

Notice of meeting and agenda

Transport and Environment Committee

10.00 am, Thursday, 15th June, 2023

Dean of Guild Court Room - City Chambers

This is a public meeting and members of the public are welcome to attend or watch the webcast live on the Council's website.

The law allows the Council to consider some issues in private. Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

Contacts

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1. Order of Business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of Interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Deputations

- 3.1 If any.

4. Minutes

- 4.1 Minute of the Transport and Environment Committee of 18 May 2023 – submitted for approval as a correct record 9 - 36

5. Forward Planning

- 5.1 Transport and Environment Committee Work Programme 37 - 44
- 5.2 Transport and Environment Committee Rolling Actions Log 45 - 90

6. Business Bulletin

- 6.1 Transport and Environment Business Bulletin 91 - 110

7. Executive Decisions

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| 7.1 | Potential Extension of Tram to Newbridge – Report by the Executive Director of Place | 111 - 118 |
| 7.2 | A71 Dalmahoy Junction Improvements – Funding Options – Report by the Executive Director of Place | 119 - 126 |
| 7.3 | Response to motion by Councillor Mowat – West Edinburgh Parking Dispensation – Report by the Executive Director of Place | 127 - 136 |
| 7.4 | George Street and First New Town – Operational Plan and Project Update – Report by the Executive Director of Place | 137 - 170 |
| 7.5 | Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction – Report by the Executive Director of Place | 171 - 220 |

8. Routine Decisions

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| 8.1 | Maintenance of Footways and Cycleways – Report by the Executive Director of Place | 221 - 226 |
| 8.2 | Response to motion by Councillor Burgess - Sciennes Primary Playground on Sciennes Road – Report by the Executive Director of Place | 227 - 238 |

9. Motions

- 9.1 By Councillor Lang - Travelling Safely Schemes
- “Committee**
- I. Notes the majority decision of committee on 1 September 2022 to approve the recommendations of report 7.7 on “Active Travel Measures - Travelling Safely Update”, including progressing the listed projects to experimental traffic regulation orders (ETROs).
 - II. notes that, almost 10 months on, these ETROs are still to be correctly advertised or legally commenced due to highly

regrettable errors within both the original orders and the revised orders most recently received from the external consultant.

- III. recognises how these delays have only added to the public concern expressed during the consultation period which led to the 2022 report.

Committee therefore agrees to revisit the decision of 1 September 2022 and, in recognition of the challenges seen, agrees to set apart from the ETRO process the following schemes which elicited the most negative feedback in the original consultation, namely:

- a) Braid Road and the Greenbank to Meadows Quiet Route schemes; where officers are asked to work with local councillors to re-design the schemes, taking into account improvements suggested by local residents during the consultation process, with a view to presenting options to residents living on or near the schemes and thereafter to report back to committee.
- b) Comiston Road; where committee agrees to ask officers to work with local councillors to consider adjustments to the scheme to address road safety concerns, taking into account feedback received from road users and local residents, and to present an adjusted scheme to committee.
- c) Silverknowes Road North; where committee requests that officers return with a more detailed report on options to reopen the road between the Silverknowes roundabout and the promenade and install segregated cycling infrastructure.
- d) Silverknowes Road South, where committee agrees that officers should return to committee with a report on options to a) amend the current arrangement to address ongoing residents' concerns and b) upgrade the path between Silverknowes and Cramond Road South into a full cycle way, recognising this as a pressing priority for improving cyclist safety in Silverknowes."

9.2 By Councillor Cowdy - HWRC Booking System

“Committee notes:

1. Through its Waste and Recycling Strategy, Council has a stated commitment that at least 70% of waste is recycled, and to “maximise the use of recycling services to increase the amount of waste collected for recycling through kerbside collection, recycling points and Community Recycling Centres so that by 2015 we divert at least 50% from landfill.”
2. Recycling Rates have remained stubbornly below 50%.
3. The online booking system for Household Waste Recycling Centres was introduced in June 2020 to ensure they could be reopened safely following the COVID-19 related closure.
4. Recycling tonnage levels from HWRC’s have seen a marked decline since the booking system was introduced:
2018/19 = 17,744 Before Booking System
2019/20 = 18,269 Before Booking System
2020/21 = 13,010 During Lockdown
2021/22 = 16,087 Booking System in place
2022/23 = 13,433 Booking System in place
5. Recycling performance for Communal Waste has also fallen since 2019, in spite of the roll out of Phase 1 of the Communal Bin Review:
2019/20 = 41.1%
2020/21 = 39.6%
2021/22 = 42.7%
2022/23 = 40.7%
6. With poor recycling performance, Council should take steps to increase recycling rates.

Therefore: Council agrees that the current booking system for HWRC’s should cease from 1 August 2023”

9.3 By Councillor Munro - Experimental Traffic Regulation Orders (ETROs)

“Committee

- I. Notes the majority decision taken on 1 September 2022 to approve the recommendations of report 7.7 on “Active Travel Measures - Travelling Safely Update”, including progressing the listed projects to experimental traffic regulation orders (ETROs).
- II. Notes that, ten months on, these ETROs are still to be correctly advertised due to errors in both the original orders and the revised orders from the external consultant engaged by the City of Edinburgh Council. This means the consultation with the public will result in a further 28 month delay which is far from acceptable.
- III. Notes the delays have caused public outrage, consultation fatigue and a lack of trust in the Council to deliver the outcomes residents want.
- IV. Requests that officers provide a public statement on the legal status of the ETROs and detailing the errors in the originally advertised ETRO.
- V. Committee further instructs that a public report is produced detailing the costs, the legal implications, the sign off process for the ETROs and why they went so badly wrong.

The Committee also urgently agrees to revisit the decision of 1 September 2022 and exclude the following schemes from the current ETRO process, all of which saw high volumes of negative feedback from local residents in the original consultation.

- a) Braid Road and the Greenbank to Meadows Quiet Route schemes.
- b) Comiston Road
- c) Duddingston Road
- d) Duddingston Road West
- e) Lanark Road
- f) Silverknowes Road North;

g) Silverknowes Road South”

Nick Smith

Service Director, Legal and Assurance

Committee Members

Councillor Scott Arthur (Convener), Councillor Danny Aston, Councillor Jule Bandel, Councillor Christopher Cowdy, Councillor Sanne Dijkstra-Downie, Councillor Katrina Faccenda, Councillor Kevin Lang, Councillor Finlay McFarlane, Councillor Claire Miller, Councillor Marie-Clair Munro and Councillor Norman Work

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council.

This meeting of the Transport and Environment Committee is being held in the City Chambers, High Street, Edinburgh and virtually by Microsoft Teams.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Rachel Gentleman, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel , email rachel.gentleman@edinburgh.gov.uk.

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh.

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Minutes

Transport and Environment Committee

10.00am, Thursday 18 May 2023

Present

Councillors Arthur (Convener), Aston, Bandel, Cowdy (items 1(a) to 1(c) and 2 to 14), Dijkstra-Downie, Faccenda, Jones (substituting for Councillor Cowdy) (items 1(d) to 15), Lang (items 1 to 9 and 11 to 15), McFarlane, Miller, Mitchell (substituting for Councillor Munro (item 7)), Munro (items 1 to 6 and 8 to 15), Osler (substituting for Councillor Lang) (item 10) and Work.

1. Deputations

**a) Residents Association for Eildon Street
(in relation to item 8 - Communal Bin Review Update)**

The deputation highlighted the lack of consultation with residents regarding the positioning of proposed bin hubs on Eildon Street.

The deputation noted that residential properties were only on one side of the street and the proposed bin hub location meant that they were placed very close to residents' windows, increasing the likelihood of disturbance from noise and potential smells.

The deputation supported the establishment of a mechanism to resolve outstanding local conflicts on bin hub positioning and asked the Council to undertake a review of the bin hub locations on Eildon Street.

**b) New Town and Broughton Community Council
(in relation to item 8 - Communal Bin Review Update)**

The deputation welcomed the recommendation to extend the period of the trial to increase recycling capacity in a limited number of streets within the World Heritage Site and the recommended changes in the next phase of the trial.

The deputation acknowledged the contributions of the Council's Waste team and residents' associations in making the trial a success and believed that it could have a significant impact on overall recycling goals if extended to other city centre streets.

The community council wished to collaborate with the Council to increase food waste collection rates and reduce the amount of waste going to incineration.

**c) Cramond and Barnton Community Council
(in relation to item 14 - Motion by Councillor Lang - Lothian Buses and Changes to Routes)**

The deputation highlighted the changes to the number 41 and 47 bus routes specifically North West Edinburgh to the City Centre.

The deputation asked for clearer lines of communications between the City of Edinburgh Council and Lothian Buses in relation to bus route and timetable changes.

The deputation asked that the motion go further by lobbying central government for changes to legislation which would support more participative decision making

**d) Davidson’s Mains and Silverknowes Association
(in relation to item 14 - Motion by Councillor Lang - Lothian Buses and Changes to Routes)**

The deputation highlighted the lack of consultation regarding changes to the 41 and 47 bus routes. The following points were raised:

- The time and cost implications for passengers if they needed to change buses to reach their destination.
- Other bus services had been withdrawn with Davidson’s Mains in recent years.
- That Ward Councillors should lobby to be involved in future services changes, on a confidential basis prior to publication.

**e) Ratho & District Community Council
(in relation to item 15 - Motion by Councillor Cowdy - Better Buses for Ratho)**

The deputation noted their concern about the lack of report or strategy regarding Buses for Ratho which was expected in May 2023. There was also concern regarding the length of time taken to reach a solution.

The deputation felt that the proposed plans from Lothian Buses did not meet the needs of the community, potentially leading to a poorer service.

The deputation highlighted the need for a sustainable strategy for bus provision in the area as the area would potentially be left without a suitable bus service if the existing contract was allowed to lapse.

**f) Joppa Residents’ Association
(in relation to item 16 - Motion by Councillor Meagher - Accidents in the 'Joppa Triangle')**

The deputation noted that traffic in the area was currently heavy and getting worse. There had been 3 recent accidents with damage to cars and walls which concerned the community. The deputation encouraged the Committee to approve Councillor Meagher’s motion and consider further traffic calming measures.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 20 April 2023 as a correct record.

3. Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the work programme.

(Reference – Work Programme 18 May 2023, submitted.)

4. Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log was presented.

Decision

1) To agree to close the following actions:

- Action 1 – Proposed Increase in Scale of Rollout and Amendment to Contract form On-Street Secure Cycling Parking
- Action 20 – Progress Report on the ‘Vision for Water Management’ and Operational Management of Roads Drainage Infrastructure
- Action 26(2) – Updated Pedestrian Crossing Prioritisation 2022/23
- Action 30 - Motion by Councillor Macinnes – Severe Climate Change Impact
- Action 31 – Response to Motion by Councillor Whyte – Cleaning Up Edinburgh (Communal Bin Review Update)
- Action 39 – Business Bulletin – Motion by Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for Dumbiedykes
- Action 44 - Motion by Councillor McFarlane - Low Emission Zones
- Action 46 – Motion by Councillor Caldwell – Planter – based protection on Leith Walk
- Action 48 - Motion by Councillor Lang - Flooding in Kirkliston
- Action 49 (1)&(2) - Motion by Councillor Macinnes - Edinburgh Freight Conference
- Action 52 – Active Travel Action Plan 2023 – Delivering the City Mobility Plan
- Action 55 - Motion by Councillor Lang - Surface Treatment of Carriageways

2) To otherwise note the remaining outstanding actions.

(Reference – Rolling Actions Log 18 May 2023, submitted.)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted for noting.

Motion

To note the business bulletin.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) Committee agrees to remit the following to the Tram All Party Oversight Group for consideration:
 - 1.1) Notes the update on Response to the motion by Councillor Caldwell – Planter Based Protection on Leith Walk, which was unanimously supported by Council and that the proposal was widely acknowledged as being positive both in terms of improving appearance and in terms of greening, biodiversity, and supporting bees and other pollinators.
 - 1.2) Acknowledges however that the size and shape of planters which were installed in a number of locations on Leith Walk were too big or otherwise unsuitable, particularly in sites where these are encroaching on the cycleway and/or footway.
 - 1.3) Requests that the potential retention of planters is examined in suitable sites on Leith Walk, replacing them, where appropriate and possible, with smaller and narrower but heavily weighted units which fit better into the spaces available but which cannot be easily moved.

- moved by Councillor McFarlane, seconded by Councillor Work

Amendment 2

Committee:

- 1) Notes the update on the Powderhall Railway line and its potential use as an active travel link, connecting Piershill in the east of Edinburgh with the North Edinburgh Path Network, which would enormously enhance off-road connectivity for walking, wheeling and cycling.
- 2) Regrets the response from Network Rail, which appears to be unwilling to take the necessary steps to facilitate this now redundant rail line becoming a valuable and well-used link.
- 3) Asks the Convener of the Transport and Environment Committee to write to the Chief Executive of Network Rail to ask him to take decisive action to ensure that the Powderhall line can be transformed from a derelict railway to a transformative active travel link as soon as possible.

- moved by Councillor Aston, seconded by Councillor Bandel

Amendment 3

Committee notes the update on 'Planter Based Protection on Leith Walk' and requests that officers provide the results of the formal monitoring, as listed in section 1, in the committee's August business bulletin.

- moved by Councillor Dijkstra-Downie, seconded by Councillor Lang

In accordance with Standing Order 22(12), Amendments 1, 2 and 3 were accepted as addenda to the motion by Councillor Arthur.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the business bulletin.
- 2) Committee agrees to remit the following to the Tram All Party Oversight Group for consideration:
 - 2.1) Notes the update on Response to the motion by Councillor Caldwell – Planter Based Protection on Leith Walk, which was unanimously supported by Council and that the proposal was widely acknowledged as being positive both in terms of improving appearance and in terms of greening, biodiversity, and supporting bees and other pollinators.
 - 2.2) Acknowledges however that the size and shape of planters which were installed in a number of locations on Leith Walk were too big or otherwise unsuitable, particularly in sites where these are encroaching on the cycleway and/or footway.
 - 2.3) Requests that the potential retention of planters is examined in suitable sites on Leith Walk, replacing them, where appropriate and possible, with smaller and narrower but heavily weighted units which fit better into the spaces available but which cannot be easily moved.
- 3) To note the update on the Powderhall Railway line and its potential use as an active travel link, connecting Piershill in the east of Edinburgh with the North Edinburgh Path Network, which would enormously enhance off-road connectivity for walking, wheeling and cycling.
- 4) To regrets the response from Network Rail, which appeared to be unwilling to take the necessary steps to facilitate this now redundant rail line becoming a valuable and well-used link.
- 5) To ask the Convener of the Transport and Environment Committee to write to the Chief Executive of Network Rail to ask him to take decisive action to ensure that the Powderhall line could be transformed from a derelict railway to a transformative active travel link as soon as possible.
- 6) To note the update on ‘Planter Based Protection on Leith Walk’ and requests that officers provide the results of the formal monitoring, as listed in section 1, in the committee’s August Business Bulletin.

(Reference – Business Bulletin of 18 May 2023, submitted.)

6. Secure On-Street Cycle Parking Project – Progress Report

A report provided an update on the delivery of the Secure On-Street Parking project, following a request from Committee to examine potential changes to the scheme, including the potential to price the scheme at less than the cost of a residents’ parking permit.

The Council sought to complete the installation of Phase 1 and install a further 200 units as part of Phase 2 during 2023/24 and 2024/25 to meet the growing demand. The project

had received total grant awards of £806,600 from the Scottish Government via the Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund.

Motion

- 1) To note progress on installing the secure on-street cycle parking units.
- 2) To note the project had been awarded total funding of £806,600 by the Scottish Government via the Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund.
- 3) To note the installation of an additional 200 units as Phase 2, prioritising units based on population density, existing coverage, number of requests and Scottish Index of Multiple Deprivation (SIMD) decile.
- 4) To note that the £6 monthly charge (£72pa) for secure bicycle parking was set in 2021 by the last Administration and has not risen since despite inflation over the period being 15.5%.
- 5) To note that £72pa for secure bicycle parking in Edinburgh compares to £34.70pa - £664.70pa for a residential car parking permit, with a second car costing up to £864.10pa.
- 6) To note that car parking for permits do not come with secure parking, nor do they guarantee a space will be available.
- 7) To note that £36pa for secure bicycle parking in Glasgow compares to £98pa - £328pa for a residential car parking permit there.
- 8) To note that £36pa for secure bicycle parking in Dundee compares to £21pa - £124pa for a residential car parking permit.
- 9) To agree, therefore, that parking bands should be reviewed as part of the October Parking Action Plan report, and consideration is given to setting the lower end at £2 per week.
- 10) To welcome the increased focus on placing secure bicycle parking in lower decile areas of SIMD.
- 11) To welcome that once Phase 2 of the scheme is complete it will be significant in scale and income, and agrees that in the run-up to contract renewal a report should be brought to this Committee which includes the option of bringing the service in-house.
- 12) This report to also provide an update on how residents on low incomes (or registered disabled) could access the scheme at a significant reduction, funded by the income to the scheme whilst protecting the £1 levy for maintenance.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note progress on installing the secure on-street cycle parking units.

- 2) To note the project had been awarded total funding of £806,600 by the Scottish Government via the Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund.
- 3) To note the installation of an additional 200 units as Phase 2, prioritising units based on population density, existing coverage, number of requests and Scottish Index of Multiple Deprivation (SIMD) decile.
- 4) To request a report to the August committee detailing the methodology for the weighted ranking system that is being used to determine prospective sites for secure on-street cycle parking. Requests that there is a strong weighting applied to SIMD decile to ensure that transport inequalities are addressed through this process, Furthermore, noting that there is little or no current or proposed provision in high SIMD decile areas in the North West, South West, and East of the city, requests that work is done to establish whether provision can be improved in these areas in the current phase and to ensure that it will be in future phases.
- 5) To request that this report looks at the possibility of in-housing delivery of secure on-street cycle parking upon expiry of the current contract.
- 6) To further request that the report brings forward proactive proposals to increase awareness of the future roll-out of additional secure on-street cycle parking locations and the importance of expressions of interest in these being recorded to indicate the presence of demand, especially in areas which are currently distant from existing units. These will include but not be limited to including information being carried on existing units, inclusion in the Tenants' Courier newsletter (and encouragement to RSL partners to include in their equivalent updates to tenants), and via the Council's social media channels.
 - moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To note progress on installing the secure on-street cycle parking units.
- 2) To note the project had been awarded total funding of £806,600 by the Scottish Government via the Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund.
- 3) To note the installation of an additional 200 units as Phase 2, prioritising units based on population density, existing coverage, number of requests and Scottish Index of Multiple Deprivation (SIMD) decile.
- 4) Recognises that current parking charges do not account for the true cost of car parking to society and the environment such as congestion, air pollution, and loss of public space, and that bike parking does not cause similar negative externalities.
- 5) Agrees that bike hangar charges should not exceed the cost of any resident parking permit.

- 6) Agrees that to encourage a modal shift from private car use to active travel, strategies to reduce bike hangar charges by raising extra revenue should focus on increasing parking charges for the most polluting vehicles.
- 7) Requests a report by October 2023 to provide budget information detailing the costs of the subsidy that would be required to bring cycle hangar charges below car parking charges and how it could potentially be funded; and explore the possibility of lowering charges by insourcing the Secure On-Street Cycle Parking project.
 - moved by Councillor Bandel, seconded by Councillor Miller

Amendment 3

- 1) To note progress on installing the secure on-street cycle parking units.
- 2) To note the project had been awarded total funding of £806,600 by the Scottish Government via the Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund.
- 3) To note the installation of an additional 200 units as Phase 2, prioritising units based on population density, existing coverage, number of requests and Scottish Index of Multiple Deprivation (SIMD) decile.
- 4) To agree that officers notify Ward Councillors and residents living adjacent to site locations no less than two weeks prior to installation.
 - moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22(12), Amendments 1, 2 and 3 were adjusted and accepted as addenda to the motion.

In accordance with Standing Order 22(12), the motion and Amendments 1 and 2 were adjusted and accepted as addenda to Amendment 3.

Voting

For the motion (as adjusted) – 9 votes

For Amendment 3 (as adjusted) – 2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Faccenda, Lang, McFarlane, Miller and Work.

