



Transport and Environment Committee

10am, Thursday, 1 March 2018

Dean of Guild Room, City Chambers, High Street, Edinburgh

Convener:	Members:	Contact:
<p data-bbox="172 248 421 327">Councillor Lesley Macinnes</p>  <p data-bbox="172 736 510 831">Councillor Karen Doran (Vice-Convenor)</p> 	<p data-bbox="568 237 932 692">Councillor Scott Arthur Councillor Gavin Barrie Councillor Chas Booth Councillor Graeme Bruce Councillor Steve Burgess Councillor Nick Cook Councillor Scott Douglas Councillor Gillian Gloyer Councillor David Key</p>	<p data-bbox="1090 237 1334 383">Alison Coburn Senior Executive Officer 0131 529 3149</p> <p data-bbox="1090 439 1378 544">Veronica MacMillan Committee Services 0131 529 4283</p> <p data-bbox="1090 618 1378 723">Rachel Gentleman Committee Services 0131 529 4107</p>

Transport and Environment Committee

Recent news

Phase 2 cycle safety improvements along the tram route in the city centre

A report to the Transport and Environment Committee on 5 October 2017 outlined a four phase approach to implementing changes along the tram route to improve safety conditions for cyclists and pedestrians. Implementation was broken into phases based on the relative scale and complexity of the different interventions that are being proposed.

Phase 1 was successfully delivered in October and November 2017. It comprised mainly of red screeded surfacing and road markings to guide cyclists crossing the tram tracks at key junctions. This was accompanied by warning signs, aimed at both cyclists and drivers, at locations along the on-road section of the tramline in the city centre. A media campaign was also undertaken to highlight the risks of cyclists losing control at tram tracks and encouraging drivers to leave extra space.

Since October, ongoing consultation has been undertaken with Sustrans and SPOKES to further develop the proposals for Phases 2 and 3. Replacement of cycle symbol road markings on Princes Street at Lothian Road and at South Charlotte Street with worded "CYCLE" markings, which forms part of Phase 2, was implemented in February 2018.

The remainder of Phase 2 is scheduled for delivery by the end of March 2018. This includes 15 new Advance Stop Lines (ASLs) and the application of red screeded surfacing to the tram track crossings for cyclists at the junction of Princes Street and Hanover Street/The Mound. There will also be a refresh of the media campaign to reiterate the key messages of Phase 1 and remind cyclists and motorists how ASLs should be used.

Phase 3 remains on course for delivery in Autumn 2018. The realignment of the cycle lane outside the entrance to Haymarket Station has been moved into Phase 3. This is because it requires alterations to signals and kerb lines

Background

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which, due to technical complexities, would not have been deliverable within the Phase 2 timeframe. Proposals for providing a marked crossing across the tram tracks at Haymarket Junction, between Dalry Road and West Maitland Street, are also included in Phase 3.

Phase 4 will form part of the City Centre Transformation programme.

School Streets Update

At the Transport and Environment Committee on 10 August 2016 updated School Streets selection criteria were approved for future applications.

In May 2017, Edinburgh primary schools were invited to apply for the next phase of School Streets. In total, fifteen schools applied. Following evaluation of the applications against the approved criteria, School Streets will be progressed at St Mary's (Leith) RC Primary School, Leith Primary School, Roseburn Primary School and Gilmerton Primary School.

Implementation at Roseburn Primary School has, however, been temporarily put on hold due to the proposed City Centre West – East Link (CCWEL). This is to allow a detailed design for CCWEL to be established in the area surrounding the school, as this may change travel behaviour in the area and therefore influence the extent of the School Streets zone.

Further progress updates will be provided to Committee in due course.

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Low Emission Zones

Within the Council, a project board and delivery group to scope and implement a Low Emission Zone (LEZ) regime in Edinburgh has been established. In addition, officers are working closely with the other agencies tasked with delivering LEZs to collectively consider issues related to the LEZ design and implementation. The attached diagram sets out further detail on these groups, purpose, and how they operate in relation to each other.

This committee is considering a paper reviewing Edinburgh's current Local Transport Strategy and setting out issues and opportunities for the next strategy (including air quality and transport emissions). Stakeholder engagement on the LTS issues is expected to commence later in March 2018 and the feedback (along with the modelling results) will inform a Transport and Environment Committee report on the potential for an LEZ regime in Edinburgh in May 2018.

Officers are working closely with SEPA under the National Modelling Framework to consider vehicle emissions across the fleet in Edinburgh. The focus is currently on modelling a series of scenarios to test what air quality improvements could be achieved across the city.

LEZ Groups and Relationships



LEZ groups and relationship model.

Edinburgh Tram – York Place to Newhaven

In September 2017, the Council approved the updated Outline Business Case for completing the existing tram line to Newhaven, and approved the commencement of Stage 2 activities, including the commencement of the procurement process to select preferred contractors along with the commencement of project consultation.

A commitment was made to update and refine the business case following the completion of the procurement exercise, and bring a report back to Council by Autumn 2018 recommending a way forward.

