



Item 6.1 - Business bulletin

Transport and Environment Committee

10.00am, Thursday, 10 August 2017

Council Chamber, City Chambers, High Street, Edinburgh

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes</p>  <p>Councillor Karen Doran (Vice-Convenor)</p> 	<p>Councillor Scott Arthur Councillor Gavin Barrie Councillor Chas Booth Councillor Graeme Bruce Councillor Steve Burgess Councillor Nick Cook Councillor Gillian Gloyer Councillor David Key Councillor Callum Laidlaw Councillor Adam McVey Councillor Cammy Day</p>	<p>Alison Coburn Senior Executive Officer 0131 529 3149</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Blair Ritchie Committee Services 0131 529 4085</p>

Recent news

Petition from North Merchiston Residents' Association

On 30 March 2017, the Petitions Committee considered a Petition from the North Merchiston Residents' Association entitled "Turn up street lights". The petitioners named the following five streets in which they wished the street lights turned up: Bryson Road; Dundee Terrace; Fowler Terrace; Ritchie Place and Watson Crescent.

Officers reported that, since receiving the petition, the lanterns in Bryson Road had been replaced with wide street comfort optics, with a lantern in Ritchie Place and a lantern in Watson Crescent realigned to provide a better distribution of light. Officers also reported that a meeting was planned with colleagues in Forestry to resolve the outstanding issue with trees impacting on light distribution.

The Committee asked that an update be included within a future Transport and Environment Business Bulletin regarding future planned work to resolve the issues raised by the petition.

Since the Petitions Committee, the remaining issue (with trees) has been resolved through the removal of two trees from the junction of Bryson Road with Tay Street and the relocation of a street lighting column (at the junction of Watson Crescent with Tay Street).

Background

For Further Information

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Street Lighting and Traffic
Signals Manager,
Infrastructure, Place
Management

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To remove stationary training machines from Meadows and Bruntsfield Links

An invalid petition entitled 'To remove stationary training machines from Meadows and Bruntsfield Links' was made open for signatures on the Council website on 20 April 2017.

The petition asked that the training machines be removed from the Links due to lack of use and perceived damage to the image of the park.

By its closing date on 3 August 2017 the petition received 1 signature.

A petition requires 200 signatures before it can be considered by a Council Committee. Where a petition refers to a local issue, the Convener has the discretion to declare a petition with more than 50 signatures valid.

This petition cannot be considered as it did not receive the

For Further Information

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minimum number of signatures required by its closing date.

Recent news

Granton Square Update

At the Transport and Environment Committee on 17 January 2017 a motion was raised by former Councillor Jackson that called for a report within one cycle on what measures could be introduced to assist pedestrians trying to cross the roads at Granton Square.

It was subsequently agreed with the former Councillor that it would not be possible to undertake the investigatory work necessary for this within the timescale requested.

The Council then submitted a bid for Sustrans Community Links funding to assist with the development of a local placemaking scheme for the Square. This bid was successful and we are now arranging for traffic and pedestrian surveys to be undertaken after the end of the school summer holiday period.

Following this, we will consult with the local community to develop proposals that address the difficulties that they are experiencing. A further update will be provided to Committee once these proposals have been developed.

In addition, the Edinburgh Local Development Plan Action Programme published in December 2016, includes an action to deliver a public realm project on Granton Square with an estimated cost of £2m. Funding for this has yet to be identified.

Background

Contact: Stacey Monteith-Skelton, Senior Engineer (Road Safety), Planning and Transport on 0131 469 3558 or Stacey.monteith-skelton@edinburgh.gov.uk

Recent news

Smarter Choices, Smarter Places 2017/18 Update

The full funding offer of £456,081 was awarded to the Council on 10 March 2017, along with a further £88,211 of supplementary funding that had become available because other Councils had been unable to make full use of the funding that they had been offered. This brings the total funding available to the Council for the 2017/18 Smarter Choices Smarter Places (SCSP) programme to £544,292.