For Amendment 3 (as adjusted) – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note progress on installing the secure on-street cycle parking units.
- 2) To note the project had been awarded total funding of £806,600 by the Scottish Government via the Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund.
- 3) To note the installation of an additional 200 units as Phase 2, prioritising units based on population density, existing coverage, number of requests and Scottish Index of Multiple Deprivation (SIMD) decile.

- 4) To note that the £6 monthly charge (£72pa) for secure bicycle parking was set in 2021 by the last Administration and has not risen since despite inflation over the period being 15.5%.
- 5) To note that £72pa for secure bicycle parking in Edinburgh compares to £34.70pa - £664.70pa for a residential car parking permit, with a second car costing up to £864.10pa.
- 6) To note that car parking for permits do not come with secure parking, nor do they guarantee a space will be available.
- 7) To note that £36pa for secure bicycle parking in Glasgow compares to £98pa - £328pa for a residential car parking permit there.
- 8) To note that £36pa for secure bicycle parking in Dundee compares to £21pa - £124pa for a residential car parking permit.
- 9) To agree, therefore, that parking bands should be reviewed as part of the October Parking Action Plan report, and consideration is given to setting the lower end at £2 per week.
- 10) To welcome the increased focus on placing secure bicycle parking in lower decile areas of SIMD.
- 11) To welcome that once Phase 2 of the scheme is complete it will be significant in scale and income, and to agree that in the run-up to contract renewal a report should be brought to this Committee which includes the option of bringing the service in-house.
- 12) The report to also provide an update on how residents on low incomes (or registered disabled) could access the scheme at a significant reduction, funded by the income to the scheme whilst protecting the £1 levy for maintenance.
- 13) To request a report to the August committee detailing the methodology for the weighted ranking system that is being used to determine prospective sites for secure on-street cycle parking. To request that there was a strong weighting applied to SIMD decile to ensure that transport inequalities are addressed through this process, Furthermore, to note that there was little or no current or proposed provision in high SIMD decile areas in the North West, South West, and East of the city, to request that work was done to establish whether provision could be improved in these areas in the current phase and to ensure that it would be in future phases.
- 14) To further request that the report brought forward proactive proposals to increase awareness of the future roll-out of additional secure on-street cycle parking locations and the importance of expressions of interest in these being recorded to indicate the presence of demand, especially in areas which are currently distant from existing units. These would include but not be limited to including information being carried on existing units, inclusion in the Tenants' Courier newsletter (and encouragement to RSL partners to include in their equivalent updates to tenants), and via the Council's social media channels.

- 15) To recognise that current parking charges did not account for the true cost of car parking to society and the environment such as congestion, air pollution, and loss of public space, and that bike parking did not cause similar negative externalities.
- 16) To agree that bike hangar charges should not exceed the cost of any resident parking permit.
- 17) To request a report by October 2023 to provide budget information detailing the costs of the subsidy that would be required to bring cycle hangar charges below car parking charges and how it could potentially be funded, and explore the possibility of lowering charges by insourcing the Secure On-Street Cycle Parking project.
- 18) To agree that officers notify Ward Councillors and residents living adjacent to site locations no less than two weeks prior to installation.

(Reference – report by the Executive Director of Place, submitted.)

7. Bus Partnership Fund - Strategic Business Case

An update was provided on the production of the Strategic Business Case for Bus Priority Improvements on eight key transport corridors. The project was expected to progress to the next stage of the programme immediately after a successful progression from the associated gateway review.

Decision

- 1) To note a Strategic Business Case for Bus Priority Measures along eight key corridors between the region and Edinburgh had been concluded. This identified a very strong case for bus priority interventions across all eight corridors with positive Benefit to Cost Ratios.
- 2) To note that Transport Scotland was currently reviewing the Strategic Business Case, as part of the gateway process.
- 3) To note a grant award from Transport Scotland would provide £1.05m for the next stages of the project.
- 4) To note that in order to deliver the next stages in the project, procurement of technical consultancy services was required and that this would be competitively tendered.
- 5) To note the next stages in the programme included significant public consultation exercises.

(Reference – report by the Executive Director of Place, submitted.)

8. Communal Bin Review Update

A report provided an update on the delivery of the Communal Bin Review project and the implementation of increased collection schedules including the performance related to Phase 1 of the project. It also provided an update on the timelines for implementation

and sought approval to revise the timescale of the project to allow the roll-out to continue in the areas of Phase 3 and Phase 4.

Motion

- 1) To note the outcome of the performance monitoring for Phase 1 (attached at Appendix 1 to the report by the Executive Director of Place).
- 2) To note the progress of the Communal Bin Review project and delivery of Phases 2 and A.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (attached at Appendix 2 to the report) and the revised framework for reviewing bin hub locations (attached at Appendix 3 to the report).
- 4) To note the outcome of the application to Zero Waste Scotland for additional funding to meet the increased project costs.
- 5) To approve the next stage of the World Heritage area trial to align non-recyclable waste capacity with the existing kerbside service and agree to receive a report within six months with final proposals for future waste collections in the area.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the outcome of the performance monitoring for Phase 1 (attached at Appendix 1 to the report by the Executive Director of Place).
- 2) To note the progress of the Communal Bin Review project and delivery of Phases 2 and A.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (attached at Appendix 2 to the report) and the revised framework for reviewing bin hub locations (attached at Appendix 3 to the report).
- 4) To note the outcome of the application to Zero Waste Scotland for additional funding to meet the increased project costs.
- 5) To approve the next stage of the World Heritage area trial to align non-recyclable waste capacity with the existing kerbside service and agree to receive a report within six months with final proposals for future waste collections in the area.
- 6) Notes that residents in the Phase 5 area and adjacent areas of the Communal Bin Review who live on a street of mixed provision (both communal on-street bins and gull proof bags) have observed the on-street provision reserved for properties without Gull Proof Bags being used by residents who have allocated Gull Proof Bag collections.
 - 6.1) Understands that this can result in a lack of capacity for those without Gull Proof Bags, overflowing communal on-street bins and street litter.
 - 6.2) Acknowledges that while there has been a great focus in the trial on those residents with Gull Proof Bag provision, residents have expressed a degree of uncertainty about what the continuation of this scheme might mean for

those who presently use on-street communal provision, and how they might also benefit from the Communal Bin Review improvements.

- 6.3) Therefore agrees that any final recommendation in respect to Phase 5 must include details relating to mixed provision streets in Phase 5 outlining:
- a. How City of Edinburgh Council plans to ensure residents who do not have Gull Proof Bags will benefit from the Communal Bin Review, both in the facilitation of more local recycling options and frequency of uplift, if recommendations following the trial are no longer a full communal bin rollout as originally proposed.
 - b. The mitigating factors applied to new communal on-street provision in Phase 5 to minimise the impact on the World Heritage Site
 - c. How it can be effectively communicated to residents on mixed provision streets that on-street provision is provided for their neighbours who do not have Gull Proof Bags only and that using on-street provision can cause significant issues regarding capacity.
- moved by Councillor McFarlane, seconded by Councillor Aston

Amendment 2

- 1) To note the outcome of the performance monitoring for Phase 1 (attached at Appendix 1 to the report by the Executive Director of Place).
- 2) To note the progress of the Communal Bin Review project and delivery of Phases 2 and A.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (attached at Appendix 2 to the report).
- 4) Recognises the concerns raised by a significant number of residents affected by new bin hub locations.
- 5) Further recognises the concerns raised by residents about the consultation and engagement with residents on locations of bin hubs, especially in areas where bin hubs are placed outside Controlled Parking Zones.
- 6) Notes the improvements to the revised framework and proposals for enhanced communication with residents, but believes that the revised framework in Appendix 3 does not yet provide the necessary flexibility to ensure the new bin hubs are located in the most appropriate locations possible.
- 7) Therefore agrees the framework should be continued for two cycles to allow for discussions with elected members and further improvements to the methodology for resolving disputed locations.
- 8) Further agrees that the planned review of bin hub locations in phase 1, 2, and A will be reported to the Transport and Environment committee when available.
- 9) To note the outcome of the application to Zero Waste Scotland for additional funding to meet the increased project costs.

- 10) To approve the next stage of the World Heritage area trial to align non-recyclable waste capacity with the existing kerbside service and agree to receive a report within six months with final proposals for future waste collections in the area.

- moved by Councillor Dijkstra-Downie, seconded by Councillor Lang

Amendment 3

- 1) To note the outcome of the performance monitoring for Phase 1 (attached at Appendix 1 to the report by the Executive Director of Place).
- 2) To note the progress of the Communal Bin Review project and delivery of Phases 2 and A.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (attached at Appendix 2 to the report) and the revised framework for reviewing bin hub locations (attached at Appendix 3 to the report).
- 4) Notes, however, the outstanding concerns of the Edinburgh Access Panel about the mechanism for resolving bin hub location conflicts, specifically that it may require residents with mobility disabilities to cross the road to access waste and recycling services without making this accessible.
- 5) Agrees to add a requirement to the revised framework for reviewing bin hub locations for accessible facilities such as dropped kerbs in a location that provides safe and convenient access to residents with mobility disabilities if they are required to cross a road.
- 6) Agrees that bin hub relocations should allow disabled people to remain as independent and self-sufficient as possible, and that measures to make a bin hub accessible should be considered before requiring them to use the Assisted Bin Collection service.
- 7) To note the outcome of the application to Zero Waste Scotland for additional funding to meet the increased project costs.
- 8) To approve the next stage of the World Heritage area trial to align non-recyclable waste capacity with the existing kerbside service and agree to receive a report within six months with final proposals for future waste collections in the area.

- moved by Councillor Bandel, seconded by Councillor Miller

Amendment 4

- 1) To note the outcome of the performance monitoring for Phase 1 (attached at Appendix 1 to the report by the Executive Director of Place).
- 2) To note the progress of the Communal Bin Review project and delivery of Phases 2 and A.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (Appendix 2) with the exception of Phase 3 which will be paused until an engagement and consultation exercise can be undertaken.