The project team continue to progress with all activities associated with the procurement stage of the project, this includes the production of procurement documentation, contract drafting and finalisation of technical documentation. Stage 2 of the project remains on programme and budget.

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The first phase of project consultation in relation to temporary traffic management during construction, business support, and final road layouts commenced in February and is due to be complete by the end of March. Formal consultation in relation to the Traffic Regulation Order is due to commence in the summer of 2018.

The project team continue to engage with key stakeholders including Edinburgh Trams, THRE Edinburgh St James, Forth Ports and key utility companies.

The Contract Notice for the Edinburgh Tram Project was published as two Lots namely; Infrastructure and Systems Contract and a Swept Path Contract on 25 October 2017. The prequalification assessments are now complete and the tender for the Infrastructure & Systems contract is due for release at the end of March.

As reported previously the remaining phases of Leith Programme, Phase 5 and 6, have now been subsumed within the Tram project. As a result of this, the Phase 5 Public Hearing was temporarily suspended in anticipation of this decision, and a separate paper is before Committee seeking approval to formally cancel the process.

The All Party Oversight Group for the project has now been established and will meet at six weekly intervals. The project team continues to report to the Project Board on a monthly basis.

The project will continue to report each cycle to the Transport and Environment Committee through the business bulletin. A more detailed report will then be prepared for early Spring 2018 setting out progress to date and key steps to completion.

Lothianburn Park and Ride Update

Officers have met with Local Ward Councillors and representatives of Morningside Community Council.

An assessment of potential further work is being made relating to the parking in Morningside area and this will be reported to the Transport and Environment Committee in May 2018.

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The Transport and Environment Committee considered a petition from residents of Morningside proposing a park and ride site at Lothianburn in August 2017.

Congestion Action Plan Update

The Council, in conjunction with Lothian Buses, Edinburgh Trams and other public transport providers, is in the process of developing an Action Plan which will look at what measures can be introduced in order to reduce congestion and speed up public transport journey times.

The types of actions that will be considered will cover the following broad categories:

- Bus Lane Operations
- Bus Stops
- Corridor Improvements
- Enforcement Measures
- Traffic Signals
- Road Space Management
- Tram Operations
- Parking/Loading

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In its latest Local Transport Strategy, the Council states that it will continue to maintain Edinburgh's bus lane network, review it regularly and extend or enhance it where opportunity arises.

Plastic Bottles

Refill schemes are where business owners sign up to become a Refill Station so that members of the public can top up their refillable water bottles free of charge. Participating businesses, such as cafes, galleries, restaurants, simply put up a sticker in their window to alert passers-by to the fact they can refill their water bottles. The objective of these schemes is to reduce the amount of waste created by single-use plastic bottles.

There is a growing number of these schemes and there are over 1,600 refill stations across the country. Details of these can be found at www.refill.org.uk. These are run by a range of groups from voluntary organisations to Local Authorities. A pilot to roll-out a refill scheme across London was recently announced.

The Council has approached Changeworks to include a refill scheme as part their Zero Waste Leith project (Refill Leith). A key part of this project is to engage with local businesses to support their environmental responsibility and this trial will play an integral part of this. This will allow the Council to assess the feasibility of running a scheme in the capital.

The uptake of businesses to join Refill Leith and the usage of the refill stations will be monitored. This, along with a review schemes that are being set up elsewhere, will enable us to report on the success of scheme and propose recommendations of how this could be rolled-out across the city under the banner of Our Edinburgh.

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Nukewatch

Nukewatch UK, is a campaign group that monitors nuclear weapons movements. In August 2017, Nukewatch published a report entitled:

Unready Scotland the critical gap in our response to the transport of nuclear weapons”

The Nukewatch report is available at <http://www.nukewatch.org.uk/?p=683>

At a meeting of the City of Edinburgh Council on 21 September 2017, Councillor Burgess highlighted some of the issues referred to in the Nukewatch document and called for a report to be submitted to the Convener of the

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Transport and Environment Committee.

A report was duly submitted and considered by the Transport and Environment Committee on 7 December 2017.

Following consideration of the report, the Committee agreed the recommendations and further agreed that an update would be provided to the next Committee meeting (1 March 2018) on whether it was appropriate for the report to be referred to Nukewatch.

This report is freely available to the public and is therefore readily accessible to Nukewatch or any other interested party. Should the Committee consider it appropriate to send a copy of the report specifically to a representative at Nukewatch, that instruction can be undertaken by officials or, if preferred, under signature of a suitable Elected Member.

Stair Lighting

From 1 July 2016 the Council will no longer repair or maintain common stair lights in tenement blocks where flats are all privately owned. Tenement stairs that still have a Council tenancy have been updated with LED fittings.

21,545 fittings and bulbs have been replaced with a more energy efficient lighting system that will lead to reduction energy and maintenance cost, as well as a reduction in carbon emissions.

The project was completed in February 2018.

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Forthcoming activities:
