

Planning Committee

10.00am, Thursday, 27 February 2014

Area Development Frameworks: Progress Report

Item number	7.1
Report number	-
Wards	Forth (4), Fountainbridge / Craiglockhart (9), City Centre (11), Leith Walk (12) and Leith (13)

Links

Coalition pledges	P17 , P24 , P31 , P40 , P44 and P45
Council outcomes	CO7 , CO10 , CO17 , CO19 , CO22 and CO23
Single Outcome Agreement	SO1 , SO2 and SO4

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Executive summary

Area Development Frameworks: Progress Report

Summary

The purpose of this report is to inform the Committee of progress with initiatives, projects and actions promoted by the Waterfront & Leith and City Centre Southern Arc Area Development Frameworks (ADFs) since the last update in February 2013. While there will inevitably be a wide variety of Council works taking place throughout both ADF areas, the focus of this report is on projects and actions that have resulted directly from the ADF process rather than provide an overview of Council activities being undertaken in the Waterfront and City Centre.

Recommendations

It is recommended that the Committee notes the progress being made in the development and delivery of projects set out in the Waterfront & Leith and City Centre Southern Arc Area Development Frameworks.

Measures of success

A measure of success is the implementation of projects and actions described in each of the ADFs.

Financial impact

There are no immediate financial implications for the Council arising from this report. There will be a requirement for resources to be allocated to specific projects in due course as they progress. These will be prioritised within the budget planning process.

Equalities impact

An Equality and Rights Impact Assessment was not undertaken in respect of the ADF initiative at its inception in 2009 as it pre-dates the statutory requirement. The ADF process is designed to deliver a coherent strategic direction for broad areas of the city within which individual masterplans can be prepared, describe how individual areas can physically evolve and, importantly, how the Council and its partners can facilitate place-making. It is at these subsequent stages in the process that consideration will be given to the Council's public sector general equality duty. Accordingly, the projects and actions described in each of the ADFs Action Plans will be considered against this duty and where necessary a detailed Equalities Impact Assessment undertaken and recorded as required.

Sustainability impact

The Waterfront & Leith and City Centre Southern Arc ADFs were prepared in the context of the Edinburgh City Local Plan which was the subject of strategic environmental assessment. The tasks and actions described in each ADF will help create sustainable patterns of development and movement.

Consultation and engagement

The process followed to prepare each of the ADFs engaged meaningfully with key stakeholders and local communities on issues of importance to them. They were prepared in collaboration with Architecture & Design Scotland and the National Health Service. The principal means of engagement was through the use of charrettes or design workshops and tailored meetings with specific interests. The outcomes from each event are recorded and help to inform the shape and content of the final ADFs.

Notwithstanding the extensive public consultation and community engagement that took place during the preparation of the ADFs, the intention is to consult further before individual projects progress further. Further engagement and consultation will be undertaken with relevant council services and external interests, principally community councils and other groups involved in the preparation of the ADFs, before any of the projects described are taken forward for implementation.

Background reading / external references

- Report to Planning Committee 03.12.09 setting out a programme of work leading to the preparation of a series of area development frameworks;
- Report to Planning Committee 28.02.2013 setting out the progress of the ADF actions.
- Waterfront & Leith ADF, approved October 2011
- City Centre Southern Arc ADF, approved March 2012

Area Development Frameworks: Progress Report

1. Background

- 1.1 In December 2009, the Council agreed to support a programme of work through its Design Initiative to take forward challenges set for the City by Sir Terry Farrell during his time as City Design Champion. Amongst other things, these included taking a more strategic approach to planning the city's waterfront and also developing more holistic proposals for the Haymarket area. This work has been taken forward through the preparation of two Area Development Frameworks (ADFs): the Waterfront & Leith ADF and the City Centre Southern Arc ADF. Each area has 'soft' boundaries, recognising that the planning, design and transport issues of a particular area may be influenced or affected by issues which exist outwith that area.
- 1.2 The principal aim of both exercises was to engage meaningfully with local residents, community representatives and landowning interests on issues of importance to them. The objectives for each ADF project were different, although the process by which they were prepared was broadly the same.
- 1.3 The ADFs were prepared in collaboration with Architecture+Design Scotland and NHS Lothian following extensive community engagement exercises. Each ADF is accompanied by an action plan which set out actions and tasks under a series of themes or projects that were/are to be completed in the short, medium or long term. This report describes the progress towards the completion of those actions and tasks.
- 1.4 The first annual progress report was presented to Planning Committee in February 2013.

