

# Policy and Sustainability Committee

10.00am, Thursday, 20 August 2020

## Spaces for People – Programme Update

Executive/routine Wards Council Commitments	Executive All
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### 1. Recommendations

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- 1.1 The Policy and Sustainability Committee is asked to:
  - 1.1.1 note the project list relating to Temporary Traffic Regulation Orders (TTROs) promoted to create safe spaces for people to walk and cycle in the city, as part of the Spaces for People programme;
  - 1.1.2 approves the recommendations for the existing schemes as set out in Table 1;
  - 1.1.3 note the Programme Priority Scheme list as described in Appendix 1; and
  - 1.1.4 note the Programme Scoring Criteria (Appendix 2) and the Priority Scoring Sheet (Appendix 3).

**Paul Lawrence**

Executive Director of Place

Dave Sinclair, Local Transport and Environment Manager

E-mail: [david.sinclair@edinburgh.gov.uk](mailto:david.sinclair@edinburgh.gov.uk) | Tel: 0131 529 7075

# Report

## Spaces for People – Programme Update

### 2. Executive Summary

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- 2.1 Policy and Sustainability Committee approved creating safe spaces for walking and cycling in [May 2020](#) in response to the COVID-19 pandemic. This report provides an update on the schemes implemented by a Temporary Traffic Regulation Order (TTRO), under delegated authority and recommends continuation of each scheme.
- 2.2 The report also provides an update on the prioritised project list, details of the prioritisation scoring arrangements and a map of all proposed schemes.

### 3. Background

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- 3.1 The Scottish Government's Spaces for People Programme was introduced in March 2020 to protect Public Health and provide safe options for essential journeys.
- 3.2 As set out in the May report, where temporary measures might necessitate prioritising mixed-use road space for walking or cycling, Councils may use temporary traffic regulation orders (TTRO) in the event there is a danger to the public.
- 3.3 Section 14 (1) of the Road Traffic Regulation Act (RTRA) 1984 allows the Roads Authority to produce TTROs in certain circumstances. These can be in place for up to 18 months for a road or carriageway or six months for a footpath or cycleway. The relevant procedure regulations place a requirement on the Council to notify but unlike a Traffic Regulation Order it cannot be objected to. Not all projects within this programme require a TTRO.
- 3.4 However, where a TTRO is required, delegated powers have been for locations where there is danger to the public of increased risk of infection transmission, to protect road users from parked/loading vehicles, to create space adjacent to school gates or prohibit vehicles by means of a road closure.

### 4. Main report

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#### Spaces for People Approach

- 4.1 In response to the outbreak of the COVID-19 pandemic in the United Kingdom and the lockdown restrictions imposed to minimise the spread of the virus, it was quickly

recognised that people were moving around in different ways and for different purposes. The themes of the programme are:

- 4.1.1 Space for exercise;
- 4.1.2 Travelling safely;
- 4.1.3 Support for business; and
- 4.1.4 Low traffic neighbourhoods and access to schools.

4.2 From April 2020 a comprehensive range of measures were introduced through a carefully managed, phased approach to respond to the changing needs of people and communities. These measures were firstly designed to protect public health and to make it easier for people to make essential journeys. The initial phase included:

- 4.2.1 providing space to safely exercise by providing more space for pedestrians and introducing additional segregated cycleways;
- 4.2.2 introducing safer walking and cycling routes for access to health services, particularly to the Edinburgh Royal Infirmary and the Western General Hospital; and
- 4.2.3 creating and improving access to shared paths.

4.3 As the lockdown restrictions eased on a phased basis, the implementation of further measures focused on:

- 4.3.1 making it easier to walk and access shops safely on certain routes in the city centre and in many of the city's town centres, including removing street furniture where it is appropriate to do so; and
- 4.3.2 now, with the reopening of schools across the city, is focused on improving safety around schools for children to be dropped off and collected.

