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We would like to know what legislations was used to allow these changes in our city.

The management and control of the road network is one of the key responsibilities of the Council in its role as Roads Authority. Where the Council determines a need to make changes to the management or control of a road, there are legislative requirements not only in terms of what the Council can do, but there are also requirements in terms of the processes that must be followed to bring about those changes.

Where changes are required that would alter how roads are used, the Council as Roads Authority operates under the terms of a range of legislation. That legislation determines the legal processes that have had to be followed in order to bring about the proposed changes.

Whilst in normal circumstances the Council is able to comply fully with the appropriate legislative requirements, the current lockdown situation has made this either more difficult, or in some cases impossible, to comply with certain aspects of those requirements.

The Coronavirus (Scotland) Act 2020 recognises this and has created provisions that are designed to allow some aspects of these legal processes to continue under lockdown, albeit with certain stipulations.

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. In this case, the immediate danger is the risk of the transmission of infection and the need mitigate that risk as a matter of urgency.

Section 14 (1) of the Road Traffic Regulation Act (RTTRA) 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 TRO it cannot be objected to.

Link to Transport Scotland Guidance on Temporary Traffic Regulation Orders and Notices - <https://www.transport.gov.scot/media/47432/coronavirus-covid-19-guidance-on-temporary-traffic-regulation-orders-and-notices.pdf>

The Roads Scotland Act 1984 Part 1 Public Roads – General powers and duties of roads authorities. 1 Powers and duties of Local authorities states that *Subject to subsection (10) below, a local roads authority shall manage and maintain all such roads in their area as are for the time being entered in a list (in this Act referred to as their “list of public roads”) prepared and kept by them under this section; and for the purposes of such management and maintenance (and without prejudice to this subsection’s generality) they shall, subject to the provisions of this Act, have power to reconstruct, alter, widen, improve or renew any such road or to determine the means by which the public right of passage over it, or over any part of it, may be exercised.*

We would like to know where the funds came from for this project.

The City of Edinburgh Council was awarded £5.2 million from Transport Scotlands Spaces for People fund.

Who authorised the spending?

Regular reports have been submitted to the Policy and Sustainability Committee and Transport and Environment Committee for approval.

We need detailed accounts of the decision processes.

Spaces for People reports can be found on the Councils website -
<https://democracy.edinburgh.gov.uk/ieDocHome.aspx?Categories=> or
<https://www.edinburgh.gov.uk/spaces-people-1/spaces-people-deciding-temporary-measures/2?documentId=12980&categoryId=20299>.

The research (if any) that concluded the 'spaces 4 people" project was necessary.

Information can be found on the Council Spaces for People webpages -
<https://www.edinburgh.gov.uk/spaces-people-1>

Public Health Scotland webpages -
<https://www.publichealthscotland.scot/downloads/transport-use-health-and-health-inequalities-the-impact-of-measures-to-reduce-the-spread-of-covid-19>

Scottish Government webpages –
<https://www.gov.scot/collections/coronavirus-covid-19-guidance/>

NHS webpages –
<https://www.nhsinform.scot/illnesses-and-conditions/infections-and-poisoning/coronavirus-covid-19>

Who designed the changes to existing road changes?

Council Officers and contracted consultants.

What thoughts were given to the “safety” and the “practicality” of these measures, and the effects on other road users?

All larger schemes have Designer Risk Assessments carried out prior to implementation and will be subject to an independent Stage 3 safety audit. The programme of audits is ongoing and will continue during the project (some very minor interventions around schools may not be audited i.e. no waiting cones etc).

The SfP Integrated Impact Assessment can be found at
(<https://www.edinburgh.gov.uk/directory-record/1229216/creating-safe-spaces-for-walking-and-cycling>).

Any measures that are introduced are routinely reviewed to determine if further changes are required and the comments from various parties will be considered as part of this. The Council's SfP Design Review Group conduct reviews of schemes both to determine their value against the national situation and in light of other local measures/works being proposed and assessed.

Primarily these reviews take place at various key stages; ranging from the designs being reviewed prior to implementation, site review post implementation, a further review once they have had sufficient time to 'bed in' and further periodic reviews taking account of any changes, monitoring information and correspondence.

What agencies were contacted for input regarding the viability and safety of the project.
(POLICE SCOTLAND / AA / RAC)

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What provisions are in place for the removal if it is decided after consultation to abandon the project?

A £900k allowance has been allocated for the removal.

Why was a small pilot scheme not introduced before wasting a HUGE amount of money on this?

This funding was specifically for the introduction of these measures to help contain the spread of a worldwide pandemic and, due to the urgent nature, a pilot scheme could not be introduced.

What environmental impact do the materials used in this project cause to the planet?

The cycle lane defenders are manufactured in the UK from 100% recycled tyre rubber.

How much money has been spent on this project to date?

£3.6m

What companies have been instructed to carry out these works so we can cross check these against ECC employees (past / present)?

CEC Road Operations, Contraflow and Rosehill Highways

What impact does this have on our UNESCO status in Edinburgh?

These are currently temporary measures and should not impact on the UNESCO status for Edinburgh. However, there is a report going to the Transport and Environment Committee on the 17th of July regarding if some of the SfP measures should be kept beyond the pandemic.