2. Main report

Introduction

- 2.1 The projects promoted by the ADFs have the potential to contribute to and meet a number of objectives and actions set out in Council strategies and action plans for example the Local Transport Strategy (LTS) and supporting Active Travel Action Plan (ATAP). The ADF process provides a means of delivery and community engagement for many of the proposals promoted by the LTS, particularly those that seek to improve the basic condition for pedestrians and cyclists.

Context

Local Transport Strategy (LTS)

- 2.2 The [LTS 2014-2019](#) was approved by Transport and Environment Committee in January 2014. The new LTS continues the Council's long standing emphasis on promoting sustainable modes of transport i.e. walking, cycling and public transport over use of the private car. The objectives of the ADFs fit well with those of the LTS with their focus on promoting sustainable modes of transport, creating attractive and liveable places and improving the health and wellbeing of those that use the city. In summary the desired outcomes of the LTS are:
- be **healthy**, promoting Active Travel, with streets appropriately designed for their functions, and with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality;
 - be part of a **well planned, physically accessible, sustainable city** that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of; and,
 - be **inclusive and integrated**. Everyone should be able to get around the city regardless of income or disability.

Census 2011, Edinburgh: Transport and Travel

- 2.3 An analysis of 2011 Census Data ([Planning Information Bulletin: Transport & Travel](#)) indicates that Edinburgh has a higher proportion of people who walk, cycle and take the bus to work than anywhere else in Scotland. This demonstrates that the attitude of Edinburgh's citizens towards walking and cycling is changing. A consequence of the increase in those walking and cycling, both to places of employment and in general, has highlighted inadequacies in the city's foot and cycle path networks and is placing stress upon infrastructure and supporting facilities and a demand for their improvement.

Projects

Waterfront & Leith ADF: A Great City Street

- 2.4 The Waterfront & Leith ADF promotes the concept of a Great City Street through the transformation of the principal east/west route running along the waterfront from Lower Granton Road to Seafield Road (A901/A199). The aspiration is to create a unified route to encourage active travel through place-based interventions at key locations. The motivation for this project is the creation of a street, or series of streets, that link Leith, Newhaven and Granton which are safe and attractive for pedestrians and cyclists to use.

Progress is as follows:

- **Bernard Street:** environmental improvements have been completed, providing better movement opportunities for pedestrians and an improved public realm. Works have been completed in conjunction with improvement along Constitution Street;
- **Seafield Road:** the proposal to extend Ocean Drive from Constitution Street to Seafield and create a new port access has been suspended as a consequence of the uncertainty surrounding development of Leith Docks as a 21st Century Port and renewables hub. The preparation of a PPP application and Masterplan has been put on hold by Scottish Enterprise and there is no indication when these pieces of work will recommence; and
- **Craighall Road/Newhaven Main Street & Granton Square:** feasibility studies have been undertaken in both locations to consider possible environmental and highway improvements. Discussions between service areas within the Council have identified issues to be addressed and opportunities to collaborate and co-ordinate action on service priorities in each area.

City Centre Southern Arc ADF

- 2.5 The City Centre Southern Arc ADF describes a series of projects and priorities at key locations throughout the areas, some of which are aspirational and will take some time to develop and implement, others which will progress incrementally, and some which are small-scale and focus on detail.

Royal Mile

- 2.6 A [Royal Mile Action Plan](#) was approved by the Committee in August 2013, which sets out a series of actions that will lead to the improvement of the iconic street as a destination and a place to live. An implementation group has since been established to deliver the action plan proposals. In this regard meetings have been arranged with local retailers and community engagement will continue throughout 2014 as the projects develop. Designs are currently being developed to progress public realm improvements.

