

# Policy and Sustainability Committee

10.00am, Thursday, 11 June 2020

## Spaces for People Programme Update

<b>Executive/routine</b>	<b>Executive</b>
<b>Wards</b>	<b>All</b>
<b>Council Commitments</b>	<u><a href="#">16, 17, 18, 19</a></u>

### 1. Recommendations

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- 1.1 It is recommended that Committee:
  - 1.1.1 notes the schemes implemented to date, plans for future phases of this programme and the role of these changes in supporting the city's plans for adaptation and renewal, particularly in supporting businesses;
  - 1.1.2 notes that the Council has been awarded £5 million of funding from the Scottish Government's Spaces for People programme;
  - 1.1.3 notes that the Scottish Government's Spaces for People fund will be increased from £10 million to £30 million. Further bids for funding may be submitted to progress additional interventions which have been suggested by the public and/or stakeholder groups; and
  - 1.1.4 notes that due to the immediate requirement for programme implementation, there is not sufficient time to undertake a full procurement exercise. As such approves a direct award of contract via waiver of Contract Standing Orders (CSOs) to purchase temporary traffic management infrastructure. The value of this award is subject to costs received from suppliers but is expected to be of a value between £1 - £1.5 million.

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# Report

## Spaces for People Programme Update

### 2. Executive Summary

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- 2.1 The Spaces for People programme is a key part of the Council's COVID-19 adaptation and recovery plan. This report provides an update on the prioritisation of interventions in this programme, progress so far and planned next steps.
- 2.2 The report also seeks approval for a direct award of contract via a waiver of Contract Standing Orders (CSOs) for supply and installation of temporary traffic management infrastructure, due to time criticality of the programme, which precludes the opportunity to undertake a full procurement exercise. The value of this award is expected to be in the region of £1 million and £1.5 million, subject to costs received from suppliers.

### 3. Background

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#### Spaces for People Programme

- 3.1 The COVID-19 pandemic has significantly changed the way in which people work and live. In March 2020 lockdown measures were implemented to minimise the spread of infection included instructions to stay at home where it is possible to do so, and to maintain a physical distance of at least 2m from anyone who does not live with you while you are outside (whether for work or exercise). The Scottish Government has launched a phased approach to changing the restrictions in place, however there is no fixed timetable for this.
- 3.2 Since the beginning of the COVID-19 lockdown period, there has been a significant increase in the number of people cycling in the city (with an increase of 16% being recorded across the city's automatic counters). At the same time, there has been a dramatic reduction in public transport patronage and car use. Most office workers have made the transition to working from home and more people are exercising outdoors, close to their home. Public transport is mainly being used by essential workers who still need to travel to work.
- 3.3 Improvements in air quality have also been recorded since the beginning of the lockdown period. Further, there is already evidence that physical distancing guidance may lead to a significant increase in car use. This would lead the city in the opposite direction and could lead to increased congestion that would be hard to manage.

- 3.4 It is likely that people will want to travel into and around the city differently to before COVID-19 and, by creating spaces for walking and cycling, the city could sustain the air quality improvements recorded, which in turn would contribute to meeting the city's target of net zero carbon by 2030.
- 3.5 Policy and Sustainability Committee first received a report on the Spaces for People on [14 May 2020](#). The programme aims to help ensure that people can safely and easily maintain physical distancing whilst accessing the parts of the city they need to for work and daily exercise.
- 3.6 On [28 May 2020](#), Committee received a report on the Council's plans for adaptation and renewal alongside details of the Council's planned interventions in response to the Scottish Government's phased approach to easing the COVID 19 restrictions. The Spaces for People plans are being developed to address the public health concerns arising from the pandemic, alongside supporting the economic recovery of the city.

### **Procurement Arrangements**

- 3.7 The Council procures goods and services in accordance with the Council's CSOs, European Union and Scottish procurement regulations.
- 3.8 An existing Framework Contract CT2676 Transport Traffic Management is currently in place to for the provision of hired Roadworks (Chapter 8) traffic management services and professional design services. This contract will be utilised initially for the provision of temporary roadworks signs, cones and barriers under the terms of Chapter 8 (normal roadworks equipment) to facilitate early programme delivery, however, the requirements for the Spaces for People programme is not covered within this contract.
- 3.9 Due to immediate requirement for supply of temporary traffic management infrastructure associated with the programme, time criticality precludes the opportunity to undertake a procurement exercise.
- 3.10 It will therefore be necessary to undertake a direct award via waiver of CSOs. Appropriate suppliers from across the UK have been contacted to establish product specification and indicative benchmark rates. Based on this, the intention is to purchase directly from the suppliers who offer the lowest cost option given the circumstance. In addition to product supply costs, this will include for lifecycle considerations related to installation, maintenance and ultimately removal and disposal of these temporary features.

## **4. Main report**

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### **Progress so far**

#### **Space for Exercise and Travelling Safely**

- 4.1 Since 30 April 2020 partial road closures have been implemented on Silverknowes Road, Links Gardens, Cammo Walk and Braid Road, Warriston Road and Stanley

Street and a one way system has been introduced on Braidburn Terrace. These interventions have already received many positive responses from local residents and organisations.