### **Temporary Traffic Regulation Orders (TTROs)**

4.4 Table 1 sets out the interventions, by location, which have been implemented under a TTRO since April 2020.

**Table 1 – Project List with TTROs and Recommendations:**

<b>Location/Route</b>	<b>Description</b>	<b>Scheme start date</b>	<b>Recommendation</b>
Old Dalkeith Road	Segregated cycle lanes	03/06/20	Continue
Crewe Road South	Segregated cycle lanes	03/06/20	Continue
Braid Road	Road closure – space for exercise	30/04/20	Review to be undertaken

Silverknowes Road	Road closure – space for exercise	30/04/20	Revise TTRO to include bus access
Links Gardens	Road closure – space for exercise	30/04/20	Continue
Cammo Walk	Road closure – space for exercise	01/05/20	Continue
Warriston Road	Road closure – space for exercise	29/05/20	Continue
Stanley Street/ Hope Street	Road closure – space for exercise	29/05/20	Continue
East Princes Street – Bus gate	Bus Gate	18/06/20	Continue
Waverley Bridge Closure	Road closure	18/06/20	Continue
George IV Bridge	New widened footway and segregated cycleway	27/7/20	Continue
Bank St / Mound	Segregated cycleway	08/07/20	TTRO not required
Forrest Road	Segregated cycleway	08/07/20	Continue
Victoria Street	Soft road closure	10/07/20	Temporary Traffic Regulation Notice (TTRN) in place
Cockburn Street	Road closure	10/07/20	TTRN in place
Ferry Road	Cycle segregation	03/08/20	TTRO TBA
School Routes	Various measures		TBA

- 4.5 The approach of the programme has been to learn by doing and to make changes after implementation if the measures are found not to be working. This involves listening monitoring interventions and feedback from stakeholders.
- 4.6 Of the current schemes listed, it is proposed to continue all for a further two months (in line with the next reporting cycle to Transport and Environment Committee in November 2020), with a review of the arrangements in Braid Road to be undertaken and a revised TTRO made for Silverknowes Road to permit bus access.

## **Scheme Prioritisation and Process**

- 4.7 Appendix 1 provides a list of the prioritised interventions, locations and details of the estimated cost associated with each intervention.
- 4.8 This is likely to change and the estimated costs revised during the detailed design and commissioning phases of implementation.
- 4.9 Following the priority assessment process, each project (excluding minor interventions) is considered by the Design Review Group, subject to internal approval and then shared with the agreed Notification Stakeholder Group. On completion of all these stages the project is considered by the Corporate Incident Management Team (CIMT) prior to implementation.
- 4.10 Details of the Programme Scoring Criteria and resultant scores for projects that are planned to proceed (including some which are currently on hold) are included in Appendices 2 and 3. The Appendices do not include potential projects that have been scored, but are not currently planned to proceed.

## **Feedback and Next Steps**

- 4.11 Public input to the Space for People programme was sought using the 'Commonplace' online tool and over 4,000 comments were received.
- 4.12 The feedback strongly aligned with the programme of measures proposed by officers. Where schemes have been designed since comments have been received, these have been incorporated into designs where possible.
- 4.13 Appendix 4 shows the programme superimposed on a map of the comments.
- 4.14 In addition to the schemes already included within the programme, a funding allocation has been made in the overall budget to specifically pay for additional publicly proposed interventions which have not previously been considered.
- 4.15 Analysis of the public comments is nearing conclusion and it is hoped to be able to report verbally at Committee on further interventions which will be introduced as a direct result of comments received.
- 4.16 There is potential to apply for additional 100% funding from Sustrans/Transport Scotland to support further Spaces for People interventions. Depending on the funding criteria, it is envisaged that applications will be submitted either to add projects to the programme, or to enable the delivery of enhancements to projects already proposed.

## **5. Next Steps**

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- 5.1 If the recommendations of this report are approved, officers will continue the existing TTROs and interventions noted in Table 1 (paragraph 4.3) until the next reporting cycle in November 2020.
- 5.2 Further interventions will be progressed in accordance with the process set out in paragraph 4.5, including taking forward specific comments received.

- 5.3 Once funding criteria is published, consideration will be given to applying for further funding from the Scottish Government's Spaces for People initiative.

