO	See general notes	

Where measures are retained :

1. Consideration will be given to adjusting floating parking bays to manage pedestrian/ cycle interactions and minimise conflict.
2. Consideration will be given to amendments in loading restrictions to assist businesses and residents, including to facilitate access for blue badge holders.
3. Projects will be monitored for impacts on bus services and stops in close liaison with operators, and adjustments made as necessary.

SCHEME NAME	LOCALITY	TYPE	IMPACTS ON													FEEDBACK			RECOMMENDATION	ORDER	NOTES		
			PEDESTS		CYCLES		Str Env	PubTrans	Traffic - displace	RESIDENTS				BUSINESS			Disabled people	Market Research				Public Consultation	Business consultation
			Pedestrian movement	Pedestrian crossing	Cycle network	Cycle local	Street Environment	Public Transport service and stops	Traffic + parking -displace	Traffic volume	Speds	Parking	Servicing	Servicing	Parking	Street space	People with mobility and other disabilities						
Lanark Road	SW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Longstone corridor	SW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Slateford Road	SW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Orchard Brae	NW	Protected cycle lanes																		NEW	ETRO	See general notes	
Orchard Brae roundabout	NW	Protected cycle lanes																		RETAIN	ETRO	See general notes	
Stanley Street/ Hope Lane	NE	Liesure Connections																		RETAIN	ETRO	Additional residents parking has been added	
Cammo Walk	NW	Liesure Connections																		RETAIN	ETRO		
Maybury Road Crossing	NW	Liesure Connections																		RETAIN - see note	ETRO	Interacts with a proposed new junction. Further consideration will be given to how to deal with the transition from the temporary crossing to the permanent junction.	
Kings Place	NE	Liesure Connections																		RETAIN	ETRO		
Seafield Street	NE	Liesure Connections																		RETAIN	ETRO	See general notes	
Arboretum Place	NW	Liesure Connections																		RETAIN with mods	ETRO	Improve facilities for disabled people (eg dropped kerbs, location and No. of bays)	
Links Gardens	NE	Liesure Connections																		SEE NOTES	ETRO	Remove during tram construction. Consider reinstatement as a closure or bus gate as part of Leith LTN	
Seafield Rd at Fillyside Road - Crossing	NE	Liesure Connections																		Remove -see notes	Not required	Due to the nature of the temp intervention, remove after summer/after COVID requirement but bring forward proposals for a permanent crossing.	
Silverknowes Road (North section)	NW	Liesure Connections																		RETAIN with mods	ETRO	Retain - extend blue badge parking on Marine Drive.	
Silverknowes Road (South section)	NW	Liesure Connections																		Retain or modify	ETRO	Renewal works in area may mean modified scheme is more appropriate	
Starbank Road	NW	Liesure Connections																		Retain	ETRO		

Where measures are retained :

1. Consideration will be given to adjusting floating parking bays to manage pedestrian/ cycle interactions and minimise conflict.
2. Consideration will be given to amendments in loading restrictions to assist businesses and residents, including to facilitate access for blue badge holders.
3. Projects will be monitored for impacts on bus services and stops in close liaison with operators, and adjustments made as necessary.

SCHEME NAME	LOCALITY	TYPE	IMPACTS ON													FEEDBACK			RECOMMENDATION	ORDER	NOTES	
			PEDESTS		CYCLES		Str Env	PubTrans	Traffic -displace	RESIDENTS			BUSINESS			Disabled people						
			Pedestrian movement	Pedestrian crossing	Cycle network	Cycle local	Street Environment	Public Transport service and stops	Traffic + parking -displace	Traffic volume	Speds	Parking	Servicing	Servicing	Parking	Street space	People with mobility and other disabilities	Market Research				Public Consultation
West Harbour Rd/West Shore Rd	NW	Liesure Connections																		RETAIN	ETRO	
Braid Road	SE	Quiet/Liesure Connections																		RETAIN (1-way Southbound)	ETRO	Retain in current form: 1-way southbound
Braidburn Terrace	SE	Quiet/Liesure Connections																		Permanent Scheme designed	TRO	
Meadows to Greenbank Quiet Connection	SE	Quiet Connections																		RETAIN	ETRO	
Cramond Glebe Road	NW	Liesure Connections															NA	NA	NA	RETAIN	ETRO	Restrictions introduced to help deal with parking issues for Cramond promenade.

#### Notes on 'NA' (Feedback)

*Due to inadvertant omissions, a small number of streets do not have results for this aspect of the consultation*

- 1 Cockburn Street. No information for 'remove'. Information for 'retain' and comparison with Victoria St and other nearby city centre streets suggests it is likely this street would have had a large net positive feedback.
- 2 Gorgie Road. Missing information for Public Consultation and Market Research. Information for Dalry Road and other shopping streets suggests it is likely Gorgie Road would have had a large net negative feedback from the public consultation.
- 3 Muirhouse Parkway. Missing information for Public Consultation. Information for Silverknowes Parkway suggests it is likely Muirhouse Parkway would have had a large net negative feedback from the public consultation.  
*Cramond Glebe Road was not included because measures were formulated during the consultation period.*
- 4 Cramond Glebe Road. Measures were formulated during the consultation period and were not included. Measures were discussed with Cramond and Barnton Community Council representatives and with local residents and other organisations.

## **Appendix 2: Assessment Considerations for retention of projects initially introduced under the Spaces for People programme**

These considerations have been used to assess the merit of each scheme in a post-pandemic situation, identifying if retaining or adapting measures would be appropriate.

To provide consistency and to allow each scheme can be assessed individually, the starting point for defining a scheme has been what was included in the Spaces for People notification for each scheme. Where schemes cover very long stretches (such as the A1 and the A90), they have been assessed in sections to provide greater transparency on the impacts of each section of the scheme.

## In a post-pandemic scenario, how might the project encourage walking and/or cycling?

- Will the project improve conditions for walking on the streets concerned and/or contribute to a connected network of safe and pleasant routes for walking?

Score	Description of score – impact on pedestrian movement along street	Description of score – impact on pedestrian crossing experience
<b>Significant improvement</b>	<ul style="list-style-type: none"> <li>• The project significantly enhances the street as a pedestrian connection or destination by substantially reducing or eliminating vehicular traffic from the street and ties directly into a destination, or other high-quality pedestrian route (this may be a traffic-free street), or;</li> <li>• There is a substantial proportional increase in space for pedestrians (by approx. 20% or more relative to original space available) over 50% of the length of the scheme</li> </ul>	<ul style="list-style-type: none"> <li>• The width of vehicular carriageway that pedestrians must cross is reduced by 20% or more. This reduction in carriageway width covers more than 50% of the scheme's length and/or;</li> <li>• distance pedestrians have to walk to a formal (signalised or zebra) crossing point is reduced by more than 100m.</li> </ul>
<b>Minor improvement</b>	<ul style="list-style-type: none"> <li>• There is a small or modest proportional increase in space for pedestrians (less than 20% relative to original space available) or;</li> <li>• There is a significant increase in space available for pedestrians (20% or more relative to original space) at a significant pinch point in the footway</li> </ul>	<ul style="list-style-type: none"> <li>• The width of vehicular carriageway that pedestrians have to cross is reduced. This reduction in carriageway width covers less than 50% of the scheme's length</li> </ul>
<b>Neutral</b>	<p>The scheme</p> <ul style="list-style-type: none"> <li>• has no material positive or negative impact on pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>• has no material positive or negative impact on pedestrians OR</li> <li>• Where the carriageway has been reduced in width by the presence of segregated cycle lanes, as there is less carriageway width to cross, but still need to cross cycleways as well as vehicular carriageway</li> </ul>
<b>Minor negative impact</b>	<p>The scheme:</p> <ul style="list-style-type: none"> <li>• Removes any space for pedestrians</li> </ul>	
<b>Significant negative impact</b>	<p>The scheme:</p> <ul style="list-style-type: none"> <li>• Removes large quantities of space available for pedestrians</li> </ul>	<p>The scheme:</p> <ul style="list-style-type: none"> <li>• Removes a formal crossing points for pedestrians</li> </ul>

Will/might the project:

- improve conditions for cycling on the streets concerned and/or
- contribute to a connected network of safe and pleasant routes for cycling?