- 4) To approve changes to the Framework for reviewing bin hub locations (Appendix 3) to improve flexibility and align with Waste and Cleansing Service Policy Assurance Statement, as follows:
 - 4.1) “Walking Distance:
 - Remove the wording “The relaxation of the walking distance parameter cannot be used in conjunction with the relaxation on the crossing the road parameter.”
 - 4.2) “Road Safety Requirements & Streetscape (1st paragraph of 3rd bullet point):
 - Insert the words in bold - Bin users should **preferably** not be required to cross a road to dispose of their waste and recycling. Every effort should be made to provide bins on the same side of the road as the users’ properties, **unless a safe crossing place is nearby**.
 - Remove the wording “The relaxation of the crossing the road parameter cannot be used in conjunction with the relaxation of the walking distance parameter.””
- 5) To note the outcome of the application to Zero Waste Scotland for additional funding to meet the increased project costs.
- 6) To approve the next stage of the World Heritage area trial to align non-recyclable waste capacity with the existing kerbside service and agree to receive a report within six months with final proposals for future waste collections in the area.
 - moved by Councillor Cowdy, seconded by Councillor Mitchell

In accordance with Standing Order 22(12), Amendments 1, 2 and 3 were adjusted and accepted as addenda to the motion.

Voting

- | | | |
|------------------------------|---|---------|
| For the motion (as adjusted) | - | 7 votes |
| For Amendment 2 | - | 2 votes |
| For Amendment 4 | - | 2 votes |

(For the Motion – Councillors Arthur, Aston, Bandel, Faccenda, McFarlane, Miller and Work.

For Amendment 2 – Councillors Dijkstra-Downie and Lang.

For Amendment 4 – Councillors Cowdy and Mitchell.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the outcome of the performance monitoring for Phase 1 (attached at Appendix 1 to the report by the Executive Director of Place).
- 2) To note the progress of the Communal Bin Review project and delivery of Phases 2 and A.

- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (attached at Appendix 2 to the report) and the revised framework for reviewing bin hub locations (attached at Appendix 3 to the report).
- 4) To note the outcome of the application to Zero Waste Scotland for additional funding to meet the increased project costs.
- 5) To approve the next stage of the World Heritage area trial to align non-recyclable waste capacity with the existing kerbside service and agree to receive a report within six months with final proposals for future waste collections in the area.
- 6) To note that residents in the Phase 5 area and adjacent areas of the Communal Bin Review who lived on a street of mixed provision (both communal on-street bins and gull proof bags) had observed the on-street provision reserved for properties without Gull Proof Bags being used by residents who had allocated Gull Proof Bag collections.
 - 6.1) To understand that this can result in a lack of capacity for those without Gull Proof Bags, overflowing communal on-street bins and street litter.
 - 6.2) To acknowledge that while there had been a great focus in the trial on those residents with Gull Proof Bag provision, residents had expressed a degree of uncertainty about what the continuation of this scheme might mean for those who presently used on-street communal provision, and how they might also benefit from the Communal Bin Review improvements.
 - 6.3) Therefore to agree that any final recommendation in respect to Phase 5 must include details relating to mixed provision streets in Phase 5 outlining:
 - a. How City of Edinburgh Council planned to ensure residents who did not have Gull Proof Bags would benefit from the Communal Bin Review, both in the facilitation of more local recycling options and frequency of uplift, if recommendations following the trial are no longer a full communal bin rollout as originally proposed.
 - b. The mitigating factors applied to new communal on-street provision in Phase 5 to minimise the impact on the World Heritage Site.
 - c. How it could be effectively communicated to residents on mixed provision streets that on-street provision was provided for their neighbours who did not have Gull Proof Bags only and that using on-street provision could cause significant issues regarding capacity.
- 7) To agree that the planned review of bin hub locations in phases 1, 2, and A would be reported to the Transport and Environment Committee when available.
- 8) To note, however, the outstanding concerns of the Edinburgh Access Panel about the mechanism for resolving bin hub location conflicts, specifically that it may require residents with mobility disabilities to cross the road to access waste and recycling services without making this accessible.

- 9) To agree to add a requirement to the revised framework for reviewing bin hub locations for accessible facilities such as dropped kerbs in a location that provided safe and convenient access to residents with mobility disabilities if they were required to cross a road.
- 10) To agree that bin hub relocations should allow disabled people to remain as independent and self-sufficient as possible, and that measures to make a bin hub accessible should be considered before requiring them to use the Assisted Bin Collection service.

(Reference – report by the Executive Director of Place, submitted.)

Declarations of interest

Councillor Miller made a transparency statement in respect of the above item as a resident of an area affected by the issues raised in the report.

9. Under 22 Concessionary Travel on Trams

The board of Edinburgh Trams had resolved to carry under 22s for free on trams for the remainder of their financial year (to 31 December 2023) to allow the Scottish Government's Fair Fares review to complete.

Decision

- 1) To note the decision of the Edinburgh Trams board to continue to offer free concessionary travel for people under the age of 22 on trams until 31 December 2023.
- 2) To refer the report to the Finance and Resources Committee for information.
- 3) To reaffirm the Committee's decision of 6 October 2022 that the Scottish Government should expand U22 free travel to light rail.
- 4) To agree to receive an update once the Fair Fares Review had been concluded.

(Reference – report by the Executive Director of Place, submitted.)

10. Response to Motion by Councillor Lang – Flooding in Kirkliston and the Wider Almond Catchment

A report provided a response to the motion by Councillor Lang of 2 February 2023 outlining short-term mitigations and long-term solutions which could address flooding in Kirkliston and the wider Almond catchment, including the approaches which may need to be made to the Scottish Government with regards to new infrastructure investment based on the current Scottish Flood Risk Management funding arrangements.

Motion

- 1) To note the actions in the published Local Flood Risk Management Plan and the prioritisation of flood studies across the Edinburgh area.
- 2) To note the ongoing development of the Edinburgh Surface Water Management Plan and the importance of including opportunities into wider Council projects.

- 3) To note a River Almond Flood Study would take time to develop and was unlikely to identify a suitable flood scheme.
- 4) To note it was not currently feasible to attract Scottish Government funding for the development of a Kirkliston flood scheme through current Scottish Flood Risk Management funding arrangements.
- 5) To note the Breastmill location was in a historically high-risk flooding area and that mitigation and recovery was more appropriate than flood prevention.
- 6) To note the short-term and long-term actions identified in the report by the Executive Director of Place.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the actions in the published Local Flood Risk Management Plan and the prioritisation of flood studies across the Edinburgh area.
- 2) To note the estimated £200,000 cost for a River Almond Flood Study and agrees officers should return within two cycles with options on how that start of such a study could be funded in this financial year, including whether money could be utilised from the additional £2 million allocated for flooding as set out in report 7.5.
- 3) To note a River Almond Flood Study would take time to develop and was unlikely to identify a suitable flood scheme.
- 4) To note it was not currently feasible to attract Scottish Government funding for the development of a Kirkliston flood scheme through current Scottish Flood Risk Management funding arrangements, and agrees the Convener should write to the Scottish Government to ask for a review of current national guidelines so the prevention of severe flooding of critical transport infrastructure, such as that seen in Kirkliston, can be better prioritised for government funding.
- 5) To note the Breastmill location was in a historically high-risk flooding area and that mitigation and recovery was more appropriate than flood prevention.
- 6) To note the short-term and long-term actions identified in the report by the Executive Director of Place.
 - moved by councillor Lang, seconded by Councillor Dijkstra-Downie

In accordance with Standing Order 22(12), the amendment was adjusted and accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the actions in the published Local Flood Risk Management Plan and the prioritisation of flood studies across the Edinburgh area.
- 2) To note the estimated £200,000 cost for a River Almond Flood Study and agrees officers should return within three cycles with options on how that start of such a

study could be funded in this financial year, including whether money could be utilised from the additional £2 million allocated for flooding as set out in report 7.5.

- 3) To note a River Almond Flood Study would take time to develop and was unlikely to identify a suitable flood scheme.
- 4) To note it was not currently feasible to attract Scottish Government funding for the development of a Kirkliston flood scheme through current Scottish Flood Risk Management funding arrangements, and agrees the Convener should write to the Scottish Government to ask for a review of current national guidelines so the prevention of severe flooding of critical transport infrastructure, such as that seen in Kirkliston, can be better prioritised for government funding.
- 5) To note the Breastmill location was in a historically high-risk flooding area and that mitigation and recovery was more appropriate than flood prevention.
- 6) To note the short-term and long-term actions identified in the report by the Executive Director of Place.

(Reference – report by the Executive Director of Place, submitted.)

11. Response to Motion by Councillor Osler - Flooding

A report identified five programmes of work to be progressed utilising the additional £2m of capital funding allocated for flood prevention measures and with a plan for communications and engagement to be progressed as part of these programmes.

Motion

- 1) To note the five identified programmes of work and the projects initially prioritised for investment in 2023/24.
- 2) To note an update would be provided by way of Business Bulletin in May 2024.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the five identified programmes of work and the projects initially prioritised for investment in 2023/2024.
- 2) To note an update would be provided by way of Business Bulletin in May 2024.
- 3) To note the decision of committee in relation to agenda item 7.4 on flooding in Kirkliston, and that a further report would come to committee on the option of using £200,000 of the additional £2m for a River Almond Flood Study.
 - moved by Councillor Osler, seconded by Councillor Dijkstra-Downie

In accordance with Standing Order 22(12), the Amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the five identified programmes of work and the projects initially prioritised for investment in 2023/2024.

- 2) To note an update would be provided by way of Business Bulletin in May 2024.
- 3) To note the decision of committee in relation to agenda item 7.4 on flooding in Kirkliston, and that a further report would come to committee on the option of using £200,000 of the additional £2m for a River Almond Flood Study.

(Reference – report by the Executive Director of Place, submitted.)

12. Response to Motion by Councillor Lang – Surface Treatments of Carriageways

Information was provided on the suitability of Surface Treatments in Edinburgh and the methodology used to select areas of investment suitable for surface treatments. The report demonstrated that surface treatments represented best value and achieved the best road condition within the available budget.

Decision

- 1) To note the rationale for introducing surface treatments in Edinburgh.
- 2) To note the issues with the surface treatment programme in 2022/2023.
- 3) To note the use of alternative materials in future capital programmes.
- 4) To refer the report to the Governance, Risk and Best Value Committee, in line with the motion agreed by the Council on 9 February 2023.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

(Reference – report by the Executive Director of Place, submitted.)

13. Waste and Cleansing Service Policy Assurance Statement

Approval was sought of a suite of waste and cleansing policies which had been reviewed and updated to ensure they were current, relevant and fit for purpose.