## **6. Financial impact**

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- 6.1 The City of Edinburgh Council has been allocated £5m from the Scottish Government's Spaces for People programme.
- 6.2 These costs associated for project management, design, TTRO preparation, implementation, monitoring, maintenance and removal will be contained within the allocated Spaces for People revenue budget.

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

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- 7.1 All TTROs are advertised on the Council's website. Due to the current COVID 19 infection transmission risk street bills are not currently used.
- 7.2 An [integrated impact assessment](#) for the programme has been prepared.

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

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- 8.1 None.

## **9. Appendices**

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- 9.1 Appendix 1 – Prioritised Scheme List
- 9.2 Appendix 2 - Programme Scoring Criteria
- 9.3 Appendix 3 – Priority Scoring Sheet
- 9.4 Appendix 4 – Commomplace Heat Map with Proposed Projects

## Appendix 1 – Prioritised Scheme list

Location	Intervention	Estimated Cost (£'000)
<b>CITY CENTRE</b>		
South Bridge	TBA	122
Waverley Bridge	Closure	5
Forest Road	Cycle segregation	25
George IV Bridge	Cycle segregation	104
The Mound	Cycle segregation	90
Princes Street East End	Bus gate	25
Victoria Street	Part time closure	10
Cockburn Street	Part time closure	10
Cowgate	TBA	51
<b>Total</b>		<b>442</b>
<b>Design costs and contingency</b>		<b>134</b>
<b>Allowance for road patching etc</b>		<b>261</b>
<b>Total</b>		<b>837</b>
<b>SHOPPING STREETS</b>		
Queensferry High Street	Pedestrian space	7
Great Junction Street	Pedestrian space	25
Stockbridge	Pedestrian space	59
Gorgie / Dalry Road	Pedestrian space	82
Bruntsfield / Tollcross	Pedestrian space	93
Morningside	Pedestrian space	60
Portobello	Pedestrian space	35
Corstorphine	Pedestrian space	55
Newington Corridor	Subject to design	TBA
The Shore	Subject to design	TBA
<b>Total</b>		<b>416</b>
<b>Design costs and contingency</b>		<b>84</b>
<b>Total</b>		<b>500</b>
<b>TRAVELLING SAFELY</b>		
Telford Road	Cycle segregation	HOLD
Fountainbridge Dundee	Cycle segregation	100
Ferry Road	Cycle segregation	75
Melville Drive	Cycle segregation	HOLD
Teviot Place / Potterow	Cycle segregation	43
Buccleuch St / Causewayside	Cycle segregation	104
Crewe Toll Roundabout	Cycle segregation	6
Meadowplace Road	Cycle segregation	HOLD
Duddingston Road	Cycle segregation	52

Wester Hailes Road	Cycle segregation	HOLD
Craigmillar Park corridor	Cycle segregation	105
Gilmerton Road	Cycle segregation	68
Kingston Avenue closure and connection to Gilmerton Rd via Ravenswood Ave	Road closure	HOLD
Crewe Road South	Cycle segregation	94
Old Dalkeith Road	Cycle segregation	143
Comiston Road	Cycle segregation	115
Inglis Green Rd	Cycle segregation	98
Pennywell Road	Cycle segregation	129
Mayfield Road	Cycle segregation	106
Quiet Corridor - Meadows / Greenbank	Closures	29
Queensferry Road	TBA	81
A1 Corridor	TBA	70
Slateford Road (A70)	Cycle segregation	48
Lanark Road	Cycle segregation	165
Murrayburn Road (short section at Longstone)	Cycle segregation	12
Orchard Brae Roundabout	Road markings	9
<b>Total</b>		<b>1,652</b>
<b>Design costs and Contingency</b>		<b>506</b>
<b>Total</b>		<b>2,158</b>
<b>Low Traffic Neighbourhoods</b>		
East Craigs	Closures/bus gate	66
Leith	TBA	HOLD
<b>Total</b>		<b>66</b>
<b>Spaces for Exercise</b>		
Silverknowes Road	Various measures	31
Granton Square / Gypsy Brae	Cycle segregation	111
Seafield Street	Cycle segregation	2
Kings Place	Link between Proms	10
Maybury Road	Temporary traffic lights	30
Arboretum Place	Crossing point	10
Carrington Road	Road closure	HOLD
<b>Total</b>		<b>194</b>
<b>Design costs and Contingency</b>		<b>45</b>
<b>Total</b>		<b>239</b>
<b>Schools</b>		