### **Travelling Safely**

- 4.2 Signal timings have been changed to introduce an automated green man cycle at over 100 junctions across the city. These changes mean that the cycle will change without the need to press the pedestrian call button. The automatic green man phase will only apply during the day and evening. These changes do not impact on the accessibility of the crossings and the audible signals will still sound where a junction has the equipment fitted; tactile rotating cones will also still work, and the pushbuttons will be left accessible to those who need to find or use them.
- 4.3 To deliver enhanced conditions for cycling to and from the city's main hospitals, to provide safer routes for key workers and service users, especially as traffic begins to increase, temporary segregated cycle lanes have been introduced on Crewe Road South and Old Dalkeith Road, leading to the Western General and Edinburgh Royal Infirmary respectively. As part of the Crewe Road South scheme it is also intended to remove 4m of guardrail.
- 4.4 Each scheme is designed individually to recognise that the interventions at each location will be slightly different. The design will take account of any existing infrastructure and on-street signage and furniture and a risk assessment will be undertaken for each location. It is intended that any street furniture which is not required (e.g. obsolete guardrails) will be removed in response to feedback seeking streets to be as clutter-free as possible.
- 4.5 Signage has been deployed on the carriageway at each of the road closure locations. There have been a small number of instances, by exception, where these will be placed on the footway if it is unsafe to deploy them on the carriageway. Engagement is also underway to move signage (e.g. for Council projects, public utilities and construction projects) from the footway to the carriageway to improve conditions of physical distancing for pedestrians.
- 4.6 A significant number of suggestions for schemes have been submitted since the launch of the Council's Spaces for People plans.
- 4.7 In addition, on 29 May 2020, a new [online engagement tool](#), which was developed by the Council and Sustrans, was launched. This site allows people to highlight particular areas where physical distancing is challenging collectively on a map, and to submit suggested interventions which may facilitate safer movement to address those challenges. The submission of suggestions will close on 29 June 2020 but the email address ([spacesforpeople@edinburgh.gov.uk](mailto:spacesforpeople@edinburgh.gov.uk)) will remain in use for general enquiries.
- 4.8 The suggestions received are being collated, assessed against the programme criteria and then prioritised. Dedicated web pages have been created and it is hoped that a GIS mapping tool to show proposed interventions will be live on these pages shortly.

- 4.9 Committee on 28 May 2020 requested a summary of the Temporary Traffic Regulation Orders (TTROs) to be provided every two months. This information is live on the Council website - <https://www.edinburgh.gov.uk/roads-pavements/view-comment-traffic-orders-new/2?documentId=12973&categoryId=20089>.

### **Planned approach and next steps**

#### **Space in the city centre and space in high streets**

- 4.10 Recognising that, as the COVID-19 restrictions change, businesses will start to re-open and people will begin to return to their workplaces and places of education, the next phase of interventions are focused on providing travel routes which are as sustainable and safe as possible, both in the short and long term.
- 4.11 This phase of intervention is particularly focused on supporting economic recovery by targeting interventions in business areas of the city, particularly the city centre and around local high streets. This will help to ensure that people can safely and easily visit these areas whilst maintaining physical distancing and without having to rely on private car use.
- 4.12 Designs have been developed for the following locations and are, at the time of writing, going through the notification process and may be implemented by the time of Committee:
- 4.12.1 North Bridge;
  - 4.12.2 East Princes Street; and
  - 4.12.3 Waverley Bridge.
- 4.13 In addition, notification of interventions on South Bridge, George IV Bridge, The Mound and Bank Street and Forest Road is due to begin on Monday 8 June 2020.
- 4.14 Taking into consideration business requirements for loading, plans for footway widening and cycle segregation in local town centres will be shared week commencing 15 June 2020. These schemes will include:
- 4.14.1 Morningside;
  - 4.14.2 Bruntsfield;
  - 4.14.3 Tollcross;
  - 4.14.4 Gorgie/Dalry;
  - 4.14.5 Newington/Southside;
  - 4.14.6 Portobello;
  - 4.14.7 Corstorphine High Street; and
  - 4.14.8 Queensferry High Street.
- 4.15 Potential interventions at Leith are also being investigated but these will be developed in partnership with the tram team and with local businesses.

4.16 The scale and complexity of the following interventions are such that engagement, design and notification on the following phases is expected to be complete by 31 July 2020:

4.16.1 travelling safely (e.g. arterial routes, bus priority and cycle routes):

- 4.16.1.1 Queensferry Road;
- 4.16.1.2 Dundee Street – Fountainbridge - Slateford Rd;
- 4.16.1.3 Comiston Road (Greenbank to Fairmilehead) and signed quiet route connection to Meadows;
- 4.16.1.5 Minto Street – Craigmillar Park – Liberton Road - Gilmerton Road;
- 4.16.1.6 London Road, Willowbrae Road, Milton Road W (part) with Duddingston Rd connection; and
- 4.16.1.7 Telford Rd and Ferry Road (Crewe Rd to Granton Rd);

4.16.2 space for exercise, including projects to improve connections to Silverknowes Promenade;

4.16.3 low traffic neighbourhoods (including speed reductions, safer routes to schools); and

4.16.4 local town centres.

