

Item 6.1 - Business bulletin

Transport and Environment Committee

10.00am, Thursday, 28 February 2019

Dean of Guild Court Room, City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Lesley Macinnes 	Councillor Scott Arthur Councillor Eleanor Bird Councillor Chas Booth Councillor Graeme Bruce Councillor Steve Burgess Councillor Nick Cook Councillor Scott Douglas Councillor Gillian Gloyer Councillor David Key	Veronica MacMillan Committee Services 0131 529 4283
Councillor Karen Doran (Vice-Convenor) 		Sarah Stirling Committee Services 0131 529 3009

Recent news	Background
Secure On-Street Cycle Parking Consultation Update On 1 November 2016, the Committee considered a report entitled " Secure On-Street Cycle Parking " and approved a methodology for the selection of additional sites as part of a proposed roll out. As part of this methodology, consultation was to be undertaken with residents within 100m (with the requirement to seek to establish significant support), the emergency services, Community Councils, the Streetscape Working Group and the Council's Waste and Locality teams. Where amendments to any relevant	<u>For Further Information</u> Thomas Haddock, Senior Project Officer Active Travel 0131 529 2122 thomas.haddock@edinburgh.gov.uk

Traffic Regulation Order were required, this would involve further public consultation as part of the statutory process.

On 4 October 2018, the Committee considered a further report entitled "[Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking](#)". This proposed doubling the extent of the previously approved roll out. In the Consultation and Engagement section of the report, it was therefore proposed that a more streamlined consultation process would be used and that approval for this revised process would be sought from the Transport and Environment Committee.

Assessment work to determine whether locations, for which requests for On-Street Secure Cycle Parking have been received, meet the previously approved criteria has recently been completed and we expect to be in a position to begin consulting on the locations that are identified as suitable in early January 2019. Following consultation with the Convener and Vice Convener, it has therefore been decided to provide information on the revised consultation process via this Business Bulletin - rather than delaying the start of the consultation until approval can be sought for the revised process, via a report to Committee on 28 February 2019.

For each location, letters will be sent to all businesses/residents likely to be impacted directly, up to a maximum distance of 50m, and to the Community Council. Any objections received will be carefully considered and consideration given to whether it is possible to address or mitigate any concerns raised. If there is a significant level of opposition a decision on the continued progression of a site will be made in consultation with the Convener and Vice Convener. Successful sites will then be progressed to installation or commencement of the Traffic Regulation Order process, as appropriate.

20mph Programme – Public Requests for Additions to the 20mph Network

The Transport and Environment Committee Business Bulletin of [6 December 2018](#) contained an update on 20mph for Edinburgh, which advised that reporting to Committee on the monitoring of the 20mph programme would be deferred until after an independent report, being produced by the Scottish Collaboration for Public Health

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Research and Policy (SCPHRP), has been completed in summer 2019.

It also advised that we are currently reviewing a number of streets that were not included within the previously approved 20mph network, to determine the case to bring forward Traffic Regulation Orders to reduce the speed limit, where evidence suggests that this would be appropriate.

A robust, evidence led methodology has now been developed to assess these streets. When developing this methodology, it became evident that the assessments need to be undertaken in short sections of between 200m and 400m in length, depending on the character of the street. Once these assessments of individual sections have been undertaken, it is then necessary to review the results for the street as a whole and to consider the street's place in the city's overall transport network, to ensure a coherent speed strategy is maintained.

Due to the detailed nature of the work involved in assessing these streets and the number of individual sections that will need to be assessed, the outcomes of the assessments and any resultant recommendations will be included in the report on the monitoring of the programme.

The streets listed below are being assessed (in some cases the extent of the assessment includes additional streets or sections of streets, to provide for a logical definition of the 20mph zone, or is for only part of the street).

- Balgreen Road
- Bo'ness Road
- Cammo Road
- Cluny Gardens/West Mains Road
- Craighall Road
- Granton Road
- Greenbank Crescent
- Musselburgh Road
- Roseburn Terrace
- Salvesen Terrace

The Council may also choose to consider other streets for the introduction of a 20mph limit in the future, for example when a project or development results in a significant change in the character of the street(s) concerned.

Update on the School Crossing Patrol Review

On 15 March 2016 the Committee gave its approval for a review of the School Crossing Patrol (SCP) service to be undertaken and for a proposed set of criteria and methodology to be used when assessing SCP sites.

A technical assessment of all 243 SCP sites was subsequently undertaken between late 2016 and mid 2017. On 5 October 2017 a further report was considered by Committee which noted the next steps were to undertake consultations with service users and service providers to seek their views about existing, alternative or additional new sites and to develop a draft SCP policy for further consideration by Committee.

This consultation was subsequently undertaken between February and May 2018. In addition to the opportunity to provide their views about existing, alternative or additional new SCP sites, stakeholders were given the opportunity to comment on any other aspect of the service or to make suggestions for how it could potentially be improved. A total of 1,140 responses were received covering a wide variety of issues, many of which were not originally included within the scope of the review.

The high number of responses, with contributions from each of the seven stakeholder groups, together with the breadth of opinions expressed indicated a successful consultation. The Feedback received will be used to direct further work on the Review. Examples of key issues raised are:

- comments upon existing locations and suggestions for new sites;
- a desire for greater absence cover;
- to review the Guides' operational hours;
- to consider the education of parent/carers, children and road users on the role of the Guides;
- location specific issues such as potential infrastructure improvements; and
- the high value in which the service is held by users.

Further information on the consultations that have been undertaken with service users and service providers and the issues arising from the feedback that was received is available on the Council website at

<http://www.edinburgh.gov.uk/schoolcrossingpatrols>.

For Further Information

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George Street and First New Town Preliminary Design (GNT) – project update

In advance of a fuller report to the Transport and Environment Committee in May 2019, this Business Bulletin provides an update on the development of the GNT project, including:

- a summary of the recent consultation on a concept design and headline findings;
- the next steps in the development of an operational plan and preliminary design for the area;
- alignment with the City Centre Transformation project.

Consultation

On 25 January 2019, a ten-week long consultation period ended. Consultation and engagement activities included an online questionnaire, staffed drop-in events and an exhibition of the proposals in the Central Library, and outreach sessions with school geography classes. The online survey received over 1,300 responses from a wide range of individuals and organisations. The concept design has elicited a variety of views.

Initial analysis indicates aspects of the concept have strong support, such as the inclusion of greenery, outdoor seating for people of all ages and abilities, and the removal of central parking on George Street to allocate more space for pedestrians. Responses highlight the need for a proper maintenance programme if any greenery is provided.

Aspects of the concept attracting concern include the potential for displacement of traffic, pedestrian safety adjacent to a cycleway, and plaza areas being geared to visitor rather than resident needs. A general concern is noted, that the needs of elderly and disabled people must be taken into account.

Deeper analysis of consultation findings will help inform the draft preliminary design.

The outcomes of the consultation will be published online in March, and also communicated to all those who have asked to be kept informed.

For Further Information

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Next steps

Outputs from the consultation will be fed into the development of a draft preliminary design. Further engagement will then be undertaken with specific user groups on more detailed aspects of the design.

In addition, a number of ongoing technical studies are being carried out, including:

- a parking survey for the study area,
- ongoing integrated impact assessment process,
- project alignment with adjacent and nearby city centre projects.

A report on the draft GNT Preliminary Design and Project will be reported to T&E in May 2019, in advance of final public display which will provide the public with an opportunity to view and comment on the proposals.

The report will include a draft operational plan and outline business case and delivery plan, including initial scheme costs estimates and options around future construction.

Use of Drones for filming in Public Parks

A rise in popularity in the use of drones for filming by the commercial sector has resulted in an increase the number of applications received by the Parks, Greenspace and Cemeteries Service to film in public parks, cemeteries, and other greenspaces.

In line with the City of Edinburgh Council Code of Practice for Filming, when an application is received it is sent to Public Safety for authorisation. Once Public Safety have confirmed that the paper work is compliant with the legal requirements the request is passed to the Parks, Greenspace and Cemeteries Service for consideration. Applications are assessed on a case by case basis, a number of factors are considered such as location, time of day, public access, the range, and the height of the flight required among others.

Other permissions may be required from different agencies, for example, to fly in Princes Street Gardens,

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written permission from Historic Scotland is required due to the proximity to Edinburgh Castle.

Every effort is made to accommodate requests however a “cautious” approach is adopted. If an applicant is prepared to pay to have an area cordoned off for a short time we do on occasion facilitate this (taking account of the percentage of the available space required vs the space unaffected). In addition, flying early in the morning and whether a flight could be a single vertical shot i.e. straight up and down are also compromises that can be agreed, in order for permission to be granted.

As for all filming activities within public parks, a fee is charged by the Parks, Greenspace and Cemeteries Service.

Progress on the implementation of the citywide ban on temporary on-street advertising

A citywide ban on ‘A’ Boards and other temporary on-street adverts came into force on Monday 5th November 2018. The ban was approved by the Transport and Environment Committee in May 2018.

The ban was put in place primarily to improve pedestrian accessibility and safety, and is part of wider efforts to help create a more welcoming, clutter-free city for everyone.

Compliance with the ban

Levels of compliance with the ban have been extremely high, with an estimated 90% plus of businesses now complying citywide.

In the first few weeks of the ban, Environmental Wardens concentrated on working with businesses to ensure awareness of the requirements. Formal enforcement action was then initiated in cases where compliance was not forthcoming, and this process has been extremely successful.

Members of the public have also provided valuable inputs into the enforcement process through raising enquiries via the dedicated email address aboard@edinburgh.gov.uk, which has been set up to allow breaches to be reported.

Impacts on pedestrian accessibility and safety

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Significant positive impacts are being reported across the city in relation to improved pedestrian accessibility and safety since the ban was implemented.

A variety of Community Councils, Living Streets, the Edinburgh Access Panel, RNIB and members of the public have provided extremely positive feedback on the impacts that the ban has had on people's ability to access the city's streets and spaces easily and safely.

Particularly positive impacts are being seen by people with sight or mobility difficulties, who consistently struggled with the 'obstacle course' of 'A' Boards and other temporary advertising structures before the ban was introduced.

The Edinburgh Access Panel provided feedback from one of their members who is blind: '*The removal of A-boards has made a massive difference to getting about the streets of the city much more safely and less stressfully.*' The Panel confirmed that this is especially true in places like the Royal Mile and Morningside Road, where the pavements are busy and very narrow in places. The Panel concluded that they are '*delighted with the ban and regard it as a big success*'.

The RNIB confirmed that the ban has made negotiating Edinburgh streets less stressful and more enjoyable for people with sight impairments.

One RNIB campaigner said: '*I am very pleased that the Council have banned A-boards. There is only one on Newington Road which is actually a sign so it has made my life a lot easier walking about the city, especially in the winter when it's dark at night.*' Another campaigner with no sight said that the ban has meant he has '*not tripped over any of these boards of late*'.

Southside Community Council stated that compliance seems to be very high and '*many people have commented on the great improvement - some almost ecstatic in their relief*'.

Currie Community Council has confirmed that '*we are extremely supportive of this ban for the obvious reasons..on street use must be accessible for all not just those with no visual or other impairment.*'

It is clear that the ban is delivering the improvements to pedestrian accessibility and safety that were sought.

Impact on visual amenity

The ban has resulted in a reduction in street clutter which has had a positive impact on the visual amenity of the city's public realm.

In particularly sensitive historic areas such as the World Heritage Site, the ban has had a significant positive impact in enhancing the special characteristics of the streets, spaces and views through them.

Impacts on businesses

Businesses have adapted to the ban in a variety of ways, including affixing signage to walls and shop windows and by incorporating advertising into barriers around licenced tables and chair areas.

Where advice from businesses has been sought on alternatives, they have been directed to the Council's Guidance for Businesses. This has helped to ensure a consistent approach to the use of alternative signage. Advice is provided where consent would be required for new signage.

Environmental Wardens continue to monitor the variety of alternative methods being adopted by businesses, and guidance will be provided on the appropriateness of these methods where necessary.

Some businesses have raised concerns that the loss of their temporary on-street advertising has had a negative impact on trade. Whilst this is certainly concerning, there are many factors that can be attributed to this.

In particular, national reporting over the Christmas period confirmed a significant downturn in spending across the UK compared with previous years, with concerns over the outcome of Brexit contributing to this trend. In addition, in Edinburgh footfall during November was generally lower in certain areas of the city centre compared with November 2017. These factors confirm that whilst the loss of temporary on-street advertising may have had some impact on trade for some businesses (particularly for those that are off main streets, down closes or in basements), there are many wider factors which have had a potential impact as well.

Advice and support will continue to be provided to businesses on alternative ways to advertise to help mitigate the impact of the ban. Maximising the online presence of businesses is a significant tool in mitigating the potential impact of the ban.