The broad categories of work agreed by Committee for the 2017/18 programme are:

- travel planning;
- route marketing;

Background

On [21 March 2017](#) Committee noted that the Council had been invited to bid for £456,081 of revenue funding from the Scottish Government, as part of the 2017/18 Smarter Choices Smarter Places (SCSP) initiative, and approved a broad programme of initiatives to be undertaken using this funding.

- research and development; and
- 20mph and active travel street management.

The individual initiatives that are to be taken forward within each of these categories have now been selected and appropriate funding allocations have been determined, in consultation with the Convener and the Vice Convener.

The opportunity was identified to create several new, fixed term posts as part of the programme and recruitment processes to fill these are ongoing.

On [23 March 2017](#), the Finance and Resources Committee approved the award of a £72,000 contract to a travel planning consultant.

A plan has also been developed for the evaluation of the 2017/18 programme, as required by the conditions of the funding grant.

Committee also agreed to delegate powers to the Senior Manager – Roads Network, in consultation with the Convener and the Vice Convener, to further develop and deliver a plan and detailed programme for spending these monies and requested that regular Business Bulletin updates be provided.

Recent news

Sustainable Transport Accreditation and Recognition for Schools (STARS) - Update and Future Proposals

The project has left a legacy of a road safety accreditation framework that is very popular in schools. Ten primary schools took part in 2014, with four schools reaching bronze level. In 2015, 35 schools signed up and started working towards gold accreditation. We presently have two schools that have achieved gold. All schools (both state and independent) are now able to submit a report at the end of the school year, detailing the road safety activities they have been involved in throughout the year. These are assessed and awards made at an appropriate level.

STARS awards are presented at the Junior Road Safety Officer (JRSO) launch event in the City Chambers. JRSOs promote road safety to their peers through assemblies, notice boards, events and competitions. The next event will take place in the City Chambers on 13-14 September and invitations have been sent to all participating schools.

STARS funding also supported the provision of i-bike officers, who worked in schools to promote cycling to staff and pupils, and they also recruit and support volunteers to continue the programme within schools after the first year.

Although the EU funded project has now officially ended, STARS activities in schools continue. Exchange rate fluctuations have resulted in a carry over of EU funding into this financial year, which is sufficient to support the employment of an i-bike officer for 2017/18. A new officer was appointed to undertake this role in May.

In addition, the Council employs two Road Safety and Active Travel Liaison Officers on a permanent basis, who support JRSOs in carrying out activities that count towards their STARS award.

Background

Edinburgh is one of 13 European partners that participated in the STARS (Sustainable Travel Accreditation and Recognition for Schools) project.

This was a three year EU funded programme of measures to increase walking and cycling to school and to share best practice amongst partners.

STARS began in September 2013 and the project officially came to an end in March 2016.

Further information is available at http://www.streetsaheadeinburgh.org.uk/info/35/school_travel/83/stars

Recent news

Water of Leith Basin Siltation Study

External consultants have completed a study into potential flooding at the Water of Leith basins (area between Leith Docks and West Bowling Green Street Bridge as shown on the attached location plan as Appendix 1 below) and concluded that the risk of flooding is low/medium.

The consultants have produced the Water of Leith Basin Siltation Study including Executive Summary and Non-Technical Summary.

The Executive Summary from the Non-Technical Summary of the findings in relation to flooding has been attached as Appendix 2, below.

It should be noted that it is considered that the silt levels have reached equilibrium and that the management of potential flooding is heavily dependent upon Forth Port's operation of the overflow culverts at the docks.

The report demonstrates that it is not anticipated that the Water of Leith will flood out of bank at the Water of Leith Basin, until approximately the 1 in 200 year flood event. The 1 in 200 year event, is a flood event that statistically has a 0.5 percent likelihood of occurrence in any year.

As the risk of flooding is low/medium it is not intended to provide defences or dredge this stretch of the Water of Leith to manage flooding.