Chambers Street

- 2.7 Proposals to improve the public realm immediately outside the National Museum of Scotland, including pavement widening, reordering of on-street car parking provision and the relocation of statues were approved by the Development Management Sub-Committee in early 2013. Works are scheduled to commence in 2014.

Haymarket

- 2.8 The Planning and Building Standards and Transport Services continue to engage with Network Rail, Transport Scotland and other stakeholders in

Haymarket to deliver an improved public realm. Following the opening of the remodelled railway station, the clearance of tram works and the commencement of preparatory works to facilitate the development of the former Morrison Street Goods Yard there is an opportunity to engage and develop proposals. Funding of such works remain an issue and, in this regard, the Council will, in the near future, be making a bid to the Scottish Stations Fund for monies to improve access to the station, particularly from the south, introduce a system of pedestrian wayfinding and generally improve conditions for pedestrians and cyclists. The bid has approval in principle of SESTran, the Regional Transport Partnership.

Tollcross

- 2.9 There is recognition across Council services and stakeholder partners that there is a need to improve facilities for pedestrians and cyclists using the junction at Tollcross. Draft proposals, reported in the previous progress report, to reconfigure the junction and provide improved conditions for pedestrians and cyclists have been developed further. The proposals were developed in collaboration with local neighbourhood teams and have been considered by the Streetscape Working Group. Feedback has been positive and there is agreement on the general principle of improving facilities for pedestrians and cyclists using the junction.
- 2.10 Before the project can progress to a detailed street design, further work is required. As an important first step, and as a summary of work undertaken to date, a survey has been undertaken to build up a picture of how the junction is used and the impediment it presents to pedestrians and cyclist passing through the area. The findings of the study have shown that:
- the junction is an integral part of the transport network, providing important connections for pedestrians and cyclists, especially those moving between the Meadows and the canal basin. Pedestrians and cyclists however face many challenges when using the junction;
 - there is an opportunity to reconfigure the junction to allocate space equitably between all road users and considerably improve facilities for pedestrians and cyclists;
 - for the most part pedestrians are unable to cross the junction in a single 'green man' phase; and
 - the quality of the public realm at Tollcross is generally considered to be poor.
- 2.11 Notwithstanding the benefits to pedestrians and cyclists of a reconfigured junction, it is recognised that Tollcross is required to accommodate a considerable amount of traffic, including several local buses services. Changes here will have implications for other parts of the network that need to be considered. Until these concerns are addressed in full it will not be possible to introduce the fundamental changes that are sought. However incremental changes, such as a review of 'green man' crossing times and other signals, may

be brought forward in the interim. The next stage of the project is for a comprehensive study to be undertaken to provide a clear picture of how the junction operates, the relationship with the wider network and the scope for change to be undertaken in light of the concerns relating to potential impact on the network.

Next steps

- 2.12 A number of critical transport projects will be progressed throughout 2014, including post-tram reinstatement works, trial traffic management/public realm projects as part of the city centre improvement programme and the completion of committed works on Leith Walk. In light of these commitments and a limited resource it will not be possible to prioritise those projects that propose change to the primary road network and key junctions including the Great City Street and Tollcross Junction. The programme for the coming year will therefore focus on projects that can deliver change on the Royal Mile and at Haymarket, including the development of a pedestrian wayfinding system throughout much of the city centre. Further information on other ADF related actions outlined in both ADF action plans can be found in the tables in Appendix 1.

3. Recommendations

- 3.1 It is recommended that the Committee notes the progress being made in the development and delivery of projects set out in the Waterfront & Leith and City Centre Southern Area Development Frameworks.

Mark Turley

Director, Services for Communities

Links

Coalition pledges	P17: Continue efforts to develop the city's gap sites and encourage regeneration; P40: Work with Edinburgh World Heritage and other stakeholders to conserve the city's built heritage; P44: Prioritise keeping our streets clean and attractive; P45: Spend 5% of the transport budget on provision for cyclists.
Council outcomes	CO7: Edinburgh draws new investment in development and regeneration;

CO10: Improved health and reduced inequalities;
CO19: Attractive places are well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm;
CO22: Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible;
CO23: Well engaged and well informed – communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.