<b>Score</b>	<b>Description of score- conditions on the street</b>	<b>Description of score- network impact</b>
<b>Significant improvement</b>	<p>Scheme:</p> <ul style="list-style-type: none"> <li>• creates space for cycling separated from motorised traffic for <b>majority</b> (over 50%) of the scheme and/or;</li> <li>• reduces the speed and/or;</li> <li>• reduces the volume of vehicular traffic on the street that people cycling are interacting with</li> </ul>	<p>Scheme forms:</p> <ul style="list-style-type: none"> <li>• connects at one or both ends into NCN, a signed QR, another SfP scheme or a significant destination or;</li> <li>• by itself, provides a safe route for local journeys to school</li> </ul>
<b>Minor improvement</b>	<p>Scheme:</p> <ul style="list-style-type: none"> <li>• creates space for cycling separated from motorised traffic for part (less than 50%) of the scheme</li> </ul>	<p>Scheme:</p> <ul style="list-style-type: none"> <li>• has the potential to connect at one or both ends into NCN, a signed QR, another SfP scheme or a significant destination but requires significant further investment to do so</li> </ul>
<b>Neutral</b>	No material positive or negative impact on people cycling.	Scheme does not tie into the existing off-road cycle network or another on-street piece of infrastructure
<b>Minor negative impact</b>	Scheme requires people cycling to mix with vehicular traffic for short sections where previously had an advisory lane or bus lane	Scheme reduces the quality of a section of the wider cycle network
<b>Significant negative impact</b>	The scheme creates a more challenging/hazardous environment for someone cycling to negotiate for extended lengths (e.g. mixing with general vehicular traffic where previously had separate space).	Scheme removes a link to the wider cycling network



In a post-pandemic scenario, how might the project have beneficial impacts on the street environment?

- *Might the project make streets with measures (especially shopping streets) more attractive as places to linger by reducing traffic speeds or volume, increasing space for pedestrians, or allowing scope for environmental improvements?*

<b>Score</b>	<b>Description of Score</b>
<b>Significant positive impact</b>	<p>Scheme:</p> <ul style="list-style-type: none"> <li>• creates additional space for pedestrians to dwell for over 50% of length of the scheme and/or;</li> <li>• creates space for enhancements to the street environment for e.g. planters</li> <li>• likely to reduce traffic speed and/or volume</li> </ul>
<b>Minor positive impact</b>	Scheme may achieve one of the above benefits
<b>Neutral/no impact</b>	No material positive or negative impact on the street environment.
<b>Minor negative impact</b>	<p>Scheme</p> <ul style="list-style-type: none"> <li>• may marginally increase traffic speeds/volumes (less than a 20% increase, for e.g. where average speed is 20mph, this increases to between 20-23mph) or;</li> <li>• scheme reduces space for environmental improvements or;</li> <li>• scheme reduces space for pedestrians (relative to pre-existing permanent layout)</li> <li>• scheme detracts from the streetscape in town, city centre or World Heritage setting</li> </ul>
<b>Significant negative impact</b>	<p>The scheme</p> <ul style="list-style-type: none"> <li>• creates a less pleasant street environment by significantly increasing traffic speeds/volumes (by more than 20%) and/or;</li> <li>• reduces space for environmental improvements and/or;</li> <li>• reduces space for pedestrians (relative to pre-existing permanent layout)</li> </ul>

In a post-pandemic scenario, what are the project's likely impacts on public transport?

- *Is the project likely to impact positively or negatively on public transport users and services in a scenario where traffic is at pre-Covid levels?*

<b>Score</b>	<b>Description of Score</b>
<b>Significant improvement</b>	Scheme will increase bus priority or lane on affected stretch of road by more than 20%
<b>Minor improvement</b>	Scheme will increase bus priority or lane on affected stretch of road by less than 20%
<b>Neutral</b>	No likely material positive or negative impact on public transport.
<b>Minor negative impact</b>	Scheme will remove short sections of less than 100m of PT priority (i.e. bus lane) or; Scheme likely to result in a delay to PT on the street or streets affected by the measure by not more than 5 minutes at the busiest times
<b>Significant negative impact</b>	Removal of longer sections of more than 100m of PT priority (i.e. bus lane) or; Scheme likely to result in a delay to PT on the street or streets affected by the measure by more than 5 minutes at the busiest times

In a post-pandemic scenario, what are the project’s likely impacts on traffic disturbance of communities?

- On balance, will the project impact positively or negatively on traffic disturbance of communities, or is it likely to be neutral?

<b>Score</b>	<b>Description of Score</b>
<b>Significant positive impact</b>	Scheme -likely to significantly reduce (by 20% or more) vehicular traffic volumes in surrounding streets and/or; -likely to significantly reduce (by 20% or more) motor vehicle parking volumes in surrounding streets and/or -likely to significantly reduce (by 20% or more) vehicular speeds in the surrounding streets to those with measures
<b>Minor positive impact</b>	Scheme -likely to reduce (by less than 20%) vehicular traffic volumes in surrounding streets and/or; -likely to reduce (by less than 20%) vehicular speeds in the surrounding streets to those with measures - likely to reduce (by less than 20%) motor vehicle parking volumes in surrounding streets
<b>Neutral/no impact</b>	No discernible increase or reduction (plus or minus 5%) in traffic volumes, speeds and/or parking likely throughout community
<b>Minor negative impact</b>	Scheme -likely to increase (by less than 20%) vehicular traffic volumes in surrounding streets and/or; -likely to increase (by less than 20%) vehicular speeds in the surrounding streets and/or; -likely to increase (by less than 20%) motor vehicle parking volumes in surrounding streets
<b>Significant negative impact</b>	Scheme -likely to significantly increase (by 20% or more) vehicular traffic volumes in surrounding streets and/or; -likely to significantly increase (by 20% or more) vehicular speeds in the surrounding streets and/or; - likely to increase (by more than 20%) motor vehicle parking volumes in surrounding streets

In a post-pandemic scenario, what are the project's likely impacts on residents of streets that are the subject of measures?

- a. On balance, how might the project impact on people living on the street/road that is the subject of measures? In particular:
- b. What is the impact on traffic volume and speeds?
- c. What is the impact on car parking?
- d. What is the impact on necessary servicing?