<b>Including contingency</b>	<b>Various measures</b>	<b>196</b>
<b>Public proposed interventions</b>		
<b>Including contingency</b>	<b>TBA</b>	<b>326</b>
<b>Surveys and Monitoring</b>		
	<b>Various</b>	<b>256</b>
<b>Additional contingency and reserve</b>		<b>422</b>
<b>OVERALL TOTAL</b>		<b>5,000</b>

## Appendix 2 - Programme Scoring Criteria

### Spaces for people programme scoring criteria

The table below sets out the scoring criteria that have been used to develop a prioritised Spaces for People programme.

The criteria are based on those set out in Appendix 1 of the [14 May 2020](#) Policy and Sustainability Committee report. Two additions have been made to reflect the approved addendum to the report.

Further to this, projects were also given scores to reflect the extent to which they addressed areas of deprivation (in line with Council and Scottish Government priorities and reflecting evidence of higher incidence of COVID-19 in these areas). They were also given a modest score uplift if they related to previous consultation (this reflected comments made by Elected Members as the Spaces for People concept and programme was being developed).

Schemes have been ranked based on their benefit scores. The impact scores have been used to guide the design process.

When prioritising schemes, comments on specific deliverability issues and how the schemes integrated with one another, or any other issues were also captured. These comments ensured schemes selected for delivery were considered for their contribution to the programme holistically, as well on individual merit. This is of particular relevance to the 'Travelling Safely' programme of cycle segregation, where the creation of joined-up routes is especially important.

Criteria Assessment	Benefits or Impacts			'No go' trigger
	Very significant	Significant	Moderate/ Low	
Covid-19 distancing benefit and risk mitigation				No impact
	10	5	2/1	X
Benefit to pedestrians	High	Medium	Low	
	8	4	2/1	
Benefit to people cycling	High	Medium	Low	
	- Network benefit	4	2	1
- Local benefit	4	2	1	
Benefit to more vulnerable communities	High	Medium	Low	
	4	2	1	
Joining existing greenspaces and traffic-free routes	Large benefit	Moderate benefit	Small benefit	
	4	2	1	

Creating low-traffic neighbourhoods	Large contribution	Moderate contribution	Small contribution	
	4	2	1	
Impact on Public Transport	Positive impact	Neutral	Minor negative impact	Significant negative impact
	2	0	-2	X
Impact on emergency services routes	None or negligible	Minor	Moderate	Significant negative impact
	0	-1	-2	X
Impact on people with Mobility difficulties or visual impairments	Positive impact	Neutral, or minor negative impact	Minor negative impact	Significant negative impact
	2	0	-2	X
Impact of diverting traffic	none to minor	moderate	Significant	
	0	-1	-3	
Impact on residential parking	none to minor	moderate	Significant	
	0	-1	-3	
Impact on public parking	none to minor	moderate	significant	
	0	-1	-3	
Impact on business servicing	none to minor	moderate	significant	
	0	-1	-3	
Cost	low	moderate	high	
	0	-1	-3	
Ease of operation	easy	moderate operational burden	high operational burden	
	0	-1	-3	
Previous consultation and/or approval in principle	Significant previous consultation	Preliminary consultation undertaken	No prior consultation	
	3	1	0	