Single Outcome Agreement

SO1: Edinburgh's economy delivers increased investment, jobs and opportunities for all;
SO2: Edinburgh's citizens experience improved health and well-being with reduced inequalities in health;
SO4: Edinburgh's communities are safer and have improved physical and social fabric.

Appendices

1. Progress with Area Development Framework Actions

APPENDIX 1

PROGRESS WITH AREA DEVELOPMENT FRAMEWORK ACTIONS

WATERFRONT + LEITH AREA DEVELOPMENT FRAMEWORK

The Waterfront + Leith ADF was approved in final form in October 2011. The ADF sets out a series of actions to progress the projects and interventions that could contribute to the delivery of a refreshed vision for the Waterfront. The timescale for each action is described as short, medium or long term. Where a specific timescale was known this is identified in the action plan.

The ADF can be viewed here: [Waterfront+Leith Area Development Framework](#)

Progress on identified actions

No.	Action	Timescale	Progress at January 2014
1. DEVELOPMENT PLAN / GUIDANCE	Review development plan and other guidance and consider how this will impact on the delivery of services at the Waterfront, including: ECLP, LDP, LDDF & NETAP.	Ongoing	<p>The Proposed LDP identifies Leith Docks as a Special Economic Area where the main purpose of this area is for business and Industry. The Government's recently published Proposed Third National Planning Framework (NPF3) continues to include the Port of Leith as part of its National Renewables Infrastructure Plan (NRIP). The Plan notes that the Government will invest in facilities to accommodate manufacturing, servicing and maintenance of renewable energy infrastructure.</p> <p>Land at Granton, Western Harbour and that lying immediately beyond revised operational port boundaries will continue to make a significant contribution to the City's housing land requirements and that this, over time, will give rise to the provision of additional community facilities and services.</p>
2. REVISED LEITH MASTERPLAN	Provide inputs as required to the preparation of a Leith Masterplan and delivery of the 'TIF' road – Ocean Drive to Seafield.	Short	<p>Memorandum of Understanding entered into by Scottish Enterprise, Forth Ports and the Council to explore options for the creation of a 21st Century Port, including a renewables hub. Project being led by Scottish Enterprise. The Council is represented on an Advisory Group that is providing advice and guidance on the preparation of a PPP application and master plan and other consents required to be secured e.g. Harbour Revision Order and marine licence.</p> <p>However, the preparation of a PPP application and Masterplan has been put on hold as a consequence of the uncertainty surrounding development of Leith Docks as a 21st Century Port and renewables hub. The Advisory Group did not meet during 2013 and there is no indication when these pieces of work will recommence.</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">3. THE GREAT CITY STREET & OTHER ACTIONS</p>	<p>Based on a comprehensive corridor study develop the concept of the Great City Street aligned to the public realm strategy.</p> <p>Incorporate proposals for:</p> <ol style="list-style-type: none"> 1. the Shore traffic reduction and improvements; 2. Bernard Street public realm improvements; and 3. The Edinburgh Promenade. 	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Medium</p>	<p>Great City Street</p> <p>A study has been undertaken to consider the interventions necessary to realise the vision of the Great City Street. The study identifies opportunities for action and recommends ways in which the Waterfront’s considerable assets could be exploited to create cohesive, attractive places, principally through infrastructure improvements and provision of green space rather than development. It also considers possible strategies for dealing with vacant plots and leftover spaces.