<b>Impact on st's residents</b>	<b>Traffic volumes</b>	<b>Traffic speed</b>	<b>Resident and visitor car parking</b>	<b>Servicing</b>
<b>Significant positive impact</b>	Scheme likely to significantly reduce (by 20% or more) vehicular traffic volumes on street with measures	Scheme likely to significantly reduce (by 20% or more) vehicular speeds in the streets with the measures	Scheme increases residential (and/or visitor parking space on the street by 50% or more	Changes introduced by the scheme mean that deliveries/loading can legally be made directly from the street outside most properties at most times of the day
<b>Minor positive impact</b>	Scheme likely to reduce (by less than 20%) vehicular traffic volumes on street with the measures	Scheme likely to reduce (by less than 20%) vehicular traffic speeds on street with the measures	Scheme increases residential and/or associated visitors parking space on the street (by less than 50%)	Changes introduced by the scheme mean that deliveries/loading can legally be made directly from the street outside most properties at some times of the day
<b>Neutral/no impact</b>	No discernible increase or reduction (plus or minus 5%) in vehicular traffic volumes likely throughout community	No discernible increase or reduction (plus or minus 5%) in vehicular traffic speeds likely throughout community	Where most properties don't have private driveways, there is no discernible increase or reduction on parking (plus or minus 5%).  Where most properties have driveways, scheme decreases residential (and their associated visitors) parking space on the street by less than 50%	Scheme has no overall impact on the loading and servicing arrangements for residents on the street relative to original layout

<p><b>Minor negative impact</b></p>	<p>Scheme likely to increase (by less than 20% or more) vehicular traffic volumes on street with scheme</p>	<p>Scheme likely to increase (by less than 20%) vehicular speeds in the streets with the measures</p>	<p>Where properties do not have private driveways, scheme decreases residential (and their associated visitors) parking space on the street (by less than 50%)</p> <p>Where properties do have private driveways, scheme decreases residential (and their associated visitors) parking space on the street (by more than 50%)</p>	<p>Changes introduced by the scheme mean that deliveries/loading can't legally/practically be made directly from the street outside most properties at some times of the day (where it was previously possible to do so)</p>
<p><b>Significant negative impact</b></p>	<p>Scheme likely to increase (by less than 20% or more) vehicular traffic volumes on street with scheme</p>	<p>Scheme likely to increase (by less than 20%) vehicular speeds in the streets with the measures</p>	<p>Where properties don't have private driveways, scheme decreases residential (and their associated visitors) parking space on the street by 50% or more</p>	<p>Changes introduced by the scheme mean that deliveries/loading can't legally/practically be made directly from the street outside most properties at most times of the day (where it was previously possible to do so)</p>

## What are the project's impacts on businesses?

- Are any improvements to the street environment likely to be beneficial for businesses in a post-Covid scenario?
- To what extent does the project restrict or inhibit servicing of businesses?
- To what extent does the project reduce car parking availability to support businesses?

<b>Impact of scheme on businesses</b>	<b>Servicing of businesses</b>	<b>Car parking availability for customers</b>	<b>Additional street space</b>
<b>Significant positive impact</b>	Scheme -provides a 50% increase in space on the street dedicated to loading and/or -provides a window at least 50% longer for loading and servicing over the course of the day for businesses on the street	Scheme increases parking spaces on the street available for customers by 20%, compared to availability without the scheme	Scheme increases space available for businesses to use on the street (for example, for tables and chairs for customers) by 20% or more, compared to availability without the scheme
<b>Minor positive impact</b>	Scheme -provides additional space (less than 50% increase compared to st layout without scheme) on the street dedicated to loading for the businesses' benefits -provides a longer (up to 49% increase compared to st without scheme)-window for loading and servicing over the course of the day for businesses on the street	Scheme increases parking spaces on the street available for customers by less than 20%, compared to availability without the scheme	Scheme increases space available for businesses to use on the street (for example, for tables and chairs for customers) by less than 20%, compared to availability without the scheme
<b>Neutral/no impact</b>	Scheme has no overall impact on the loading and servicing arrangements for businesses on the street  No impact considered if all businesses on the street have off-street parking/loading that meets the needs of the businesses	Scheme has no net impact on car parking available on street for customers or;  No impact considered if all businesses on the street have off-street parking/loading that meets the needs of the businesses	Scheme has no net impact on street space available for businesses to use for commercial ends

<p><b>Minor negative impact</b></p>	<p>Scheme</p> <ul style="list-style-type: none"> <li>-reduces space (by less than 50% compared to st layout without scheme) on the street dedicated to loading for the businesses' benefits and/or;</li> <li>-Scheme relocates servicing (by less than 50m), relative to location of loading in street without the scheme and/or;</li> <li>-reduces the window for loading and servicing over the course of the day for businesses on the street by less than 2 hours over the course of the day</li> </ul>	<p>Scheme decreases parking spaces on the street available for customers (by more than 50% compared to availability without the scheme), where businesses on street have some off-st parking that meets a proportion of their needs</p> <p>Where businesses do not have any off-st parking, scheme decreases parking spaces on the street available for customers (by less than 50% compared to availability without the scheme, or by more than 50% if less than 5 parking spaces available on st in original layout)</p>	<p>Scheme reduces space available for businesses to use on the street (for example, for tables and chairs for customers) by less than 50%, compared to availability without the scheme</p>
<p><b>Significant negative impact</b></p>	<p>Scheme</p> <ul style="list-style-type: none"> <li>-reduces space (by more than 50% compared to st layout without scheme) on the street dedicated to loading for the businesses' benefits and/or;</li> <li>-reduces the window for loading and servicing over the course of the day for businesses on the street by more than 2 hours over the course of the day and/or;</li> <li>-Scheme relocates servicing (by more than 50m), relative to location of loading in street without the scheme</li> </ul>	<p>Where businesses do not have any off-st parking, scheme decreases parking spaces on the street available for customers (by more than 50% compared to availability without the scheme)</p>	<p>Scheme reduces space available for businesses to use on the street (for example, for tables and chairs for customers) by 50% or more, compared to availability without the scheme</p>

## What are the project's likely impacts on disabled street users?

- Is the project likely to impact positively or negatively on disabled street users?

<b>Scheme impact on disabled users</b>	<b>Scheme impact on disabled street users</b>
<b>Significant positive impact</b>	<p>Scheme achieves at least 2 of the following:</p> <ul style="list-style-type: none"> <li>• provides extra space for pedestrians for more than 50% of the length of the project and/or;</li> <li>• reduces vehicular carriageway crossing distance by 20% or more at a formal crossing point and/or;</li> <li>• Adds formal crossing point(s) to the street and;</li> </ul> <p><i>Scheme must at least maintains ability of blue badge holders to park compared to original street layout</i></p>
<b>Minor positive impact</b>	<p>Scheme achieves at least one of the following:</p> <ul style="list-style-type: none"> <li>• provides extra space for pedestrians for less than 50% of the length of the project and/or</li> <li>• reduces vehicular carriageway crossing distance by less than 20% at a formal crossing point and/or;</li> <li>• Adds formal crossing point(s) to the street and</li> </ul> <p><i>There is no impact on Blue Badge parking</i></p>
<b>Neutral/no impact</b>	<p>Scheme involves marginal or no increase in pedestrian space <b>AND</b> does not impact blue badge parking <b>OR</b> Scheme has no positive or negative impact compared to original street layout</p>
<b>Minor negative impact</b>	<p>Scheme:</p> <ul style="list-style-type: none"> <li>• Introduces a segregated cycle lane where more than 90% of properties have off-st parking or;</li> <li>• Introduces a segregated cycle lane where it is possible to still park on st over 90% of the road length or;</li> <li>• Introduces floating parking spaces adjacent to the segregated cycle lane or;</li> <li>• Increases additional pedestrian space on street but properties/businesses/services that don't have off-st parking are more than 50m walk from a place that blue badge holders can park and/or;</li> <li>• Scheme involves marginal or no increase in pedestrian space and reduces the ability of blue badge holders to park on street for part of the day and/or;</li> <li>• Removes informal crossing of street e.g. D island</li> </ul>
<b>Significant negative impact</b>	<p>Scheme:</p> <ul style="list-style-type: none"> <li>• introduces segregated cycling and majority of properties don't have off-st parking and on-st parking is possible on less than 90% of the road and/or;</li> <li>• properties/businesses/services that don't have off-st parking are more than 50m walk from a place that blue badge holders can park and/or;</li> <li>• Removes a formal crossing point</li> </ul>







## Appendix 3 – Map of Recommendations



# Space for People Interventions Recommended to Retain

### City Centre

- Closure
- Pedestrian area with limited vehicle access for deliveries
- Bus gate
- Segregated Cycling

