

## **POLICY AND SUSTAINABILITY COMMITTEE**

**14 May 2020**

### **ITEM 6.8 – CREATING SAFE SPACES FOR WALKING AND CYCLING**

#### **Composite Coalition/Green/Liberal Democrat Amendment**

Addendum:

Committee welcomes the wide-ranging positive response to this report from active and sustainable travel organisations: Living Streets, Transform Scotland, Sustrans & Spokes as well as others and many residents groups from across the City, all recognising the need for specific measures on space allocation for different modes of travel around the city during this period of restriction and in the transition to recovery for the city.

Notes the ongoing dialogue with Sustrans and Scottish Ministers on improving TRO processes to enable more active travel projects to be delivered on the ground in more efficient timescales than is currently the case and that meet local expectations. Agrees that Council should continue these efforts, separately from this report, directly with Ministers, Sustrans and through COSLA to seek changes to allow Councils to implement road space proposals on a more permanent basis across the Capital for the benefit of our communities. Notes that this has been a long term, pre-crisis concern reflected in our active travel delivery processes.

Notes the reference to bus stop rationalisation in appendix 2 and replaces with 'bus stop realignment' which is contained only to actions related to the vehicle restriction measures contained in this paper.

Agrees that previous policy proposals for a city-wide approach on bus stop rationalisation are not part of this response to COVID 19.

Welcomes content of 1.1.6 and the commitment to further reporting of actions arising and agrees member briefings to be issued periodically detailing actions taken, rationale and impact.

Notes the "£2 billion package to create new era for cycling and walking" announced by the UK government will come from existing DfT budgets and therefore there is no consequential increase in funding for Scotland; and therefore agrees that in submitting a bid to the Spaces for People Programme, the council should encourage the Scottish Government to increase the size of the fund to meet demand.

Agrees the measures to protect and enable bus travel including creation of bus gates, the strengthening of bus lanes and addition of new bus lanes.

Agrees the criteria in the report, and in addition agrees to evaluate: joining up existing greenspaces and traffic-free routes; introducing a suite of measures, where required, to protect neighbourhood streets and create low traffic neighbourhoods, especially where there is a perceived risk of traffic displacement.

Calls for additional measures to be added to the list of schemes in order to create increased space and protection for pedestrians, including: removal of pavement obstructions and clutter, carrying out hedge cutting & pavement scraping, and action on pavement obstructions such as pavement parking.

Notes the increased need for considerate and respectful behaviour in order to maintain physical distancing and calls for promotion of relevant existing guidance such as Sustrans advice on using shared-use paths, and calls for the development of a travel code to enable everyone to travel safely while applying physical distancing, in partnership with Edinburgh Access Panel, active travel groups and Sustrans.

In 1.1.6, delete “notification to local ward Councillors” and insert “consultation over a short period of time (no more than 5 working days) with local ward councillors, community councils and Living Streets and other stakeholders”.

In 1.1.8, add at end “with the addition of a page on the Council website for listing temporary traffic regulation orders made in response to this report”.

Add the following: 1.1.9 agrees that the completed criteria assessment for each scheme should be published on the Council’s website.

1.1.10 agrees that all schemes approved by a TTRO under delegated authority should be reported to the committee on a two-monthly cycle or in the event of a significant change in national movement restrictions or social distancing guidance, with a recommendation to continue or discontinue each scheme.

1.1.11 agrees that, under section 2 of appendix 1, the assessment of the long term viability of the public transport network should consider potential growth routes as well as existing services.

1.1.12 Notes a defined process has been established for community councils, traders’ associations and the public to suggest additional schemes to be assessed against the criteria in the form of a webpage and dedicated email, [spaceforeveryone@edinburgh.gov.uk](mailto:spaceforeveryone@edinburgh.gov.uk)

1.1.13 agrees that the outcome of the planned review into the existing active travel programme under paragraph 4.32 should be reported to the committee as scheduled.

1.1.14 agrees to proceed with the plans listed in paragraph 4.31 to move identified 30mph roads to 20mph and 40mph roads to 30mph and that a consultation should be initiated by the end of 2020 on speed limits on rural roads in the west and south west of Edinburgh. Page 19 Committee name – Date Page 2 of 2

1.1.15 recognises that, in most cases, cyclists will continue to travel on the city's road network and therefore agrees that the road resurfacing and treatment plan for 2020-21 should be presented to the committee as scheduled and the road investment programme continues when national construction guidance allows.

1.1.16 agrees that an updated pedestrian crossing prioritisation programme for 2020/21 should be presented to the committee as scheduled and work continued when national construction guidance allows.