

**Deputation to City of Edinburgh Council meeting on 24 June 2021 – Item 7.13 Potential Retention of Spaces for People Measures**

The New Town and Broughton Community Council notes the decision taken at the Transport and Environment Committee on 17 June 2021 to largely adopt the recommendations contained in the report submitted to the Committee and in particular those contained in Appendix 2 of that report. We have reviewed the recommendations for the routes in our area and have prepared the attached table, which summarizes our position on the retention of these measures. As stated at the Transport and Environment Committee meeting, it is generally not possible to give a simple yes or no answer to the question about whether measures in an area need to be retained or removed. We have provided some rationale for our position but would welcome detailed discussion with Council officers and Councillors on the merits of individual schemes.

We also note the significant emphasis that was given to the ‘market research’ in the decision making process compared to the results of the public consultation. As was conceded by Council officials at the Transport and Environment Committee, we do not accept that the market research provided a representative sample for any valid assessment of the individual schemes. This is particularly true of a number of schemes in our area that had not even been finally designed, let alone implemented at the time that the market research was conducted. It therefore raises important questions about the wider use of this data by the Council in making decisions about which schemes to retain especially when the results of the market research are in conflict with the views of the local communities and the responses to the public consultation. It is critical that any consultation or market research undertaken by the Council is well designed and executed in order that local residents and other stakeholders can retain their faith in this important aspect of local democracy. We urge the Council to ensure that future public consultations fully meet the Council’s new Consultation Policy approved at the Policy and Sustainability Committee meeting on 20 April 2021.

Having already submitted a full set of proposals for Broughton Street to the Spaces for People Team, we strongly support the intent to continue to engage with Living Streets Edinburgh and other groups to explore long-term replacement of Shopping Streets schemes and mitigate any adverse impact of retained schemes on those with mobility or other accessibility issues. We welcome the intent to engage with communities during the ETRO process and trust that Community Councils will be part of that engagement.

New Town and Broughton Community Council

21 June 2021

## NTBCC Comments on retention of Spaces for People Schemes in our Area

<b>SCHEME NAME</b>	<b>CEC RECOMMENDS</b>	<b>NTBCC RECOMMENDS</b>	<b>NTBCC RATIONALE</b>
Waverley Bridge	Retain	Retain with Mods	While we can support the closure of this road to most traffic we are concerned at the displacement of buses to Regent Road and St Andrews Square. Neither of these locations is suitable for the number of buses now using them. On Regent Road, the pavement on the north side of this road is already very narrow and the presence of so many buses places unacceptable restrictions on pedestrians. We request that consideration is given to reopening Waverley Bridge to service and tour buses
The Mound	Retain with Mods	Retain with Mods	We agree with the retention of the measures on this route and the restoration of the bus stop but consideration must be given to the interaction of bus users and cyclists
Princes Street East End	Retain with Mods	Retain	We do not agree with the removal of the temporary footpath widening. This area is very congested for pedestrians especially in the area at the top of Waverley Steps. In the longer term any development of the Waverley Market should address the narrow pavements in this area given the high volume of pedestrians
Broughton Street	Remove Most	Remove Most	We agree that the current measures are not resulting in sufficient positive improvement for pedestrians and cyclists and therefore should be removed apart from the pavement widening at Barony Street that should be made permanent. In the longer term we believe that as an important community hub in this part of Edinburgh that there should be improvements which will address the concerns raised by Commonplace mapping in particular concerning pavement widening and reduced traffic speed
Broughton Street Roundabout	Retain with Mods	Retain with Mods	We agree that the modifications be retained but with modifications beyond just changing materials to be more suitable for an urban environment. The temporary measures have increased the space for pedestrians but this is not accessible and the narrowing of the entry lanes has created additional problems for cyclists. Consideration should be given to creating protected cycle lanes on and around the roundabout
Bellevue to Canonmills	Retain	Remove Most	While it is too early to be considering the long term retention of these measures it is already apparent that the changes at Broughton Road and East Claremont Street are having a negative impact overall. At the Broughton Road junction we had sought an increase in pavement space for pedestrians waiting to cross this busy junction. This has not occurred but the introduction of a segregated cycle lane has resulted in the loss of the dedicated left hand turn lane from Canonmills on to Broughton Road. This is already causing additional congestion and adversely impacting on buses using this route both in service but more importantly returning the Annandale Garage at the end of service
A1 - London Road (Hillside)	Retain	Remove Most	We believe that most of the measures in this area should be removed. We have consistently opposed the introduction of a segregated cycle path along this section of London Road as we believe that there are better options to improve cyclist safety especially while the tram works are in progress. We support the continuing restrictions to traffic on Hillside Crescent