### Protected cycle lanes/Quiet connection

- Segregated cycle lanes

- - - Quiet Connection
- Road markings to make roundabout easier for people cycling to navigate
- - - Advisory cycle lanes
- - - Segregated cycle lanes integrated with bus lanes

### Leisure Connections

- 24 hour bus gate and two-way segregated cycle lane
- - - Closure between Craigs Road and the south car park

- Point closure
- New signalised crossing
- Relocation of parking at West Gate to improve crossing and access into Inverleith Park
- Segregated cycle lanes
- - - one-way street southbound with segregated cycling and widened pavement
- Shared space for walking and cycling
- Footway widening - Intervention subject to further design

### Shopping Streets

- Queensferry High Street

### Additional interventions under ETRO

- - - Segregated cycle lanes



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## Section 4 Integrated Impact Assessment

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### Summary Report Template

Each of the numbered sections below must be completed

Interim report	X	Final report	
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 (Tick as appropriate)

#### 1. Title of proposal

Retention of Spaces for People measures to help meet longer-term Council objectives

#### 2. What will change as a result of this proposal?

Spaces for People (SfP) measures were introduced utilising Temporary Traffic Regulation Order (TTRO) legislation during 2020 and 2021 to help people to physically distance, travel safely and exercise during the COVID-19 pandemic. We have followed the notification and engagement process approved by Councillors in May 2020. An IIA was carried out in May 2020, and was then updated in October, and this IIA is an update to both of these.

In January, Transport and Environment Committee approved a citywide consultation and engagement exercise to begin the process of making decisions over the next course of action of whether to retain, remove or modify specific schemes. Supporting people to continue to be able to walk and cycle safely is an important policy objective in the context of the Council's long-term objectives outlined in the Local Transport Strategy; draft City Mobility Plan; Active Travel Action Plan 2016; and the Edinburgh City Centre Transformation (ECCT).

In summary, the following approach is recommended:

- Measures introduced under the existing Spaces for People programme under TTROs will be retained while public health advice continues to advocate maintaining physical distancing measures to manage of the impact of the virus and that ongoing liaison with Transport Scotland on the duration of measures will take place;
- For most of the schemes where retention is recommended, it is proposed to do so on an experimental basis for a limited time initially in order to monitor how the city's transport network is used, to ensure that there is protection for active travel modes and to monitor any impact on public transport.

## **Detailed recommendations:**

### **Schools**

Assessment of schools' measures indicates that certain closures and part-time vehicle prohibitions are worthy of retention. All school measures also had net support in for retention (with two exceptions where there was a balance of support for retention and removal).

In the case of street closures, it is recommended that those at Sciennes Primary School and James Gillespie's Primary are be advertised as closures (except cycles) under Experimental Traffic Regulation Orders (ETROs). It is recommended that further consideration is given to a progressing a similar ETRO at St Catherine's Primary in consultation with the school and ward Councillors.

The current measures are generally in place around the school gates, rather than across a wider area surrounding individual schools. It is considered that, in many cases, it is likely that experimental measures should be more extensive and would require dedicated signage to indicate the restrictions in place. Therefore, officers would like to progress discussions with individual schools in term 1 of school year 2021/22 to establish the exact area which should be included in an experimental arrangement.

With the above in mind, it is proposed to re-prioritise School Travel Plan review and work with schools which have had part time vehicle prohibitions under SfP, with a view to developing measures tailored to the individual schools and have support from the school concerned and the parents. It is envisaged that the review process will be completed for the relevant schools by the end of 2021. The programme for implementation of measures will be included in the relevant School Travel Plans. Lessons learned from the implementation of measures under SfP will be taken into account as plans are developed for new schemes.

As part of discussions with schools, consideration will be given to necessary legal orders to either keep in place measures similar to those currently in place or revised in line with School Travel Plan proposals. Based on liaison with schools over the past year, it is considered likely that measures at most schools will be either retained or extended.

A number of waiting and loading restrictions have been introduced near schools under SfP, in most cases protecting crossing points etc that are considered fully justified on a permanent basis (this does not include lines introduced purely to protect temporary planters). It is proposed to bring forward full Traffic Regulation Orders (TROs) (not ETROs) to make these waiting and loading restrictions permanent.

At some schools, localised footway widenings have been introduced in response to COVID-19. These have generally been specifically to facilitate physical distancing and may not be necessary when physical distancing restrictions ease. These will be retained until the public health guidance changes. In most cases it is proposed to remove these pending the review of School Travel Plans, however some may be retained. Examples include those on Craigs Road at Craigmount High School.

Four new temporary access paths have been laid at Kirkliston, Liberton, Gylemuir and St Mark's Roman Catholic Primary schools. It is proposed to replace these with permanent materials.

## **City centre**

Street pedestrianisations introduced under SfP for Victoria Street and Cockburn Street are consistent with ECCT and are providing additional space for business trading. It is therefore proposed to keep these interventions in place on an experimental basis. ECCT also included pedestrian priority on Waverley Bridge. It is therefore proposed that this should be sustained on an experimental basis but that urgent work should take place with operators and other stakeholders to identify possible alternative locations for tour bus and airport services.

The pedestrian and cycle infrastructure on Forrest Road, George IV Bridge and the Mound has provided effective extra space for road users and the measures were supported for retention. However, there are ongoing issues with business servicing on George IV Bridge and the measures on George IV Bridge and Forrest Road are very different from the Council's permanent proposals for these streets as part of the Meadows to George Street active travel project. On this basis it is proposed to remove the SfP measures on George IV Bridge and Forrest Road when the public health guidance permits, whilst retaining the uphill segregated cycle lane on The Mound (with replacement infrastructure).

The temporary footway widening/ bus stop infrastructure at the east end of Princes Street is not considered suitable for the post-pandemic situation and should be removed.

## **Shopping streets**

The assessment of the SfP measures concluded that, despite achieving some benefits for pedestrians, most of the temporary infrastructure should be removed. This is for the following principal reasons:

- There is limited ongoing benefit to the street environment, with the temporary infrastructure having a degree of negative impact;
- There are neutral or sometime negative impacts on public transport; and
- There have been some negative impacts on parking and servicing for both businesses and residents.

It is, however, proposed to give consideration to retaining some small lengths of footway widening, in particular where these provide extra pedestrian space in locations where the existing pavement does not provide adequate space for people to walk e.g. in Morningside, Portobello and Barony Street. It is also proposed to give consideration the materials used on Broughton Street roundabout to reflect the town centre location.

It is proposed to retain the measures introduced on Queensferry High Street under an ETRO. The one-way (except cycles) scheme has benefitted both pedestrians and cyclists, reduced traffic volumes, and had only small impacts on parking and servicing. The measures are also similar to those envisaged under a permanent project that is currently

being designed and therefore an ETRO will allow lessons to be learnt to inform a future scheme.

## **Protected cycle lanes**

An assessment of the protected cycle lanes has been carried out, against the criteria agreed by the Transport and Environment Committee. This has identified a number where there are impacts on disabled street users. Most of these negative impacts are associated with parking restrictions and layout.

It is recommended that the protected cycle lanes are retained using ETROs. However, it is proposed to carefully review schemes during the development of the ETRO to minimise the impacts on disabled street users, in particular by seeking to achieve on street parking within a reasonable distance of properties that do not have such parking and do not have a driveway. This will be considered on a scheme by scheme basis.

It is proposed to retain the protected cycle lanes at Drum Brae North, Comiston Road and Lanark Road, noting in particular that the measures on Comiston Road and Lanark Road have reduced the effective road width and facilitated the introduction of a 30mph speed limit.