Spaces for People Project Priority Scores

Project	Category	Benefits score	Impacts score	Distancing and risk mitigation	Benefit for peds	Benefit to cyclists	Benefit to vulnerable communities	Joining green-spaces and traffic free routes	Creating low Traffic neighbourhoods	Impact on Public Transport	Impact on emergency services	Impact on mobility/visually impaired	Traffic diversion impact	Residential parking impact	Public parking impact	Impact on servicing	Cost	Ease of operation	Previous consultation	Deliverability comment	Integration/other comments
Princes Street East End	CC	30	-8	10	8	6	2	0	0	2	0	2	-1	0	0	-1	-3	-3	0		
Forrest Road to the Mound	CC	29	-7	10	4	8	1	1	0	0	0	2	-3	0	0	0	-3	-1	3		
Waverley Bridge Closure	CC	28	-7	10	8	4	2	1	0	0	0	2	-3	0	0	0	-1	-3	1		
South Bridge	CC	28	-12	10	8	2	4	1	0	0	0	2	-3	0	0	-3	-3	-3	1		
North Bridge traffic reduction and widened footways	CC	27	-10	10	8	2	2	0	0	2	0	2	-3	0	0	-1	-3	-3	1	Decisions to be made in light of traffic modelling	Integrates with South Bridge and Newington (shopping streets)
Victoria St	CC	27	-12	10	8	2	2	0	2	0	0	2	-1	-2	-2	-3	-1	-3	1		Fits best with phase 3 lockdown release
Cockburn St	CC	27	-12	10	8	2	2	0	2	0	0	2	-1	-2	-2	-3	-1	-3	1		Fits best with phase 3 lockdown release
Cowgate	CC	22	-8	10	4	2	4	0	0	0	0	2	-3	0	0	-3	-1	-1	0		
Maybury Road crossing	EX	26	-6	5	4	6	1	4	4	0	-1	2	-1	0	0	0	-3	-1	0		
Granton Square to Gypsy Brae	EX	25	-6	5	2	8	4	4	0	0	-1	2	-1	-1	0	-1	-1	-1	0		
Silverknowes Rd	EX	23	-3	5	2	6	4	4	2	0	0	0	0	0	0	0	-3	0	0		
Carrington Rd	EX	23	-4	5	2	6	1	4	0	0	-1	2	-1	0	-1	0	-1	0	3	On hold - consideration of impact on emergency service vehicles requires further consideration, particularly interactions with roadworks on Crewe Rd South.	Integrates well with Crewe Road South
Arboretum Place	EX	20	-5	5	4	4	1	4	0	0	-1	2	-1	0	0	0	-3	0	0		
Seafield ST and Kings Place	EX	18	-3	2	4	6	2	4	0	0	0	0	0	-1	0	-1	-1	0	0		These integrate with other actions along the promenade and are relatively simple and low-cost to implement
Leith low traffic neighbourhood	LTN	24	-4	5	4	6	2	2	4	-2	-1	2	-1	0	0	0	-1	-1	1	On hold due to interactions with tram construction traffic management and wider consultation required on proposals.	
East Craigs	LTN	24	-4	2	4	8	1	2	4	0	-1	2	-1	0	0	0	-1	-1	1		
Signalised junctions - removing need to push button	SIG	22	0	10	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0		
Great Junction Street	SS	23	-10	10	8	0	4	0	0	-2	0	2	0	0	-1	-3	-3	-3	1		
Newington Rd/Clerk St	SS	22	-10	10	8	2	2	0	0	-2	0	2	0	0	-1	-3	-3	-3	0	On hold- awaiting further design consideration and interaction with north and south bridge arrangements.	Integrates well with N/S Bridge
Bruntsfield/Tollcross	SS	22	-12	10	8	0	1	2	0	-2	0	2	-1	-1	-1	-3	-3	-3	1		
The Shore	SS	21	-12	10	4	2	2	0	2	-2	0	2	-1	-2	-2	-3	-1	-3	1		fits best with phase 3 lockdown release
Gorgie/Dalry Rd	SS	20	-9	10	8	0	2	0	0	-2	0	2	0	0	0	-3	-3	-3	0		
Queensferry Highstreet	SS	20	-9	10	4	2	1	1	0	0	0	2	0	-1	-1	-1	-3	-3	0		
St Johns Road	SS	20	-10	10	8	0	0	0	0	0	0	2	0	0	-1	-3	-3	-3	0		
Portobello High Street	SS	20	-10	10	8	0	0	0	0	0	0	2	0	0	-1	-3	-3	-3	0		
Morningside Rd	SS	20	-11	10	8	0	0	0	0	0	0	2	0	0	-2	-3	-3	-3	0		
Stockbridge - Raeburn Place	SS	20	-11	10	8	0	0	0	0	0	0	2	0	0	-2	-3	-3	-3	0	Dependent on completion of SGN works.	
Alternative to canal routes – Fountainbridge, Dundee Street	TS	29	-7	10	4	8	1	4	0	0	-1	2	-1	0	0	-1	-3	-1	0		Integrates with Slateford Rd to Wester Hailes Corridor
Slateford Rd to Wester Hailes corridor	TS	24	-7	10	2	8	2	2	0	0	0	0	0	-1	-1	-1	-3	-1	0		Intergates with Fountainbridge /Dundee St
Pennywell Rd and connections	TS	21	-3	5	2	8	4	1	0	0	0	0	0	0	0	0	-3	0	1		
Crewe Toll roundabout	TS	21	-4	5	2	8	4	2	0	0	0	0	0	0	0	0	-3	-1	0		Integrates well with Crewe Rd South
London Road, Willowbrae Rd and Milton Rd W	TS	20	-6	5	2	8	2	1	0	2	0	0	0	-1	0	-1	-3	-1	0		Measures to complement and enhance existing bus priority
Duddingston Rd - west to Milton Rd W.	TS	19	-4	5	2	8	2	2	0	0	0	0	0	-1	0	0	-3	0	0		Integrates well with London Rd - Willowbrae Rd and Milton Rd W
Comiston Rd, plus Greenbank to Meadows quiet connection.	TS	19	-7	5	2	8	1	1	2	0	-1	0	-1	-1	0	0	-3	-1	0		
Ferry Road	TS	19	-7	5	2	8	2	2	0	0	0	0	0	-2	-1	0	-3	-1	0		
Gilmerton Rd (North of maintenance scheme)	TS	18	-3	5	2	8	2	1	0	0	0	0	0	0	0	0	-3	0	0		Intergates with planned maintenance scheme and with Minto St/Craigmillar park
Orchard Brae roundabout	TS	18	-4	5	2	8	1	2	0	0	0	0	0	0	0	0	-3	-1	0		This project integrates well with Crewe Rd South
Craigmillar Park corridor	TS	18	-5	5	2	8	2	1	0	0	0	0	0	0	0	-1	-3	-1	0		Integrates with Gilmerton Rd
Meadow Place Road	TS	17	-3	2	2	8	1	4	0	0	0	0	0	0	0	0	-3	0	0	On Hold - budget constraint. Readily deliverable but existing lanes have waiting restrictions and do not tend to be blocked by parking	Provides good connection to existing off-road cycleway parallel to tram route
Queensferry Rd	TS	17	-6	5	2	8	1	1	0	0	0	0	0	0	-1	-1	-3	-1	0		Being closely integrated with work to consider bus priority
Potterow - Buccleuch Street - Causewayside - Mayfield Rd, plus quiet connection to Minto St	TS	17	-7	5	2	8	1	1	0	0	0	0	0	0	0	-3	-3	-1	0		N part of project integrates with connection from south via Minto St creating a network connection towards the SE of the city. Whole connection helps substitute for student bus service being withdrawn
Melville Dr	TS	16	-4	5	2	8	0	1	0	0	0	0	0	0	-1	0	-3	0	0	On Hold - budget constraint..Paths through the Meadows provide some alternative though these were very busy during Lockdown	This project integrates well with Minto street and Buccleuch St
Kingston Ave closure and connection to Gilmerton Rd via Ravenswood Ave	TS	16	-5	2	2	6	2	0	2	0	-2	2	-1	0	0	0	-1	-1	0		Integrates well with Gilmerton Rd and Minto St projects.
Wester Hailes Rd	TS	16	-5	2	2	6	4	1	0	0	-1	0	0	0	0	0	-3	-1	1	On Hold- budget constraint. Design being reviewed in light of stakeholder comments.	Offers opportunity to implement some of WEL measures early

# Appendix 4 – Commonplace Heat Map and Proposed Projects