Background

A report to the Transport and Environment Committee in [October 2014](#) gave detail on siltation in the Water of Leith Basin.

The Friends of the Water of Leith expressed concerns in relation to siltation, from flooding and amenity perspectives.

External consultants were commissioned in June 2016 with approval of the Finance and Resources Committee to carry out a siltation study.

For Further Information

Contact: Tom Dougall,
Structures and Flood Prevention
Manager, Planning and Transport

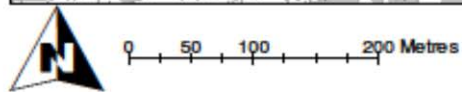
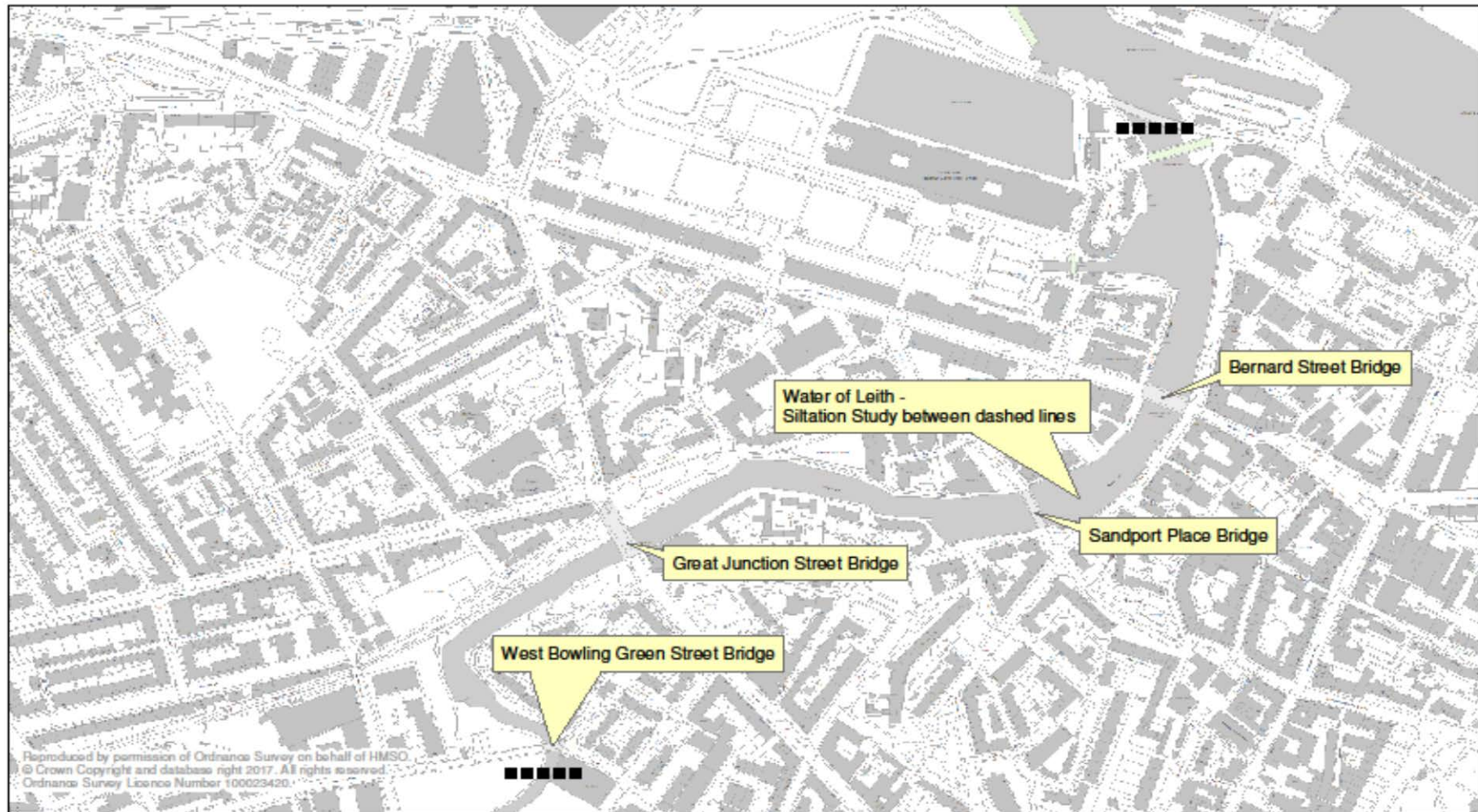
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Forthcoming activities:

Based on the recommendations in the report, the levels of silt will be visually inspected during the annual river inspections. If it is found there is significant change a further survey could be undertaken.

Appendix 1 (Water of Leith Basin)



Executive Summary

AECOM carried out an investigation into siltation and flood risk in the Water of Leith Basin, and this report contains a non-technical summary of the findings.

Since the construction of Leith Docks in 1969 the water level in the river basin is controlled (i.e. kept artificially high) by the water level in Leith Docks; Forth Ports maintains a constant water level in the dock for shipping operations. This has resulted in the accumulation of a significant quantity of silt in the basin. There is a concern that this silt could place the local area at an increased risk of flooding due to the reduced flow capacity in the river. Additionally the silt is exposed at times of low flow, which causes an odour problem.

AECOM carried out a survey of the silt levels within the basin. These levels were then compared with a survey carried out previously in 2003. Some areas had gained a large amount of sediment, whereas other areas had lost sediment. It was therefore difficult to identify a consistent pattern. Overall, there appeared to be a reduction in sediment levels since 2003 (100-200mm depth on average over the basin). Comparing two snap shots in time may not give an accurate picture of the overall process though, so there is uncertainty in these findings. It was therefore recommended that the silt level is monitored by visual inspection (annually) and re-surveyed regularly (every 10 years or sooner if there is evidence of significant change). Tests carried out on the sediment indicate that the contaminants present are not a risk to human health at the concentrations detected.

The City of Edinburgh Council provided an existing computational model of the Water of Leith that was originally developed for the Water of Leith Flood Prevention Scheme. The model was updated to include the new survey data to provide an up-to-date assessment of flood risk in the basin. It was found that the risk of flooding is generally medium to low, with only isolated areas potentially having a flood risk higher than 0.5% annual probability (1 in 200). Blockage of the bridges would increase the risk; however the Council holds no records of this occurring. The flood level throughout the study area, in particular downstream of Sandport Place, is strongly influenced by the water level in Leith Docks. This level is highly dependent on the operation of the flood relief apparatus located at the locks. Forth Ports has arrangements in place for controlling the apparatus during a flood.

Any flood protection works would need to demonstrate economic, social and environmental sustainability for funding to be considered by the Scottish Government. A review of available options for managing flood risk was carried out. In order to reduce the risk of flooding, major works would be required. This could involve extensive and regular dredging, flood walls or alteration to the way Leith Docks operates. Since the current level of flood risk is not high, it was considered that such works cannot be justified. SEPA maintains a flood warning scheme for the area which will help local residents and businesses mitigate the effects from any flooding.

There are options available for managing the odour problem associated with the silt including reducing the amount of silt entering the watercourse (source control), dredging (removal of silt) or using plants to digest the silt:

- **Source control** was not considered to be an appropriate solution to the problem, as there is no single source of the silt.
- **Dredging** would involve major works at an estimated cost of around £4M for removing a 1m depth from across the study area, although more targeted options may be available.
- **Digestion** of the silt would not reduce silt levels quickly, but it could be an aesthetically pleasing option.

Contaminant assessment of the silt carried out on behalf of AECOM indicated that the silt would not pose a risk to human health at the contaminant concentrations detected. The detailed assessment of odour control options was not part of this study so some further work would be required if funding was made available to investigate this.