</p> <p>Projects include:</p> <p>Bernard Street: environmental improvements have been completed, providing better movement opportunities for pedestrians and an improved public realm. Works have been completed in conjunction with improvement along Constitution Street;</p> <p>Seafield Road: the proposal to extend Ocean Drive from Constitution Street to Seafield and create a new port access has been suspended as a consequence of the uncertainty surrounding development of Leith Docks as a 21st Century Port and renewables hub.</p> <p>Craighall Road/Newhaven Main Street & Granton Square: feasibility studies have been undertaken in both locations to consider possible environmental and highway improvements. Discussions between service areas within the Council have identified issues to be addressed and opportunities to collaborate and co-ordinate action on service priorities in each area.</p>
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<p style="text-align: center;">4. THE HEARTS</p>	<p>With stakeholders develop the identified hearts and links at Leith, Newhaven and Granton Square.</p>	<p style="text-align: center;">Medium</p>	<p>Leith :</p> <p>Council officers contributed to and participated in The Leith Conference organised by the Leith Trust in October 2013. The purpose of the conference was to develop a shared vision for the future of Leith and its community. A series of actions based on the following themes is being developed:</p> <ul style="list-style-type: none"> • Heritage & Education; • Environment; • Arts & Culture; and • The Community & its Identity. <p>With regard to environmental actions, delegates recognised that the quality of the built environment has an impact on people’s behaviour and identified the need:</p> <ul style="list-style-type: none"> • to find temporary solutions for the use of derelict land and vacant buildings; • to create spaces where people from a variety of backgrounds could meet and engage; • for safer streets; and • the creation of green corridors. <p>The intention is to continue to engage with the Leith Trust throughout 2014 to develop projects, including:</p> <ul style="list-style-type: none"> • The Leith Walk improvements; • Lower Granton Road/Trinity Crescent: detailed designs developed and process of promoting a Traffic Regulation Order (TRO) has begun: see report to Transport & Environment Committee dated 15 January 2013 here: Lower Granton Road Realignment TRO Report • Lindsay Road improvements: detailed design developed. <p>Newhaven & Granton Square:</p> <ul style="list-style-type: none"> • Proposals being developed in the context of the Great City Street, including a review of the use of pavement/road space at the junctions of Newhaven Main St and Craighall Road and Granton Square and along Lower Granton Road.
<p style="text-align: center;">5. TEMP' PROJECTS</p>	<p>Temporary projects: greening of derelict land</p>	<p style="text-align: center;">Medium</p>	<p>CSGN awarded Edinburgh & Lothians Greenspace Trust (ELGT) £38k to develop and implement ‘greening’ proposals for vacant and derelict land in North Edinburgh regeneration areas, including Western Harbour. After a scoping exercise undertaken by ELGT and Port of Leith Housing Association, a project for temporary greening was taken forward at Windrush Drive, including the introduction of new top soil, plant seeding, tree planting and wild flowering. The project was completed in 2013.</p>

6. AGREEMENTS	Pursue incomplete / outstanding S.75 legal agreements in Leith & the Waterfront.	Ongoing	Applications sitting at 'minded to grant' status have been reviewed and applicants contacted to discuss barriers to the conclusion of legal agreements.
7. ACTIVE TRAVEL ACTION PLAN	<p>Deliver Active Travel Action Plan (ATAP) commitments across the Waterfront</p> <p>Active travel: signage for pedestrians and cyclists linking destinations across the Waterfront</p>	Short-Medium-Long term	<p>An Active Travel Network Management Group meets regularly to guide the delivery of a number of ATAP work packages, principally those involving physical change to the network.</p> <p>A199 Seafield Road – a project to accommodate cycling on pavements along A199 as part of a wider 'Family Network' Leith to Portobello cycle route was completed during the course of 2013. (Report to TIE Comm 27.09.11).</p>

Updated 21.01.14

CITY CENTRE SOUTHERN ARC AREA DEVELOPMENT FRAMEWORK

The CCSA ADF was approved in final form in March 2012. The ADF describes a series of projects and priorities at key locations throughout the area – some of which are aspirational and may take a while to develop and implement, others which will progress incrementally, while some are small-scale and focus on detail. Where a specific timescales are known these was identified in the plan.

The ADF can be viewed here: [City Centre Southern Arc Area Development Framework](#)

Progress on identified actions

Projects	Timescale	Progress at January 2014
Haymarket to Holyrood		
1. Consider movement priorities throughout the area.	Long	Draft proposals to be developed and drawings prepared to aid wider discussion with internal and external interests.
2. Review one-way / traffic management arrangements and the cost implications of change.	Long	Ongoing. Proposals will need to be considered in the context of traffic management temporary projects and other proposals for the wider city centre, including those for Haymarket.
3. Create a 'family network' cycle route between the West End & Holyrood.	Medium	Tasks link to emerging proposals for project 1 above, in particular the creation a link between North Meadows and the canal basin at Tollcross.
4. Reinforce 'off-road' route from Grassmarket to the canal basin.	Medium	
5. Create footpath routes at Quartermile: Meadows to Lauriston Place.	Medium	
6. Encourage property owners to improve the appearance of buildings along the Cowgate and in so doing encourage greater use of the street by pedestrians and cyclists.	Medium	Projects to be discussed with Neighbourhood Partnership Manager. The intention is to develop projects and a programme of works during 2014, including lighting schemes for bridges along Cowgate.
7. Introduce appropriate street lighting at locations along the route conducive to the characters of the wider area and its various functions.	Long	See item 6 above.
8. Introduce appropriate signage to reinforce connections with other routes, particularly signage associated with walking and cycling.	Short to Medium New	The procurement of new city centre pedestrian wayfinding system will be secured as part of the forthcoming award of a new Advertising and Street Furniture contract. The intention is for a wayfinding system for the city centre, essentially the World Heritage Site, to be introduced within 12-18 months of the contract start i.e. Autumn 2014, before being

	contracts start Aug 2014.	<p>extended to other parts of the City e.g. Leith. The project will in time meet a number of Active Travel Action Plan (ATAP) 'walking' actions;</p> <p>Following a contract tender process a report on this matter will be presented to Finance and Resources Committee in May 2014.</p> <p>New navigation signs, an extension of the existing system, are to be installed at each of the 5 city centre tram stops in time for the commencement of operations.</p>
Haymarket		
9. Develop Haymarket as a major transport interchange by integrating modes of transport, incl. adequate provision for taxis and provision for 'kiss & drop' facilities.	Medium	<p>The Council continues to engage with Network Rail, Transport Scotland and other interests in Haymarket to deliver an improved public realm. Following the opening of the remodelled railway station, the clearance of tram works and the commencement of preparatory works to facilitate the development of the former Morrison Street Goods Yard there is an opportunity to engage and develop proposals.</p> <p>Funding of such works remain an issue and, in this regard, the Council will, in the near future, be making a bid to the Scottish Stations Fund for monies to improve access to the station, particularly from the south, introduce a system of pedestrian wayfinding and generally improve conditions for pedestrians and cyclists. The bid has approval in principle of SEStran, the Regional Transport Partnership.</p>
10. Develop further links between Haymarket and Fountainbridge / Union Canal.	Medium	Project being discussed in the context of emerging proposals for Fountainbridge / Union Canal and Haymarket. Proposals for the former Morrison Street Goods Yard do not prejudice project aspirations.
11. Progress Haymarket Urban Space Initiative with aim of improving the environment for pedestrians and cyclists while exploring the opportunity for commercial development.	Long	See item 9 above.
12. Create safe & attractive pedestrian crossing from the station to the former Morrison St Goods yard site.	Long	Task linked to progress with actions 9, 10 & 11 above. Monies secured to install a pedestrian crossing which will be designed and installed by CEC. Discussions being undertaken to ensure that crossing is aligned with potential new station access from the south.
13. Improve access/egress to/from station, particularly to Dalry Road and links to EICC / Exchange area.	Long	Task linked to progress with actions 2, 9, 10, 11 & 12 above.