On Comiston Road it is also proposed to consider extending the existing bus lane southwards, in liaison with Lothian buses and other bus operators. This is to address the recently reported queuing on the approach to the Greenbank crossroads (there is a northbound bus lane which allows buses to bypass the congestion and therefore the impact on public transport northbound is minimal).

Two additional projects, originally envisaged for implementation under SfP but not implemented, are proposed to be taken forward integrated into the programme for retaining SfP measures, as follows:

- Portobello to Musselburgh link which was discussed at Transport and Environment Committee in April 2021; and
- An uphill segregated cycle lane on Orchard Brae, providing a safe connection between the A90 and Crewe Road South.

## **Connecting routes for walking and cycling for pleasure**

Measures introduced under the Spaces for Exercise programme and now proposed for retention include:

- Closure of Cammo Walk to motor vehicles, forming a connection from East Craigs, via a crossing of Maybury Road, to the Cammo Estate;
- Retaining the connection from Silverknowes Promenade to the North Edinburgh Path Network/ National Cycle Network via Silverknowes Road North, Silverknowes Parkway and Silverknowes Road South. It is proposed to review the designs for the scheme as part of the ETRO process (if approved) to improve access, particularly on Silverknowes Parkway while retaining a marked cycleway; and

- Closure of West Shore Road to motor vehicles, removing through traffic from West Shore Road and West Harbour Road and forming a much better cycling connection from Silverknowes Promenade to McKelvie Parade.

It is recommended to introduce the above measures via ETROs, and to retain other measures introduced under Spaces for Exercise with the exception of the closure of Links Gardens to motor vehicles.

It is proposed to remove the closure of Links Gardens during tram construction in the area, but to consider reinstatement, subject to consultation with local people as part of proposals for a Leith Low Traffic Neighbourhood.

Braid Road attracted the highest net level of demand for removal versus retention during the consultation (it is worth noting however that it was the subject of the 8<sup>th</sup> highest demand for retention as well as the 2<sup>nd</sup> highest demand for removal). However, the road has subsequently been reopened to motorised traffic southbound, with new protected cycle lanes provided. This reopening should reduce southbound congestion on Morningside Road, which had increased in association with the closure.

The continued southbound closure of Braid Road facilitates the Meadows to Greenbank cycling Quiet Connection, particularly at the junction of Braid Road and Braidburn Terrace. It also provides much safer and more comfortable conditions for pedestrians and cyclists on Braid Road south of Braidburn Terrace and reduces traffic on Braid Road itself.

With the above in mind it is proposed to retain Braid Road closed to northbound traffic.

Retained measures would be subject to the normal legal processes for either Experimental Traffic Regulation Orders (ETRO) or Traffic Regulation Orders (TRO). As this is an interim IIA, it is proposed that this IIA evolves and is updated subject to Committee approval into the next phase.

### **3. Briefly describe public involvement in this proposal to date and planned**

We have followed the engagement process approved by councillors at the Policy and Sustainability Committee on 14 May 2020 and have notified local councillors, emergency services, access groups, community councils and other stakeholders of the new measures put in place. . A public consultation platform, Commonplace, was utilised at the beginning to gather suggestions from the public and this attracted 4,000+ responses.

An extensive consultation and engagement exercise ran from 22 February to 5 April 2021. There were three surveys, one for individuals; for businesses; and for stakeholders. In addition, there were four stakeholder presentation sessions in advance of the consultation opening: heritage; emergency services; accessibility and business.

A range of approaches were employed to ensure as wide-ranging and inclusive consultation exercise as possible, given that this took place during a period of lockdown. To ensure accessibility for a wide range of people, the consultation was made available in a range of formats such as regular print, large print, braille and translation into other



languages. A British Sign Language video was also displayed on the project website to further widen access to people with hearing loss.

In addition to the Consultation Hub survey, market research was carried out by independent Market Research consultants on behalf of the Council. The aim was to complement the consultation responses, which are intrinsically self-selecting, by securing a statistically representative sample of opinion.

The survey included a mix of closed and open-answer questions and stakeholders were able to respond by email or by completing the online survey.

The Access Panel were consulted in the production of a criteria to look at each scheme on balance going forwards. The following elements were part of the criteria:

- Does the project encourage walking and/or cycling?
- Does the project have beneficial impacts on the street environment?
- What are the project's likely impacts on public transport?
- What are the project's likely impacts on traffic disturbance of communities?
- What are the project's likely impacts on residents of streets that are the subject of measures?
- What are the project's likely impacts on businesses?
- What are the project's likely impacts on disabled street users?

**4. Is the proposal considered strategic under the [Fairer Scotland Duty](#)?**

No

**5. Date of IIA**

20 May 2021

**6. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council) [names removed for data protection]**

## 7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Data on populations in need	Census 2011  National Records for Scotland 2017 Mid year estimates  Scottish Index of Multiple Deprivation (SIMD)  Joint Strategic Needs Assessment (CEC, 2015)	<p>The City of Edinburgh has one of the fastest growing populations of any city in the UK. Although the city has a lower share of its population over 65 years of age (12%), the wider city region has a significantly higher share (22%) than Edinburgh and Scotland (19%).</p> <p>Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%).</p> <p>The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.</p>
Data on service uptake/access	Census 2011	<p>Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 191,000 people living and working in Edinburgh, 63,500 commuted to work by car and a further 63,300 commuted by car from other local authority areas.</p> <p>Transport Scotland is monitoring transport trends during the COVID-19 outbreak. This information provides a snapshot of travel across main modes.</p> <p>For the period 19 - 25 April 2021, compared with the same period in 2019, we saw:</p> <ul style="list-style-type: none"> <li>•Walking journeys up by 15%</li> <li>•Cycling journeys up by 10%</li> <li>•Concessionary bus journeys down by 55%</li> <li>•Rail journeys down by 80%</li> <li>•Ferry journeys down by 75%</li> <li>•Air journeys down by 80%</li> <li>•Car journeys down by 20%.</li> </ul>
Data on socio-economic disadvantage e.g. low income,	Scottish Index of Multiple	Transport accessibility is lowest around the periphery of the city, for example, Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
low wealth, material deprivation, area deprivation.	Deprivation (SIMD)	<p>The temporary measures have brought in increased space for walking and cycling in the following areas which are ranked in the highest 10% <a href="#">SIMD</a>:</p> <ul style="list-style-type: none"> <li>• Muirhouse/Pilton</li> <li>• Murrayburn</li> <li>• Gilmerton</li> </ul> <p>Providing such space has the potential to bring increased opportunities for community members to travel actively, and to experience the benefits to physical and mental health of walking, cycling, wheeling and scooting for everyday journeys.</p>
Data on equality outcomes	Bike Life (Sustrans, 2017)	<p>In a 2017 survey, 24.5% of school pupils, stated they normally travelled to school using only private motorised mode of travel compared with 48.8% who normally use active modes.</p> <p>2017 data from Transport Scotland indicates that women were more likely than men to walk or catch the bus to work and men were more likely to cycle to work or travel by rail. In Scotland twice as many men as women cycle once or twice a week for transport.</p> <p>In addition, people in lower income households were more likely to walk or take the bus whereas people in higher income households were more likely to drive. 7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017.</p> <p>In the city black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling.</p> <ul style="list-style-type: none"> <li>• Female – 37%</li> <li>• Over 65 – 6%</li> <li>• BAME – 3% (8% of City population)</li> </ul>
Research/literature evidence	UK and International Evidence showing beneficial economic impacts to businesses where space for walking	<p>Beyond the pandemic, it is important that towns and cities adapt to the challenges associated with the climate emergency and the need to decarbonise transport and the ways people move around urban areas</p> <p><a href="https://democracy.edinburgh.gov.uk/documents/s25363/Item%206.10%20-%20Spaces%20for%20People%20Initiative%20-%20Response%20to%20Motion-%20FINAL.pdf">https://democracy.edinburgh.gov.uk/documents/s25363/Item%206.10%20-%20Spaces%20for%20People%20Initiative%20-%20Response%20to%20Motion-%20FINAL.pdf</a></p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	and cycling is priorities	
Public/patient/client experience information	Consultation & Engagement  SfP Market Research	<p>Market research shows majority support for each of the scheme types: schools; protected cycle lanes on main roads; shopping streets; city centre; space for exercise/leisure; quiet connections. Levels of overall support are as follows:</p> <ul style="list-style-type: none"> <li>• Schools 65%</li> <li>• City centre 61%</li> <li>• Protected cycle lanes on main roads 59%</li> <li>• Shopping streets 59%</li> <li>• Spaces for exercise/leisure 51%</li> <li>• Quiet connections for day to day cycling with reduced traffic 45%</li> </ul> <p>In the consultation, there were concerns were raised over the way the temporary measures have been implemented, particularly with minimal consultation ahead of changes being made. The Council has followed standard TTRO procedures in its implementation of the measures in its response to the pandemic and would follow the necessary procedures if schemes were retained under ETRO.</p> <p>Stakeholders raised negative impacts of the measures on people with reduced mobility and sight loss, particularly those who depend on travelling by car for these reasons.</p> <p>In particular they have raised concerns over:</p> <ul style="list-style-type: none"> <li>• Reduction in on-street parking opportunities for people with disabilities</li> <li>• ‘floating’ car parking, where a cycle lane is located between parking and the kerb</li> </ul> <p>It has been noted that signage could be clearer at the locations of new measures.</p> <p>Businesses reported that the measures have brought difficulties in receiving deliveries, due to a reduction in available road space for parking and loading. By using ETROs going forwards for measures which may be retained, there is a greater ability to dedicate road space for location-specific requirements.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>Sample size for market research = 583. Delivers a dataset with a 95% confidence interval of no more than <math>\pm 4.06\%</math> for questions answered by the full sample. This means there is a 95% probability that if the questions were asked to the whole Edinburgh adult population, answers would be within this range.</p> <p>Responses to individual consultation = 17,600</p> <p>Responses to business consultation = 179</p> <p>Responses to stakeholder consultation &amp; email responses = 22</p>
Evidence of inclusive engagement of people who use the service and involvement findings	Consultation & Engagement	<p>Local feedback received as measures are implemented will be used to refine schemes. Feedback from the Commonplace website has been used to help to highlight areas where interventions should be targeted.</p> <p>Presentation/briefings were carried out with stakeholder groups in advance of the public citywide consultation opening. There were four themed briefing sessions: accessibility; heritage; business and emergency services. Main issues discussed in each of these sessions is as follows:</p> <p>Accessibility</p> <ul style="list-style-type: none"> <li>• Pre-installation design risk process, and ongoing modification through the stakeholder notification system</li> <li>• Independent road safety audits carried out on larger schemes</li> <li>• Street clutter removal is taking place in parallel with SfP installations, involving contributions from Living Streets Edinburgh</li> <li>• Any moves from TTRO into ETRO would involve statutory consultation</li> <li>• Acknowledging that people, particularly those who may have mobility issues, made fewer journeys in lockdown, and so may not be aware of the SfP measures on-street and may not have been able to comment in the consultation from lived experience</li> <li>• Suggestions to use Connect Radio, talking newspapers to engage more effectively with people with sight loss</li> </ul>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<ul style="list-style-type: none"> <li>• The Council has taken care not to introduce obstructions around crossings, using reflective materials, providing Blue Badge parking adjacent to cycle routes</li> <li>• Voluntary organisations have limited time/capacity to engage in a meaningful way for the large number of schemes which is important to note going forwards, for the Council to be able to engage within this context</li> </ul> <p>Heritage</p> <ul style="list-style-type: none"> <li>• The Council has not had the opportunity to see how the measures work in normal traffic</li> <li>• Heritage groups acknowledge another trial period would allow a fuller picture of how the schemes work towards their function in busier operation</li> <li>• Concerns with visual appearance of measures, which were due to the TTRO and emergency nature of installation</li> <li>• Co-design welcomed going forwards, looking at best practice and design standards</li> <li>• Concern over bollards in conservation and World Heritage site and time is needed to look at solutions which are affordable and acceptable in the sense of a longer-term appearance</li> </ul> <p>Business</p> <ul style="list-style-type: none"> <li>• A great deal more consultation is felt to be needed, and it was felt the Consultation Hub survey was not flexible enough</li> <li>• Temporary measures have been installed in unprecedented conditions, where during lockdown, businesses had to close due to the pandemic, which will not be the case going forwards</li> <li>• ETRO process allows for more flexibility compared with the TTRO to adapt to specific changes e.g. loading bay locations</li> </ul> <p>Emergency services</p> <ul style="list-style-type: none"> <li>• Designs must ensure that incidents can be responded to rapidly – e.g. width of roads to allow for passing through traffic</li> <li>• Scheme-specific discussions with Road Safety colleagues who have fully engaged with</li> </ul>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>emergency services. This has offered reassurances and led to some scheme amendments for example on Old Dalkeith Road and Meadowplace Road</p> <ul style="list-style-type: none"> <li>• Keen to continue to work together going forwards with early and ongoing dialogue</li> </ul> <p>The Access Panel were consulted in the production of the criteria used for recommendations around retention and changes were made which sought to address their comments.</p>
Evidence of unmet need	<p>SfP Market research</p> <p>Consultation &amp; Engagement for SfP and for previous related policies such as the City Mobility Plan and City Centre Transformation</p>	<p>From SfP market research:</p> <ul style="list-style-type: none"> <li>• Almost three-quarters of those who had used a street/road with Spaces for People measures, did so on foot</li> <li>• Just under 6 in 10 had used a car - significantly more common for over 65year olds (80%) and those living in West Edinburgh (73%)</li> <li>• Half had used buses on Spaces for People streets/roads</li> <li>• Males were more likely than females to have used buses (58% vs 43%)</li> <li>• 22% had cycled - more common in under 65yr age groups, and amongst those living in Central Edinburgh</li> <li>• When asked about the benefits of the measures, 54% felt the measures have made it easier for children and parents to walk/cycle to school; 47% reported the measures gave improvements for people walking; 37% for people cycling</li> <li>• When asked about the disadvantages of the measures, 43% of people mentioned traffic increases due to diversions; 40% mentioned increased traffic congestion; 38% said it was harder for residents to park or receive deliveries</li> <li>• Respondents were also asked of their views on each measure, and views have been taken into account to consider the impact of retention of each measure</li> </ul> <p>The consultation revealed the following levels of support amongst individuals and businesses, respectively, with the market research % support in brackets:</p> <ul style="list-style-type: none"> <li>• Schools measures 47%; 28% (65%)</li> </ul>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<ul style="list-style-type: none"> <li>• Protected cycle lanes on main roads 38%; 22% (59%)</li> <li>• Shopping streets 36%; 19% (60%)</li> <li>• City centre 41%; 25% (61%)</li> <li>• Spaces for exercise/leisure 34%; 18% (51%)</li> <li>• Quiet connections for cycling 31%; 15% (44%)</li> </ul>
Good practice guidelines	Designing Streets (2010) Edinburgh Street Design Guidance (2015) National Standards of Community Engagement Mobility and Access Committee for Scotland (MACS)	<p>The strategy has sought to follow best practice guidance such as Designing Streets and Edinburgh Street Design Guidance.</p> <p>In addition, an extensive international benchmarking exercise was undertaken to learn from cities similar in scale to Edinburgh, with broadly recognised good practice in city planning, and recent and most significant interventions in terms of quality of life.</p> <p>Despite the inability to hold normal consultation, the teams have been noting observations and respond by modifying measures. A design risk assessment process had been completed before schemes are installed. Once on the ground, larger schemes have been subjected to a full road safety audit by independent auditors. Stakeholder views have been captured through the notification system. Each measure is reviewed every two months and takes account of ongoing feedback.</p> <p>The National Standards for Community Engagement are good-practice principles designed to support and inform the process of community engagement.</p> <p>Guidance utilised for the IIA specifically created for the temporary measures installed on A1 are below and these are typically used for the development of each scheme:</p> <ul style="list-style-type: none"> <li>• Edinburgh Street Design Guidance;</li> <li>• Sustrans SfP Guidance; and</li> <li>• Roads for All – a good practice guide.</li> <li>• Traffic Signs Manual</li> <li>• Traffic Signs Regulations</li> <li>• General Directions 2016</li> <li>• London Cycling Design Standards</li> <li>• Roads for All – a good practice guide</li> </ul>



<b>Evidence</b>	<b>Available – detail source</b>	<b>Comments: what does the evidence tell you with regard to different groups who may be affected?</b>
Carbon emissions generated/reduced data	Air Quality Monitoring Stations Scottish Government Monitoring	Government has been monitoring the impact of COVID-19 social distancing and lockdown actions, which includes air quality. Evidence will continue to be collected on carbon emissions/air quality by the Council and Scottish Government as lock down measures are being relaxed. At time of writing, a protection level system is still in place, based on local authority wide regulation.
Environmental data	As above	As above
Risk from cumulative impacts	Low Emission Zone, City Mobility Plan, City Plan 2030, Edinburgh City Centre Transformation	Cumulative impacts may come about as a result of Low Emission Zone, City Mobility Plan, City Plan 2030 and Edinburgh City Centre Transformation. Cumulative impacts from this work will be included in due course once impact assessments of these policies/proposals have been undertaken.
Other (please specify) Feedback on projects since installation, including during consultation on retaining Spaces for People	<a href="#">Consultation Results Web page</a>	This feedback varies between projects, although there are common themes, notably in relation to car parking for people with disabilities. Should projects be approved to retention under ETROs or TROs, opportunities to amend designs and relevant restrictions in response to feedback will be considered.
Additional evidence required		The Council will continue to build its capacity to deliver in line with best practice and experience gained from elsewhere.

**8. In summary, what impacts were identified and which groups will they affect?**

<b>Equality, Health and Wellbeing and Human Rights</b>	<b>Affected populations</b>
<b>Positive</b>	
1. Improved mental and physical health due to increased uptake in active travel. The measures can help people to access to amenities and social connections, and increased choices over	All

how they travel from A to B, improving their sense of inclusion and support.	
2. Street closures and segregated cycle ways enable and encourage people to go out and use public spaces safely without fear of traffic conditions and vehicle conflict.	All
3. There are also personal safety benefits to providing additional route options so people can make informed decisions taking into account their feelings of safety & the extent of natural surveillance in terms of number of people around when travelling at day or night, particularly important for women and people travelling alone	All; particularly women and people travelling alone
4. Improved access to schools by creating safer streets and allowing pupils who are able to walk and cycle	Young people and children and parents/carers
5. Creating more favourable crossing facilities can be helpful to those who aren't able to walk too far to find a safe crossing point	All; particularly young people and children and parents/carers; disabled people
6. Introduction of slower speeds restrictions will help improve road safety, encourage people to walk, cycle and make streets more people friendly	All; particularly young people and children and parents/carers; disabled people
7. Retention of measures recommended in the following areas of multiple deprivation: Muirhouse/Pilton; Murrayburn; Gilmerton. Access to amenities and the means to travel where public transport accessibility is poor, important to look at the whole transport system/network to continue to offer options. Measures will seek to join up areas of deprivation with areas of employment and/or services.	All; particularly people living in areas of deprivation
8. Design solutions to provide best access for servicing for businesses and blue badge, where there is a greater opportunity for ETROs to be able to service particular requests compared with TTRO	Disabled people; business community
9. Cycling is opened up as a mode of transport for people who have certain conditions who may not be able to drive. 1.5metre	Disabled people

standard widths are providing space for people using adaptive bicycles and trikes. Outwith this proposal, as part of the active travel investment programme, steps are being taken to introduce on-street cycle parking for non-standard bicycles	
10. Infrastructure can be used by everyone, helps with community cohesion and social interactions, potential to bring new people into active travel	All
11. Removal of street clutter, beneficial for parents and carers of young children and people who have particular accessibility requirements. Access to services when travelling with children, particularly with a young child or multiple children, providing further space in footways and removing vehicles from space next to footways	Disabled people; people travelling with children under 1; people travelling with multiple children
<b>Negative</b>	
1. Some of the cycle segregation schemes include floating bus stops which means people having to cross the cyclepath to access buses. RNIB and Guide Dogs Scotland expressed that this feature makes alighting buses challenging for disabled people.	Disabled people; people travelling with children under 1 and young children; pregnant women; older people
2. Some cycle segregation schemes also incorporate floating car parking. This is seen by the Access Panel as creating additional difficulties for disabled people.  E.g. Handicabs mentioned that installation of bollards has impeded access making it more difficult to gain kerbside access for entry and exit for people with disabilities, and as such increased safety risk to staff and passengers and considerable disruption to traffic caused by need to stop in running lanes.	Disabled people; people travelling with children under 1 and young children; pregnant women; older people
3. Increased parking pressures particularly for blue badge holders, blue badge holders may not be aware that parking on double yellows is allowed	Disabled people, particularly people who have mobility issues and their carers including

	family members
<p>4. Conflict between road users at present, potential hazards of temporary infrastructure suited to the short term.</p> <p>For example, installing floating parking can provide a far safer environment for less confident cyclists, including children. But it can lead to interactions between cyclists and people entering and exiting vehicles by their nearside doors. The issue is likely to be more of a concern when cyclists can travel at higher speeds or where visibility is lower and/or more likely to be obstructed.</p> <p>There have been issues reported with traffic management equipment such as bollards and cycle lane defenders, with concerns that they can potentially be trip hazards for older people, partially sighted and disabled people</p>	All; older people; disabled people, particularly people with visual impairments
<p>5. Access to amenities and the means to travel where public transport accessibility is poor, having potential to negatively impact people travelling into the city from rural areas and the choices available to them</p>	Rural/semi-rural communities
<p>6. Impact on families who may rely on private car to travel as a group. Measures are designed to help families to feel more safe to travel in ways other than private car</p>	People travelling with children; pregnant women; older people
<p>7. Potential negative impacts associated with the displacement of traffic, congestion and pollution on people's health.</p>	All
<b>Suggested Mitigation</b>	
<p>In response to 1, 2, 3, 4 –</p> <ul style="list-style-type: none"> <li>• Attention should be given to making sure enforcement (for example of traffic speed, cycling on pavements) is effective.</li> <li>• All temporary measures were subject to a detailed design and risk assessment process being followed, and this will carry forward if schemes are retained under ETRO. Design solutions will continue to be appropriate to the surroundings.</li> <li>• Ensure designs follow relevant design guidelines to maximise access.</li> <li>• Ensure designs consider impact on the wider road network.</li> <li>• Regarding adapting to requirements, unlike TTROs, ETROs provide the opportunity to demarcate accessible blue badge parking as part of schemes. The designs will be based on the layouts in the Edinburgh Street Design Guidance, which have been through detailed risk assessment.</li> </ul>	

<ul style="list-style-type: none"> <li>• A fundamental principle of the floating bus stops is that the street markings clearly indicate to people cycling that they should give way to people embarking/alighting buses</li> <li>• Careful consideration will be given to ameliorating these issues as designs are taken forward under ETRO. Possible amendments include relaxing loading (and therefore blue-badge parking) restrictions where possible and measures to encourage/ensure cyclists proceed at modest speed</li> </ul>	
<p>In response to 4 - Consideration will be given to:</p> <ul style="list-style-type: none"> <li>• Providing, or increasing the width of, the 'buffer' area between parked cars and the cycle lane; and</li> <li>• Measures to encourage/ensure cyclists proceed at modest speed; and</li> <li>• In some circumstances, replace floating parking with a layout with the cycle lane between parked cars and the running carriageway.</li> </ul>	
<p>In response to 3 - This impact can in some cases be mitigated by the provision of dedicated disabled parking in close proximity.</p>	
<p>A general point that in terms of accessible communications, that visual maps can help to communicate, noting the GIS Atlas mapping does meet accessibility requirements and can be used going forwards. Representatives of appropriate organisations should be contacted to dispense information to members. Going forward, it is planned to continue open engagement with representative groups and members of the public.</p>	
<p>In response to 5, 6 – The communications plan will include the promotion of routes/journeys to seek to encourage people to make trips which could be made by active/sustainable transport by these means, with links with the Council's Smarter Choices, Smarter Places programme where appropriate, and by promoting the city's cycle hire scheme.</p>	
<p>In response to 7 – it is acknowledged that measures may cause air quality impacts of congestion caused by displacement at a local level, and air quality will continue to be monitored in line with the Council's Air Quality Action Plan</p>	

<b>Environment and Sustainability including climate change emissions and impacts</b>	<b>Affected populations</b>
<b>Positive</b>	
1. The proposals may reduce greenhouse gas emissions and pollution as a result of reduced traffic and increased active travel.	All
2. The proposals may help plan for the future climate change/achieving carbon neutrality by Edinburgh's target of 2030	All

and promote sustainable forms of transport as modal shift may be achieved to more sustainable modes	
3. Fewer vehicular trips into urban areas and increases in the use of sustainable modes should provide opportunities to improve the quality of public spaces/public realm for non-car users	All
4. Improved opportunities to access greenspace and improved sense of place & community	All
5. Supporting active leisure trips to coastal areas, improving quality of life for citizens, and encouraging economic activity at coastal locations e.g. Portobello, Cramond, Granton, Silverknowes	All and coastal communities
6. Spaces for exercise measures may be retained, opening up new choice of destinations for people on foot and by bike, which has potential to reduce short car trips made for leisure reasons.	All
<b>Negative</b>	
1. Potential negative impacts associated with the displacement of traffic, congestion and pollution on the environment.	All
2. The visual appearance of the temporary measures has been reported as a concern in the consultation and engagement exercise. Cockburn Association put forward the point of view that interventions should be “place-led” rather than “transport-led”, and this was echoed by Better Edinburgh for Sustainable Transport (BEST)	Urban communities
<b>Suggested Mitigation</b>	
In response to 1, ensure designs consider impact on the wider road network.	
In response to 2, co-design with stakeholders is a positive way forward.	

<b>Economic including socio-economic disadvantage</b>	<b>Affected populations</b>
<b>Positive</b>	
1. The proposals may help people into positive destinations (including workplaces). Shift workers increased active travel options for travelling there/home	Shift workers
2. We have listened to feedback and recognise the need to support the local economy during this specific context of coming out of the pandemic and the infrastructure not being suited to longer-term	Business community

use here, and so it is proposed to remove measures on shopping streets.	
3. ETRO allows us to mark out loading arrangements where it is not possible through TTRO, leading to the potential for more beneficial outcomes for a greater majority	Business community
4. ongoing monitoring	All
<b>Negative</b>	
1. May negatively impact the viability of businesses who currently carry out loading on bus lanes.	Business community
2. Businesses and customers (including to services such as dental practices and nurseries) reported issues with the loss of parking in reducing the ability of customers to readily access their premises.	Business community
3. Measures are not on each street in the city, and so there will not be universal benefits	All
4. There has not been a great deal of scheme-specific correspondence received from businesses, and so the responses to the consultation are being considered as the main way we can assess the impact of the proposals on businesses. This may or may not accurately present the impacts experienced by business community members	Business community
<b>Suggested Mitigation</b>	
In response to 1, 2 – ETROs enable location-specific requirements to be catered to more readily than when utilising TTROs. The Council seeks to be in dialogue to arrive at the best outcomes which bring a favourable balance between positive contributions and risks/potentially negative outcomes.	
In response to 3 – in preparation of the recommendations, each scheme has been scored, where impact on business is one of the key scoring points. It is imperative that retained measures do not adversely disadvantage businesses as they recover from the pandemic, and the Council seeks dialogue with members of the business community where possible.	
In response to 4 – it is expected that a level of stakeholder engagement would take place subject to Committee decisions around retention of measures under ETRO	

**9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so how will equality, human rights including children's rights, environmental and sustainability issues be addressed?**

As part of the Council's procurement process due regard is required to be given to all equalities and rights, environmental and sustainability impacts when undertaking work on behalf of the Council.

**10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

A communications plan is in place, and will use a range of communication methods to reach out to different types of people. Communication will be in plain English and designed to be understood by a range of population groups. The Council's ITS translation service is available for materials to be available in alternative languages including Braille.

Communication channels include media promotion, press releases, outdoor advertising and lamp post banners. General updates are added to Council Twitter and Facebook with links to a dedicated page on the Council website. This provides a cost-effective way of empowering residents in Edinburgh to share with friends and enable wide distribution of information.

The Council intends to take appropriate next steps in a partnership/co-design approach with key stakeholders, such as RNIB, Living Streets, Spokes and Edinburgh Access Panel, to ensure different target audiences are reached and that key messages are appropriately tailored, and provided in a readily-accessible format for a range of groups of people.

**11. Is the policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a [Strategic Environmental Assessment](#) (SEA) will be required and the impacts identified in the IIA should be included in this.**

An SEA has been undertaken for the Edinburgh City Centre Transformation Project and CMP which would be used as a reference document for any measures which may be retained.

**12. Additional Information and Evidence Required**

**If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.**



Additional consideration should be given to the impacts of each measure retained/adapted to ensure scheme-specific feedback has been taken on board, and that any potential negative impacts have a planned mitigation approach.

**13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:**

<b>Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)</b>	<b>Who will take them forward (name and job title)</b>	<b>Deadline for progressing</b>	<b>Review date</b>
Report to Transport and Environment Committee in June with this IIA	The Council's project team	17/06/21	17/06/21
Develop the communications plan	The Council's project team	15/07/21	17/06/21
Develop the stakeholder engagement plan and approach	The Council's project team	15/07/21	17/06/21
Develop the monitoring plan to measure the effectiveness of individual schemes if taken forward on an experimental basis under ETRO	The Council's project team	15/09/21	17/06/21
Update this IIA into the next stage	The Council's project team	15/09/21	17/06/21

**14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?**

n/a

**15. How will you monitor how this proposal affects different groups, including people with protected characteristics?**

The consultation and engagement exercise outputs will be shared within the Council's project team, to ensure the exercise continues to deliver with consideration given to the valuable feedback and suggestions.

**16. Sign off by Head of Service/ NHS Project Lead**

Name  Head of Place Management

Date 11 June 2021

## **17. Publication**

Completed and signed IIAs should be sent to [strategyandbusinessplanning@edinburgh.gov.uk](mailto:strategyandbusinessplanning@edinburgh.gov.uk) to be published on the IIA directory on the Council website [www.edinburgh.gov.uk/impactassessments](http://www.edinburgh.gov.uk/impactassessments)