### **Programme Prioritisation**

- 4.17 The assessment framework for programme prioritisation was set out in the 14 May 2020 report and demonstrated how suggested interventions would be assessed and prioritised for delivery.
- 4.18 Projects are being assessed using these criteria and then prioritised for delivery, taking into account the need for schemes to align as closely as possible with the release of COVID 19 restrictions, integrate with other projects and be realistically deliverable within a short timeframe.
- 4.19 The assessment methodology and design process aim to ensure that projects are targeted to achieve the greatest benefit within the desired timeframe, with safe and robust designs.
- 4.20 The process does, however, recognise that short-term interventions are, by their nature, iterative and flexible. As such, the implemented street layouts may evolve and change as their optimal formation is determined through use.
- 4.21 This also means that interventions will be delivered using temporary materials that can be adapted in a trial ‘learn by doing’ type approach. However, to ensure the safety and robustness of the designs, they will go through a thorough review process, including undertaking a Road Safety Audit.

## **Notification and Advance Notice**

- 4.22 Once interventions are prioritised for delivery, the next stage of the process is to notify local ward councillors, group transport spokespeople, emergency services and other key stakeholders.
- 4.22 All feedback received will be reviewed and, where possible, the scheme will be refined in response to the feedback.
- 4.23 A small number of concerns have been raised by Elected Members about advance notice of road closures. This is currently being addressed.

## **Procurement Arrangements**

- 4.24 This waiver to the Council's CSOs to purchase and/or hire essential products and possible installation services is required in order to deliver immediate intervention measures set out in the Spaces for People programme.
- 4.25 This will ensure the Council has sufficient materials in place to deliver the programme as planned. A cost estimate for these materials is between £1 million and £1.5 million and is subject to future dialogue with suppliers.
- 4.26 In the short term, due to unprecedeted market conditions, it is possible that the cost of materials and services required to deliver this programme may increase if suppliers experience material shortages, however the impact of these changes are, as yet, unknown and therefore the cost estimate is based on prices received from suppliers to date.

## **5. Next Steps**

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- 5.1 The implementation plan for the Spaces for People programme was set out in the 14 May 2020 Committee report, with short, medium and longer term timescales identified for interventions.
- 5.2 The next phases of this programme are set out in paragraphs 4.10 – 4.14 of this report.
- 5.3 An update on the TTROs approved for the programme will be presented to Committee in August 2020 and thereafter every two months.
- 5.4 On the procurement activities, completion of pricing exercise and high level benchmarking to establish a schedule of rates for various products and services. Products and services will be selected to reflect best option for immediate installations. Were additional infrastructure required to extend the programme beyond the immediate requirements noted, this will be sourced by undertaking a full procurement exercise to ensure Best Value.

## **6. Financial impact**

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- 6.1 The Council has been awarded £5 million of funding from the Scottish Government's Spaces for People programme fund of £10 million. This is expected

to cover the costs of delivering the walking and cycling elements of the current programme.

- 6.2 The cost of the materials required to implement the immediate Spaces for People interventions is estimated to be between £1 million and £1.5 million over a three month period, this will be sourced via waiver of CSOs. These costs can be met from the initial allocation of funding from Scottish Government's Spaces for People programme.
- 6.3 The Scottish Government subsequently announced that the amount of Spaces for People funding to be made available will be increased from £10 million to £30 million. Council officers may submit further funding bids for these additional monies to support the delivery of further interventions which have been submitted by residents and stakeholder groups.
- 6.4 Funding for the bus prioritisation elements of this programme may not be eligible for funding through the Scottish Government Spaces for People scheme. Officers are currently identifying if these can be funded from the Council's capital programme and/or from any other source.

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

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- 7.1 Feedback from residents and stakeholder groups has been received directly to the Spaces for People programme team, to Elected Members and through a dedicated email box. This feedback has been collated and the project team are working through this against the prioritisation criteria.
- 7.2 As set out in paragraph 4.13, an online engagement tool has also been launched which shows current and planned schemes, as well as suggested interventions. Individuals and groups can submit ideas onto this tool and can also view comments and submissions.
- 7.3 An integrated impact assessment for the programme has been prepared and published on the Council [website](#).
- 7.3 There are no equalities impacts arising from the procurement approach proposed however there is a risk of procurement challenge by Contractors who could undertake these works if competitively tendered.

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

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- 8.1 [Transport 2030 Vision](#)
- 8.2 [Edinburgh's City Centre Transformation Project](#)
- 8.3 [City Centre Transformation Strategy](#)
- 8.4 [Active Travel Action Plan](#)
- 8.5 [City Mobility Plan](#)

## **9. Appendices**

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9.1 None.