14. Improve orientation signage at the Station to city centre, EICC and points of interest to the west	Long	Signage requirements across the city centre is being considered as part of the ongoing review of CEC's street furniture contract – see 8 above.
Chambers Street		
15. Consider limiting access to the street by general traffic.	Short	No progress on this action. It is intended to explore options during 2014.
16. Remove central car parking aisle / alter junctions at either end of the street to facilitate better pedestrian / cycle movement and improve access to/from Candlemaker Row from Chambers St.	Short / Medium	Application 12/02997/LBC, was approved 2013 and will address this issue in part. Works are scheduled to commence later this year. Further discussion to be had regarding parking at the east end.
17. Widen footpaths and promote use of shared space.	Short / Medium	Application 12/02997/LBC was approved 2013. In summary, existing public statue to be relocated and new public statue to be located in new public space to be formed in front of the National Museum of Scotland, including a widened footpath. The applications proposals can be viewed here: Application 12/02997/LBC .
18. Remodel street to allow space for events associated with uses along the street, especially at the museum.	Medium	Project to be discussed with Neighbourhood Manager in the context of task 17 above.
19. Improve the setting of existing historic buildings.	Medium	Project to be discussed with NP Manager in the context of task 17 above.
20. Promote lighting to enhance historic buildings, their setting and the street.	Medium	No progress to-date.
The Royal Mile		
21. Reduce traffic speeds and consider restrictions at certain times.	Short	The Royal Mile Action Plan was approved in August 2013. An implementation group has since been established to progress and deliver identified actions. In this regard meetings have been arranged with local retailers to discuss projects. Community engagement will continue throughout 2014 as the projects develop. Designs are currently being developed to progress public realm improvements. Link to Finalised Royal Mile Action Plan
22. Enhance facilities for pedestrians, including links from the North / South Bridge to the street and to the Canongate.	Long	
23. Co-ordinate refuse collections.	Short	
24. Better co-ordinate management of the street and spaces.	Short	
25. Develop a rationale for signage along the street and closes.	Short	
Tollcross		
26. Consider movement priorities at Tollcross junction.	Short to Medium	Draft junction improvement proposing improved conditions for pedestrian and cyclists have been prepared as a basis for wider discussion with interests

		<p>within CEC. Outline proposals have been presented to the Council's Streetscape Working Group, at which they received positive feedback.</p> <p>A study of users of the junction has been undertaken and its findings shared with CEC services. A comprehensive transport study of the junction has yet to be undertaken but it is hoped that resources can be identified to progress this project in the next financial year.</p> <p>Project being progress in the context of item 1 above.</p>
27. Reduce traffic speeds at Thornybauk, West Tollcross and Lochrin Place and promote necessary changes to road / footpath / cycle network.	Long	<p>Broad proposals identified in the West Tollcross Development brief approved in January 2006. Proposals are being developed as part of the Tollcross junction improvement proposals</p> <p>See also item 26 above</p>
28. Improve pedestrian connections throughout Tollcross linked to the creation of new public spaces: [1] create link between centre of Tollcross and canal basin and [2] create new public space at west Tollcross.	Medium	See item 26 above.
29. De-clutter streets and assess condition of pavement surfaces throughout.	Short	See item 26 above.
30. Develop lighting proposals that ensure footpaths and cycleways are safe and attractive to use.	Long	Proposals being taken forward in the context of ongoing ATAP actions.
31. Consider how post mounted signage could be reduced, rationalised and unnecessary / duplicate signage removed.	Short	Ongoing.
Temporary Projects		
32. Promote temporary road closures to create pedestrian zones during festivals and other events.		Project to be discussed with Neighbourhood Manager / Events team in the context of item 17 above.
33. Promote 'greening' projects on existing gap sites.		<p>Potential opportunities for 'greening' projects are continually being explored. From recent developments elsewhere in the city, developers are showing an improved willingness to explore temporary greening of sites. The most notable example being at Fountainbridge where temporary allotments have been installed and have proven to be a success.</p> <p>An opportunity also exists during the phased development of the former Morrison Street Goods Yard once works to strengthen railways tunnels below the site have been completed and overburden removed.</p>

<p>34. Pilot cycle parking facilities at strategic locations across the ADF area.</p>		<p>The introduction of a bike hire scheme has been discussed as part of the advertising / street furniture contract requirements. Market feedback is that such schemes these are expensive to establish and maintain.</p> <p>The Council's revised Local Transport Strategy 2014-19 promotes the provision of secure cycle parking facilities close to Tram stops.</p>
<p>35. Promote temporary lighting at appropriate locations e.g. under arches at George IV Bridge / South Bridge.</p>		<p>See item 6 above.</p>
<p>36. Liaison with A+DS & NHS</p>		<p>The Council continues to engage with both organisations on projects identified in the ADFs, including attendance at ADF Project Board meetings.</p>

Updated 20.01.14