Support for businesses

The following support continues to be offered for businesses in mitigating any potential impacts of the ban:

- [A page on the Councils website](#) has been created specifically to support businesses, and includes general guidance on advertising for businesses, listed buildings and conservation areas.
- [Business Gateway](#) provide free support and advice to start-ups and existing businesses. This includes their DigitalBoost programme which provides targeted advice on improving the online presence of individual businesses.
- Edinburgh World Heritage has produced [guidance on how to showcase your storefront](#) and information about grants for properties within the World Heritage Site.
- Historic Environment Scotland has [guidance on storefront and signage design](#).

12 month review of the impacts the ban

A report reviewing the impacts of the ban will be presented to the Transport and Environment Committee at the end of the year, to reflect on the 12 month period since its implementation.

Burnshot Bridge Update

Following consultation with various stakeholders including local residents, Councillors, Community Councils, local businesses, local interest groups (Sustrans, Spokes, Living Streets), Utility companies, public services (Police, Ambulance, Fire, etc) and internal Council staff, a scope for the design of the new bridge was developed.

Balfour Beatty Civil Engineering Limited (BBCEL) were appointed to undertake this design and following a competitive tender process, they appointed Engineering Consultants Mott Macdonald (MM) to progress this.

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Council staff worked closely with both BBCEL and MM throughout the design process.

The final structure is an integral bridge with a 33m long single-span concrete deck spanning over the A90. The bridge beams are supported on concrete columns which are surrounded by reinforced soil abutments which retain the embankments and support the traffic loading on the approach to the bridge.

With input from the Council's Active Travel team and Sustrans, new pedestrian and cycling facilities have been incorporated within the final design. The bridge has been designed to accommodate for the different needs of Eastbound and Westbound pedestrians and cyclists, and considers future expansion of the Active Travel network in the area. A segregated Eastbound cycle path has been provided for the predominately commuter and leisure cyclists approaching on Burnshot Road from Kirkliston, facilitating onward travel to Edinburgh or South Queensferry along National Cycle Network route NCN1. The recently-constructed shared-use path on the A90 Northbound slip will be used by cyclists from Edinburgh travelling West along Burnshot Road, therefore a Westbound shared-use path has been provided across the bridge to cater for local residents who may be cycling or walking.

The bridge has been designed to support vehicles up to 100 tonnes; adequate for current and anticipated future needs.

BBCEL and the Council are in the process of finalising the price for the construction works in accordance with the SCAPE Agreement. Further details of the construction pricing and procurement will be provided in a subsequent Finance and Resources Committee paper.

Subject to approval from the Finance and Resources Committee on 7 March 2019 to award a contract to BBCEL for the construction of the new bridge, it is expected that construction will commence in May 2019, and last for 10-11 months. This would result in the new bridge being open to traffic in Spring 2020.

Traffic Management

The bridge has been designed to minimise disruption to road users during construction. Careful planning and programming of the construction works has resulted in just

occasional closures of the A90 being required to facilitate operations such as installing the bridge beams. These will be limited to off-peak, overnight or weekend closures. Additional lane closures and/or lane narrowing will be required to safely undertake works in the verges of the dual carriageway during the day, but disruption from these operations will be minimal.

Closures of Burnshot Road will be required to undertake works to the junctions either side of the bridge. The impact of this will be minimised with suitable timing and diversion routes in place for all road users including pedestrians and cyclists.

Temporarily relocation of bus stops will be necessary. Suitable signage will be displayed to minimise the impact to the public.

Temporary Service Bridge removal

Since the demolition, a rented temporary bridge has been in place to support public utility cables. This will remain until the new bridge construction is sufficiently progressed that the cables can be diverted back onto the new structure, at which time the temporary service bridge will be removed. The temporary bridge will be dismantled and removed overnight, again minimising any disruption to drivers on the A90.

Ongoing Consultation

Consultation with affected stakeholders will continue throughout the construction phase of the project. This will include any local residents or public services who may be affected by the works, as well as local Councillors and Community Councils via ongoing regular briefing notes.

Rendered images of the proposed bridge are below.



Feedback from Oslo

Following the Convener's visit to Oslo in November 2018, the feedback report is now appended to this Business Bulletin.

For Further Information

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Low Cost Cycle Initiatives

Attached is a summary of projects which were identified as potential ways to boost cycle use, by locality.

For Further Information

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