Motion

- 1) To approve the updated Waste and Cleansing policies as outlined in Appendix 2 to the report by the Executive Director of Place.
- 2) To note the policies had been reviewed and updated (where necessary) and were considered as being current, relevant and fit for purpose.
- 3) The Communal Bin Enhancement Project section of the Communal Bin Collections policy to be amended to reflect the decision of Committee (item 7.3) in relation to locations of bin hubs.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To approve the updated Waste and Cleansing policies as outlined in Appendix 2 to the report by the Executive Director of Place, with the exception of the Litter Bin Siting Policy.
- 2) To approve a temporary 3-month extension to the current Litter Bin Siting Policy pending an officer/elected member workshop which should consider:

- a) whether the existing policy is too restrictive in terms of delivering the Council's policy of reducing littering and,
 - b) options and associated costs for expanding the criteria for the positioning of litter bins.
- 3) To agree the outcome of this workshop should be reported to a future meeting of the Transport and Environment Committee along with the existing or amended litter bin siting policy for approval beyond the temporary extension.
 - 4) The Communal Bin Enhancement Project section of the Communal Bin Collections policy to be amended to reflect the decision of Committee (item 7.3) in relation to locations of bin hubs.
 - moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

In accordance with Standing Order 22(12), the Amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the updated Waste and Cleansing policies as outlined in Appendix 2 to the report by the Executive Director of Place, with the exception of the Litter Bin Siting Policy.
- 2) To approve a temporary 3-month extension to the current Litter Bin Siting Policy pending an officer/elected member workshop which should consider:
 - a) whether the existing policy is too restrictive in terms of delivering the Council's policy of reducing littering and,
 - b) options and associated costs for expanding the criteria for the positioning of litter bins.
- 3) To agree the outcome of this workshop should be reported to a future meeting of the Transport and Environment Committee along with the existing or amended litter bin siting policy for approval beyond the temporary extension.
- 4) The Communal Bin Enhancement Project section of the Communal Bin Collections policy to be amended to reflect the decision of Committee (item 7.3) in relation to locations of bin hubs.

(Reference – report by the Executive Director of Place, submitted.)

14. Motion by Councillor Lang – Lothian Buses and Changes to Routes

The following motion by Councillor Lang was submitted in terms of Standing Order 17:

“Committee notes:

- 1) the hard work of Lothian Buses to maintain a sustainable network of bus services following the reduction in passenger demand and changes to travel patterns which followed the COVID pandemic.

- 2) how the financial pressures on Lothian and other bus companies intensified following the ending of the Scottish Government's COVID support grants but, despite this, the company has continued to invest heavily in its fleet and workforce.
- 3) Lothian Buses announcement in May 2023 involving significant changes to a number of long-standing and established bus services, some of which have raised substantial concern within affected communities.
- 4) that Lothian Buses operates on a commercial basis and does not, as a matter of course, either consult or brief ward councillors on substantive route changes before they are made public, as shown by the May 2023 announcement.

Committee recognises that current governance arrangements and legal requirements mean it is neither possible nor appropriate for ward councillors to have a direct role in deciding the routes and timetables provided by Lothian Buses.

Nevertheless, Committee agrees:

- a. that Lothian Buses, as a company majority owned by the City of Edinburgh Council, it should be possible for local ward members to be consulted, engaged and briefed before significant changes to bus services are announced.
- b. that such engagement must always respect commercial sensitivity and confidentiality
- c. that the Transport & Environment Convener should write to Lothian Buses to request a mechanism by which two-way communication with local councillors can be improved when route changes are being considered and in advance of final announcements being made.”

Motion

To approve the motion by Councillor Lang.

- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment

To insert after point 'b':

“That there needs to be a balance between the level of influence councillors hold in the decision-making processes about service changes and the extent to which they are expected to take on the role of communicating and explaining these changes to communities.”

- moved by Councillor Bandel, seconded by Councillor Miller

In accordance with Standing Order 22(12), the Amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Lang:

- 1) To note the hard work of Lothian Buses to maintain a sustainable network of bus services following the reduction in passenger demand and changes to travel patterns which followed the COVID pandemic.
- 2) To note how the financial pressures on Lothian and other bus companies intensified following the ending of the Scottish Government's COVID support grants but, despite this, the company had continued to invest heavily in its fleet and workforce.
- 3) To note Lothian Buses' announcement in May 2023 involving significant changes to a number of long-standing and established bus services, some of which raised substantial concern within affected communities.
- 4) To note that Lothian Buses operates on a commercial basis and did not, as a matter of course, either consult or brief ward councillors on substantive route changes before they were made public, as shown by the May 2023 announcement.
- 5) Committee recognises that current governance arrangements and legal requirements mean it was neither possible nor appropriate for ward councillors to have a direct role in deciding the routes and timetables provided by Lothian Buses.
- 6) To agree:
 - a. that Lothian Buses, as a company majority owned by the City of Edinburgh Council, it should be possible for local ward members to be consulted, engaged and briefed before significant changes to bus services were announced.
 - b. that such engagement must always respect commercial sensitivity and confidentiality.
 - c. that there needed to be a balance between the level of influence councillors hold in the decision-making processes about service changes and the extent to which they were expected to take on the role of communicating and explaining these changes to communities.
 - d. that the Transport and Environment Committee Convener should write to Lothian Buses to request a mechanism by which two-way communication with local councillors could be improved when route changes were being considered and in advance of final announcements being made.

15. Motion by Councillor Cowdy – Better Buses for Ratho

The following motion by Councillor Cowdy was submitted in terms of Standing Order 17:

“Committee notes:

- 1.1) The current Service 20 is a subsidised bus service running between Ratho and Chesser.
- 1.2) The current provider is McGills after First Bus agreed to sell its First Scotland East business and all its routes in the region to McGill's Group in September 2022.

- 1.3) That there have been significant challenges delivering the existing service and the route and frequency of the service falls short of what is required by the residents of Ratho.

Committee understands:

- 2.1) The residents of Ratho are exasperated by the existing service with buses failing to turn up, the limited frequency, and that the route itself fails to meet their needs.
- 2.2) Unreliability is impacting decisions residents are making and they are now reliant on private cars and taxis to attend work, medical appointments, leisure, school, and further education.

Committee further notes:

- 3.1) The poor evening service means residents cannot use public transport due to safety concerns walking from Ratho station and there is no guarantee any bus to the village will appear.
- 3.2) Young people under 22 are unable to take advantage of the benefit their Young Scot National Entitlement Card should provide.
- 3.3) Committee therefore requests a report to Transport and Environment Committee, in July, that identifies and provides a suitable public transport solution for the residents of Ratho to include (but not limited to):
 - Reviewing the existing contract to ensure the service tendered is being provided.
 - Assessing alternative options that have been presented previously to officers and elected members from Ratho and District Community Council, including a shuttle to local transport hubs such as train stations and park & rides.
 - Reviewing alternative routes.
 - Retendering as soon as is practicable.
 - Meeting with stakeholders at RBS Gogar to consider innovative ideas including extending their shuttle bus service.”

Motion

To approve the motion by Councillor Cowdy.

- moved by Councillor Cowdy, seconded by Councillor Munro

Amendment 1

To insert at the end of the motion by Councillor Cowdy:

- 3.4) Committee acknowledges the enormous efforts made by the Ratho Bus Work Group towards finding a sustainable public transport service for the village and requests the issuing of a PIN notice to explore alternative provision prior to any formal procurement process and explore opportunities linking to local businesses and organisations, including RBS, Lost Shore and the Council-owned Edinburgh International Climbing Arena.

3.5) Committee further requests the seeking of a meeting with McGills composed of the Ratho Bus Work Group, council officers, Pentland Hills ward councillors, and the Transport and Environment Convener, to discuss the operational difficulties outlined and potential solutions within the framework of the current contract, with a date for the meeting to be sought before the summer recess in July.

- Moved by Councillor Aston, seconded by Councillor Work

Amendment 2

To amend the motion by Councillor Aston as follows:

- 1) After paragraph 1.3, to insert: "1.4. that similar issues of poor performance have arisen with respect to McGill's services in Kirkliston, including the Council supported 63 service, which formed the basis of a major public meeting on 2 May."
- 2) To replace bullet point 1 in paragraph 3.3 with: "Reviewing existing contracts awarded to McGills, including the 20 service, to ensure all services tendered to them by the Council are being delivered properly."
- 3) To amend bullet point 4 in paragraph 3.3 to read: "Retendering as soon as is practicable ensuring there is no break in supported bus services between existing contracts concluding and any new contracts commencing."

- Moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

In accordance with Standing Order 22(12), Amendments 1 and 2 were accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Cowdy:

- 1) To note the current Service 20 was a subsidised bus service running between Ratho and Chesser.
- 2) To note the current provider was McGills after First Bus agreed to sell its First Scotland East business and all its routes in the region to McGill's Group in September 2022.
- 3) To note that there had been significant challenges delivering the existing service and the route and frequency of the service fell short of what was required by the residents of Ratho.
- 4) To note that similar issues of poor performance had arisen with respect to McGill's services in Kirkliston, including the Council supported 63 service, which formed the basis of a major public meeting on 2 May 2023.
- 5) To understand the residents of Ratho were exasperated by the existing service with buses failing to turn up, the limited frequency, and that the route itself failed to meet their needs.
- 6) To understand unreliability was impacting decisions residents were making and they were now reliant on private cars and taxis to attend work, medical appointments, leisure, school, and further education.

- 7) To note the poor evening service meant residents could not use public transport due to safety concerns walking from Ratho station and there was no guarantee any bus to the village would appear.
- 8) To note young people under 22 were unable to take advantage of the benefit their Young Scot National Entitlement Card should provide.
- 9) To therefore request a report to Transport and Environment Committee, in July, that identified and provided a suitable public transport solution for the residents of Ratho to include (but not limited to):
 - Reviewing existing contracts awarded to McGills, including the 20 service, to ensure all services tendered to them by the Council were being delivered properly
 - Assessing alternative options that had been presented previously to officers and elected members from Ratho and District Community Council, including a shuttle to local transport hubs such as train stations and park & rides.
 - Reviewing alternative routes.
 - Retendering as soon as was practicable ensuring there was no break in supported bus services between existing contracts concluding and any new contracts commencing.
 - Meeting with stakeholders at RBS Gogar to consider innovative ideas including extending their shuttle bus service.
- 10) To acknowledge the enormous efforts made by the Ratho Bus Work Group towards finding a sustainable public transport service for the village and requests the issuing of a PIN notice to explore alternative provision prior to any formal procurement process and explore opportunities linking to local businesses and organisations, including RBS, Lost Shore and the Council-owned Edinburgh International Climbing Arena.
- 11) To further request the seeking of a meeting with McGill's composed of the Ratho Bus Work Group, council officers, Pentland Hills ward councillors, and the Transport and Environment Committee Convener, to discuss the operational difficulties outlined and potential solutions within the framework of the current contract, with a date for the meeting to be sought before the summer recess in July.

Declarations of interest

Councillor Faccenda made a transparency statement in respect of the above item as her partner was employed by a bus company which was part of the same group of companies as those mentioned in the deputation and motion.

16. Emergency Motion by Councillor Meagher - Accidents in the 'Joppa Triangle'

The following motion by Councillor Meagher was submitted in terms of Standing Order 32:

- “1) Committee notes with concern the number of accidents in the ‘Joppa Triangle’, apparently resulting from vehicles speeding along Musselburgh Road and Coillesdene Avenue. Most recently, on the night of 9 May 2023, two cars were written off and a garden wall partially demolished by a driver losing control of speeding car.
- 2) Committee agrees to initiate an urgent road safety assessment of the area with resulting recommendations on how to reduce speeding, and improve road safety, in the area. Committee also asks that officers provide a clear timescale to committee members and local ward members on when this work could be completed by and reported back to committee as soon as possible.”

Motion

To approve the motion by Councillor Meagher.

- Moved by Councillor Meagher, seconded by Councillor Jones

Amendment 1

To delete paragraph 2 of the motion by Councillor Meagher and replace with:

“Committee agrees that the June Business Bulletin should provide a concise update on any proposed speed reduction measures in the area, and likely implementation schedule.”

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 2

To insert after paragraph 2 of the motion by Councillor Meagher:

“Particular consideration will be given to permanent speed reducing measures including speed bumps/cushions. Notes that limited temporary mitigations have been implemented already in acknowledgment of the effect of Brunstane Road’s closure to vehicles and agrees that permanent mitigations to reduce speed must be part of the overall approach to traffic management in Joppa and Coillesdene.”

- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 3

To insert at paragraph 2 of the motion by Councillor Meagher after “in the area”: “based on the Council’s current road safety policies and established criteria for traffic calming”.

- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 4

To insert after paragraph 2 of the motion by Councillor Meagher:

- “3) Notes the decision by the committee at its meeting on 8th December to introduce sinusoidal speed humps and/or chicanes on Coillesdene Avenue.
- 4) Notes that it remains unclear whether these road safety measures were implemented at the time and asks for this action to be carried out immediately if it has not been completed yet.”

- Moved by Councillor Bandel, seconded by Councillor Miller

In accordance with Standing Order 22(12), Amendments 1, 2, 3 and 4 were adjusted and accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Meagher:

- 1) To note with concern the number of accidents in the 'Joppa Triangle', apparently resulting from vehicles speeding along Musselburgh Road and Coillesdene Avenue. Most recently, on the night of 9 May 2023, two cars were written off and a garden wall partially demolished by a driver losing control of speeding car.
- 2) To agree that the June Business Bulletin should provide a concise update on any proposed speed reduction measures in the area based on the Council's current road safety policies and established criteria for traffic calming, and likely implementation schedule.
- 3) To agree particular consideration would be given to permanent speed reducing measures including speed bumps/cushions.
- 4) To agree that permanent mitigations to reduce speed must be part of the overall approach to traffic management in Joppa and Coillesdene.
- 5) To note the decision of the Committee at its meeting on 8 December 2022 to introduce sinusoidal speed humps and/or chicanes on Coillesdene Avenue.
- 6) To note that it remained unclear whether these road safety measures were implemented at the time and asks for this action to be carried out as soon as possible if it had not been completed yet.

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Transport and Environment Committee

17 August 2023

| Title / description | Purpose/Reason | Executive/ Routine | Lead Officer | Directorate | Expected Date |
|---|---|-----------------------|-----------------|-------------|----------------|
| Health Care Workers Parking Permit | Update on the permit scheme | Executive | Gavin Brown | Place | 17 August 2023 |
| Motion by Councillor Staniforth – Updating the Taxicard Service | Motion approved by the Council on 17 March 2022 | Executive | Gavin Brown | Place | 17 August 2023 |
| Electric Vehicle Pathfinder Business Case | Business Case outlining the Council's approach to expanding charging infrastructure | Executive | Gavin Brown | Place | 17 August 2023 |
| Edinburgh St James Update | Update on transport related activities relating to Edinburgh St James | Executive | David Cooper | Place | 17 August 2023 |
| Response to motion by Councillor Cowdy – Better Buses for Ratho | Motion agreed by Committee on 18 May 2023 | Executive | Daisy Narayanan | Place | 17 August 2023 |
| Response to motion by Councillor Thornley – Parkgrove Drive | Action arising from motion from Committee on 20.04.2023 | Executive | Daisy Narayanan | Place | 17 August 2023 |
| Consultation Response on 20mph and Rural Roads | Update on the implementation of 20mph, including information on Driver Behaviour | Executive | Daisy Narayanan | Place | 17 August 2023 |

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| | Response to motion by Councillor Bandel – Mobility Analysis | Action agreed by Committee on 8 December 2022 | Routine | Gavin Brown | Place | 17 August 2023 |
| | Active Travel Measures – Travelling Safely Update | Action from 11 November 2021 to report on the impact of changes on active travel and public transport across the area that includes Braid Road and Comiston Road and response on the comments made by Lothian Buses, also considering Waverley Bridge and Comiston Road. | Routine | Daisy Narayanan | Place | 17 August 2023 |
| | Response to motion by Councillor Dijkstra-Downie – Class Bus Passes | Action from the Council on 4 May 2023 to report to Committee in two cycles | Routine | Claire Thompson | Children, Education and Justice Services | 17 August 2023 |
| | Edinburgh Cycle Hire Scheme Update | Action from Committee on 2 February 2023 | Business Bulletin | Daisy Narayanan | Place | 17 August 2023 |
| | Planter Based Protection – Leith Walk | Action from Committee on 18 May 2023 to provide the results of formal monitoring | Business Bulletin | Hannah Ross | Place | 17 August 2023 |
| | Update on Integrated Impact Assessment for Footways and Cycleways Maintenance | Final update in respect of action from Committee on 8 December 2022. | Business Bulletin | Andy Williams | Place | 17 August 2023 |

14 September 2023

| | Title / description | Purpose/Reason | Executive/ Routine | Lead Officer | Directorate | Expected Date |
|--|---|--|-----------------------|----------------------------------|-------------|-------------------|
| | Call for Action on Zebra Markings for Side Streets – Motion by Councillor Neil Ross | Research update | Executive | Daisy Narayanan | Place | 14 September 2023 |
| | Response to motion by Councillor McFarlane – Tollcross Clock | Request from the Council on 24 November 2022 for a report in three cycles | Executive | Claire Miller Daisy Narayanan | Place | 14 September 2023 |
| | Workplace Parking Levy | Action from 2 March 2023 to report back no later than September 2023 on the integrated impact assessment, investment plan, engagement and consultation plan. | Executive | Gareth Dixon | Place | 14 September 2023 |
| | Neighbourhood Environment Programme | Update on the Council's Neighbourhood Environment Programme (NEPs) | Executive | David Wilson | Place | 14 September 2023 |
| | Roads and Transport Infrastructure Investment | Actions from Committee on 20.04.2023 to report to Committee on the 5 year funding requirements and details on setted streets | Executive | Sean Gilchrist | Place | 14 September 2023 |
| | Transport Asset Management Plan Update | Update on Transport Asset Management Plan | Executive | Sean Gilchrist | Place | 14 September 2023 |
| | Treatment of Weeds | Proposals to reduce the reliance on chemical application in the | Executive | Andy Williams | Place | 14 September 2023 |

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|--|--------------------------|--|-----------|---------------|-------|-------------------|
| | | treatment of weeds. | | | | |
| | River Almond Flood Study | Action from Committee on 18 May 2023 to report back on study. | Executive | Stephen Knox | Place | 14 September 2023 |
| | Road Safety Programme | Update on the Council's Road Safety schemes, including School Travel Plan Reviews and Pedestrian Crossing Prioritisation | Executive | Dave Sinclair | Place | 14 September 2023 |
| | Litter Bin Siting Policy | Feedback from workshop agreed by Committee on 18 May 2023 | Routine | Andy Williams | Place | 14 September 2023 |

12 October 2023

| | Title / description | Purpose/Reason | Executive/ Routine | Lead Officer | Directorate | Expected Date |
|--|--|--|-----------------------|-----------------|-------------|-----------------|
| | Circulation Plan Framework and Associated Action Plans | Update on the consultation | Executive | Daisy Narayanan | Place | 12 October 2023 |
| | Secure On-Street Cycle Parking | Action arising from Committee on 18 May 2023 | Executive | Daisy Narayanan | Place | 12 October 2023 |
| | Review of Stadium Parking | Update on how stadiums and Council could work in partnership to increase the number of people choosing sustainable transport to events | Executive | Gavin Brown | Place | 12 October 2023 |

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| | Street Cleansing Performance Update | Bi-annual update | Routine | Andy Williams | Place | 12 October 2023 7 March 2024 |
| | Vision for Water Management | Follow up to report in January 2022 | Routine | Stephen Knox | Place | 12 October 2023 |
| | Place Directorate – Financial Monitoring and Annual Report | Quarterly and annual report | Routine | Susan Hamilton | Place | 12 October 2023 1 February 2024 |
| | Petition to Pedestrianise Elm Row | Action from Committee on 17 June 2021 | Routine or Business Bulletin | Gavin Brown | Place | 12 October 2023 |
| | Major Junctions Review Update | Update on progress of junction design work agreed by Committee on 20.04.2023 | Business Bulletin | Daisy Narayanan | Place | 12 October 2023 |

Future Plan

| | Title / description | Purpose/Reason | Executive/ Routine | Lead Officer | Directorate | Expected Date |
|--|--|---|-------------------------------|---------------------|--------------------|----------------------|
| | Public Utilities Annual Performance Report 2022/23 | Annual update on the performance of public utilities | Routine | Gavin Brown | Place | 16 November 2023 |
| | Motion by Councillor Bandel – Bike Buses | Request from the Council on 24 November 2022 for an update in 12 months with up to date numbers on active school bike buses in Edinburgh. | Update | Daisy Narayanan | Place | 16 November 2023 |
| | City Mobility Plan | First Review | Executive | Daisy Narayanan | Place | 11 January 2024 |

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|--|--|---|-------------------|-----------------|-------|-----------------|
| | Circulation Plan Framework and Associated Action Plans | Circulation Plan and associated action plans for Approval | Executive | Daisy Narayanan | Place | 11 January 2024 |
| | Parking Action Plan | Update from October 2022 report to include review of parking bands (as requested by Committee on 18.05.2023) | Executive | Gavin Brown | Place | 11 January 2024 |
| | Kirkliston Junction Reconfiguration | Update on the monitoring of traffic signal changes. | Business Bulletin | Mark Love | Place | 11 January 2024 |
| | School Travel Plan Update | Progress Update | Business Bulletin | Daisy Narayanan | Place | 11 January 2024 |
| | Workplace Parking Levy | Action from Committee on 02.03.2023 to complete the tasks set out in section 5 of the report with a view to public consultation being completed and the finding assessed by the end of February 2024. | Executive | Gareth Dixon | Place | 7 March 2024 |
| | Strategic Review of Parking – Abbeyhill Colonies | Action from Committee on 18.08.2022 to monitor and review, with public consultation, not later than 12 months after implementation of new parking restrictions. To report the findings back to Committee. | Executive | Gavin Brown | Place | 7 March 2024 |
| | Pavement Parking on Leith Walk | Update on pavement parking on Leith Walk following completion of the tram works and the introduction of pavement parking enforcement powers (arising from a motion by | Business Bulletin | Gavin Brown | Place | 7 March 2024 |

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|--|--|--|-------------------|--------------------|---|-------------------|
| | | Councillor Caldwell on 16.12.2022 and a Business Bulletin update on 18.05.2023). | | | | |
| | Waste and Cleansing Policies | Annual Update | Routine | Andy Williams | Place | 23 May 2024 |
| | Update on flooding | Following update in May 2023, a further update will be prepared for Committee in May 2024. | Business Bulletin | Stephen Knox | Place | 23 May 2024 |
| | Parking Contract | Action from Committee on 8 December 2022 to ensure that offices engage and brief group transport spokespeople during the process of tender and contract development for the new parking contract | Engagement | Gavin Brown | Place | By September 2024 |
| | Update on Fair Fares Review | Action from Committee on 18 May 2023 to report back to Committee when the review has concluded | Update | Hannah Ross | Place | To be confirmed |
| | Motion by Councillor Hyslop – School Bicycle Storage | Referral from Education, Children and Families Committee | Routine | Committee Services | Education and Children Services and Place | To be confirmed |
| | Community Requirements for Supported Bus Services | Response to a motion from the Council on 30 June 2022 and following Business Bulletin Update on 18 May 2023 | Executive | Daisy Narayanan | Place | To be confirmed |
| | Air Quality Action Plan | Update on how the action plan can be updated to reflect any policy changes (such as the | Update | Daisy Narayanan | Place | To be confirmed |

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|--|---|---|---------|---------------|-------|-----------------|
| | | upcoming local development plan “City Plan 2030”, National Planning Framework 4, vehicle emission standards, and a re-convened steering group for the Salamander Street AQMA) | | | | |
| | Response to motion by Councillor Caldwell – Sewage in Edinburgh’s Waterways | Action from the Council on 04.05.2023 to provide a report detailing the impact that building new housing close to waterways will have on CSOs | Routine | Julie Waldron | Place | To be confirmed |
| | Communal Bin Review | Update on review of bin hub locations in phases 1, 2 and A to be reported to Committee (Action 18.05.2023) | Routine | Karen Reeves | Place | To be confirmed |

Rolling Actions Log

Transport and Environment Committee

15 June 2023

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|---|--|--------------------------|------------------------|---|
| 1 | 18-03-19 | Neighbourhood Environment Programme and Community Grants Fund (referral from the South East Locality Committee) | To agree that the Executive Director of Place would re-visit the methodology used to allocate funding for each Locality from the carriageway and footpath capital budget for improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations. | Executive Director of Place Lead Officer: Dave Sinclair david.sinclair@edinburgh.gov.uk | September 2023 | | An update on this is included in the Business Bulletin on 15 June 2023. |
| 2 | 28-03-19 | Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality | To report back to the North West Locality Committee in one cycle setting out a strategic transport analysis of the North West Locality area. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | October 2023 | | This will form part of the development of the Circulation Plan Framework. |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|---|---|--|--------------------------|------------------------|---|
| | | (referral from the North West Locality Committee) | | | | | |
| 3 | 20-06-19 | Public Transport Priority Action Plan Update | Agrees that the development of a methodology for a bus stop rationalisation process, as described in the report. This will include consultation with both the City of Edinburgh Council Equalities Champion and appropriate external organisations including the access panel Edinburgh Access Panel and will be brought back to Committee for approval | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | May 2023 | | Recommended for closure This action has now been completed. |
| 4 | 12-09-19 | Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy | Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | January 2024 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|---|--|--|----------------------------------|------------------------|---|
| | | | Plan 2030 impact on that. | | | | |
| 5 | 05-12-19 | Transport and Environment Committee Business Bulletin | To agree to engage with the strategic context around the solutions for dealing with wider parking pressures and to bring back an update on this in the Business Bulletin. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | January 2024 | | This will form part of the development of the Circulation Plan Framework. |
| 6 | 05-12-19 | Kirkliston and Queensferry Traffic and Active Travel Study | To agree to a Business Bulletin update in six months on the progress of the actions as agreed in the report. | Executive Director of Place Lead Officer: Dave Sinclair david.sinclair@edinburgh.gov.uk | Next update expected – June 2024 | | An update is included in the Business Bulletin on 15 June 2023. Previous update 14 October 2021 ; 31 March 2022 . |
| 7 | 05-12-19 | Gilmore Place Driveway Parking Overhanging Footway – Response to Motion | Agrees an update report within the next 12 months, on the impact of activities outlined in the report, any further measures to address the issue, and implications for other streets facing similar pressures. | Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | Early 2024 | | <u>Update May 2023</u> This will be reviewed again when the regulations for footway parking comes into effect. Previous update - 31 March 2022 . |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|--|--|--------------------------|------------------------|--|
| | | | | | | | Committee agreed to keep this action open for a further update to be provided. |
| 8 | 28-01-21 | <u>Strategic Review of Parking – Results Phase 1 Consultation and General Update</u> | Agrees to introduce garage permits as set out in para 4.30, with monitoring and feedback from businesses and residents in these locations reported back to committee in 18 months of implementation within any update report on the strategic review of parking. | Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | December 2024 | | This will be incorporated into a future report on the Strategic Review of Parking by December 2024 |
| 9 | 19-02-21 | <u>City Mobility Plan</u> | Calls for officers to reflect development of national transport strategy and priorities at the first major review of the City Mobility Plan | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | January 2024 | | Update was provided to Committee in October 2021. Review cycle has review scheduled for Autumn 2023. |
| 10 | 22-04-21 | <u>Business Bulletin – Climate Risk Assessment</u> | To agree to provide a briefing note how on the Council are to undertake the climate risk assessment. | Executive Director of Place Lead Officer: Gareth Barwell gareth.barwell@edinburgh.gov.uk | August 2023 | | A number of updates on the Council's approach to Climate Change were reported to Policy and |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|---|--|---|--------------------------|------------------------|---|
| | | | | urgh.gov.uk | | | Sustainability Committee on 17 November 2022 . The next report on this is scheduled for Policy and Sustainability Committee in August 2023. |
| 11 | 22-04-21 | Wardie Bay and Beach - Response to Motion | Agrees that officers should engage with the community, local ward Councillors, and landowners to set up a management agreement, lease, or similar agreement enabling the Council to take on responsibility for the management and development required to support the bathing designation of Wardie Bay. The outcome of these discussions should be reported back to Committee within three cycles | Executive Director of Place Lead Officer: Steven Cuthill steven.cuthill@edinburgh.gov.uk | Spring 2023 | | Recommended for closure The outcome has now been received and is noted in the Committee Business Bulletin on 15 June 2023. Previous updates 2 March 2023 2 February 2023 3 November 2022 31 March 2022 11 November 2021 |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|---|---|--------------------------|------------------------|---|
| 12 | 17-06-21 | <u>Petition for consideration - Pedestrianise Elm Row</u> | To agree that a report on the issues raised by the petitioner and by the Committee would be brought back to Committee. | Executive Director of Place Lead Officer: Gavin Brown <u>gavin.brown@edinburgh.gov.uk</u> | October 2023 | | This will follow the extension of the tram line extension becoming operational. Previous update: <u>31 March 2022.</u> |
| 13 | 17-06-21 | <u>City Centre West to East Cycle Link and Street Improvements Project - Proposed design changes and Statutory Orders Update</u> | Notes the progress to date on the Walker Street to Rutland Square spur, and instructs officers to progress towards implementation as a standalone scheme as part of the review of the Active Travel Programme | Executive Director of Place Lead Officer: Daisy Narayanan <u>daisy.narayanan@edinburgh.gov.uk</u> | By December 2023 | | It is proposed to report back to Committee on this project as part of a review of active travel investment. |
| 14 | 17-06-21 | <u>Cammo Road – Trial Vehicle Prohibition (Road Closure)</u> | Agree that outline designs are developed and promoted as an Experimental Traffic Regulation Order (ETRO) for the trial vehicle prohibition on Cammo Road with a view to commencement by the end of 2021. | Executive Director of Place Lead Officer: Dave Sinclair <u>dave.sinclair@edinburgh.gov.uk</u> | Early 2024 | | Previous Updates <u>3 November 2022; 20 April 2023.</u> |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|---|---|---|---------------------------------------|------------------------|--|
| 15 | 17-06-21 | <u>Funding Third Sector Delivery Partner: Changeworks Resources for Life</u> | To agree that a Business Bulletin item would be brought back on a pilot to support reusing items rather than throwing them out. | Executive Director of Place Lead Officer: Andy Williams <u>andy.williams@edinburgh.gov.uk</u> | On-going | | |
| 16 | 11-11-21 | <u>Active Travel Measures – Travelling Safely Updates</u> | To request a particular focus from officers to monitor the impact of the proposed changes to the active travel and public transport environment across the area that includes Braid Road and Comiston Road and to report back to the Transport and Environment Committee within one year. | Executive Director of Place Lead Officer: Daisy Narayanan <u>Daisy.narayanan@edinburgh.gov.uk</u> | Early 2024 | | This will form part of the monitoring strategy for the Travelling Safely measures. |
| 17 | 27-01-22 | <u>Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to</u> | To request a further report from the Executive Director of Place on the matter. | Executive Director of Place Lead Officer: Dave Sinclair <u>David.sinclair@edinburgh.gov.uk</u> | Next expected update – September 2023 | | Engagement with the school on the travel plan is ongoing. A brief update on the School Travel Plan Review is included in the Business Bulletin on 15 June 2023, with |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|---------------------|--|--|---|--------------------------|------------------------|--|
| | | <u>make them fit for purpose for this 20mph school and kindergarten zone</u> | | | | | a further update expected in September 2023. Previous updates: <u>28 January 2021</u> ; <u>17 June 2021</u> ; <u>8 December 2022</u> ; <u>2 March 2023</u> . |
| 8 | 27-01-22 | <u>Kirkliston Junction Reconfiguration</u> | To note the intention to undertake journey time assessments before and after the implementation of the improvements works and agrees this comparison data should be made available to the Committee by way of a business bulletin update once available. | Executive Director of Place Lead Officer: Gavin Brown <u>Gavin.brown@edinburgh.gov.uk</u> | January 2024 | | An update on this is included in the Business Bulletin on 15 June 2023. |
| 19 | Council 17-03-22 | Motion by Councillor Douglas – Review of Stadium Parking (See agenda) | Extract of the motion: Calls for the next report from officers on the Strategic Review of Parking to include comment on how stadiums and Council could work in partnership to increase the number of people choosing | Executive Director of Place Lead officer: Gavin Brown <u>Gavin.brown@edinburgh.gov.uk</u> | October 2023 | | <u>Update May 2023</u> In progressing this in respect of events in stadiums, it has been identified that this issue also affects other events in the city. |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|---|--|--|---------------------------------------|------------------------|---|
| | | | sustainable transport to events, in advance of implementation of changes to car parking. | | | | Therefore the report has been delayed until October 2023 to follow up on this. |
| 20 | 31-03-22 | Petition by James Gillespie's High School Eco Group – Motion by Councillor Miller (see agenda) | Extract of the motion: Calls for officers to review the terms of the petition, meet with the Eco Group, and evaluation incorporation of their aims into the current work to review all School Travel Plans and the creation of the Road Safety Action Plan. | Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk | Next expected update – September 2023 | | A brief update on the School Travel Plan Review is included in the Business Bulletin on 15 June 2023, with a further update expected in September 2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 . |
| 21 | 31.03.22 | Motion by Councillor Neil Ross - Call for Action on Zebra Markings for Side Streets | To therefore, approve proceeding with a study to monitor the operation of existing low cost zebra crossings in Edinburgh, at locations that were not on the public road network. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | September 2023 | | Previous updates: 2 March 2023 ; 6 October 2022 |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|---------------------|---|---|--|--------------------------|------------------------|---|
| | | | To agree that an update report be provided to Committee in six months on the outcomes of the study. | | | | |
| 22 | Council 30-06-22 | Motions By Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for Dumbiedykes (See agenda) | <p>Extract of the motion:</p> <p>Council therefore agrees that officers should provide a report to the Transport Committee within two cycles detailing the subsidy required to restore a bus service to the Willowbrae/Lady Nairne area in order that budget approval for such a service could be sought.</p> <p>Report on the short term options for improving access for the Dumbiedykes community to their essential services recognising their calls over many years for improved regular scheduled bus access.</p> <p>Report to the Transport and Environment Committee in two</p> | <p>Executive Director of Place</p> <p>Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p> | January 2024 | | <p><u>Update May 2023</u></p> <p>A Business Bulletin update is provided in May 2023. This work will be progressed alongside the development of the final Public Transport Action Plan.</p> <p>An update is included in the Business Bulletin for Committee on 8 December 2022.</p> |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments | |
|---------|------|--------------|--|---|--|---------------------------------------|----------|---|
| Page 55 | | | cycles as per the decisions of committee on 27 February 2020, and contextualising this within a wider review of community requirements for supported bus services across Edinburgh, considering alternative models of provision including demand responsive transport and community transport noting recent schemes in the SEStran area, and providing financial information on provision of supported bus services or alternative models which will allow groups to bring forward budget proposals. | | | | | |
| | 23 A | 18.08.22 | Business Bulletin – Petition on Station Road, Ratho Station <u>(See Agenda)</u> | To engage with Ward Members regarding the Petition on Station, Ratho Station. | Executive Director of Place Lead officer: Dave Sinclair David.sinclair@edinburgh.gov.uk | Next update expected – September 2023 | | A brief update on the School Travel Plan Review is included in the Business Bulletin on 15 June 2023, with a further update expected in September 2023. |
| | 23 | 08.12.22 | Rolling Actions | Instructs officers to engage | Executive Director of | Next | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|---|--|----------------------------------|------------------------|--|
| B | | Log – action 29 (Station Road, Ratho Station) | directly with ward councillors and the community association on options around a HGV restriction on Station Road within the next six weeks, so a substantive business bulletin update can be provided to the February meeting of the committee | Place Lead officer: Dave Sinclair David.sinclair@edinburgh.gov.uk | update expected – September 2023 | | Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 . |
| 24 | 18.08.22 | <u>Updated Pedestrian Crossing Prioritisation 2022/23</u> | 1) Agrees that the relevant officers will meet with Living Streets Edinburgh and the Edinburgh Access Panel to discuss introducing GPA signal types in Edinburgh. Agrees that if implementation is feasible, all future new, upgraded and replacement crossing should be considered for GPA status. To include this into the Pedestrian Crossing Prioritisation report and bring the report to Committee in the next 12 months. | Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk | September 2023 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|---|--|--------------------------|------------------------|--|
| | | | 2) Outcome of funding application to Road Safety Improvement Fund and impact on the delivery of the prioritisation plan to be reported in a future Business Bulletin update. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | May 2023 | | Closed May 2023 A Business Bulletin update is included on 18.05.2023. |
| 25 | 18.08.22 | Strategic Review of Parking – Results of Phase 1 Traffic Order | To agree that the process of monitoring and review within the Abbeyhill colonies should involve public consultation not later than twelve months after the implementation of the new controlled parking restrictions; with a subsequent Committee report on the consultation results and a recommendation on whether to retain this area within the N6. | Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk | March 2024 | | |
| 26 | 18.08.22 | Active Travel Measures – Travelling Safely Update | To note the points made by Lothian Buses at 4.1.4 of the report and asks that each is considered in the Travelling Safely Update Report and that | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | Early 2024 | | It is anticipated that this will now be reported to Licensing Sub-Committee as part of any report on |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|--|--|--------------------------|------------------------|---|
| | | | solutions are proposed where possible. This should also consider Waverley Bridge and Comiston Road. | burgh.gov.uk | | | objections to the Experimental Traffic Orders. |
| 27 | 18.08.22 | Evaluation of the 20mph Speed Limit Roll Out – Three Years Post Implementation | To agree that Officers would examine how existing research on driver Behavioural Trends to understand why driver's do not adhere to the 20mph speed. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | August 2023 | | This will be incorporated into reporting for the 20mph programme update |
| 28 | 06.10.22 | Cleaning Up Edinburgh – Motion by Councillor Whyte | 1) Recognises that a significant amount of the litter generated in the City Centre and our Town Centres relates to single-use coffee cups. Therefore, asks that Officers engage with Keep Scotland Beautiful to understand what lessons can be learnt from their “Cup Movement” campaign which was run in partnership with Glasgow City Council. An update on this should be provided as | Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk | April 2023 | 20.04.23 | Closed April 2023 An update on this was included in the Street Cleansing Performance Update report to Committee on 20.04.2023 |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|---------|------|--------------|---|--|--------------------------|------------------------|---|
| Page 59 | | | part of the next street cleansing report, including previous initiatives to reduce coffee cup usage | | | | |
| | | | 2) Agrees that officers should return to committee before the end of January with a business bulletin update on whether existing systems would be able to deliver a means testing of free special uplifts to those in receipt of council tax reduction, as described in paragraph 4.61.2. | Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk | October 2023 | | Update April 2023 An update on this is included in the Street Cleansing Performance report on 20.04.2023. However, it is anticipated that implementation will be from October 2023 onwards. |
| | | | 3) Requests a report from officers in three cycles exploring measures and initiatives to support and advance the zero waste hierarchy in Edinburgh, including but not limited to share and reuse networks, reuse and repair hubs, upcycling facilities, and refill | Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk | April 2023 | 20.04.23 | Closed April 2023 An update on this was included in the Street Cleansing Performance report on 20.04.2023. |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|---|---|---|--------------------------|------------------------|--|
| | | | shops | | | | |
| | | | 4) Includes in the report on possible improvement through additional resource for budget consideration the costs of improved enforcement resource around littering, fly-tipping and dumping. This to be in addition to Street Litter Control Notices as businesses are not the sole source of these issues. Enforcement options should also be outlined to allow for the enforcement of park rules, seeking a reduction of littering, dumping and inappropriate barbecue use in parks | Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk | April 2023 | April 2023 | Closed April 2023 An update on this was included in the Street Cleansing Performance report on 20.04.2023. |
| 29 | 06.10.22 | Asset transfer – Ex-City Development Assets | To request an update on the adoption or transfer of assets in 3 cycles. | Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk | June 2023 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|-----------------------|--|---|--|--------------------------|------------------------|--|
| | | | | gh.gov.uk | | | |
| 30 | 06.10.22 | Risk Based Approach to Road Safety Inspections - Update | To request a briefing within 3 cycles on how to tighten up the operational guidance | Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk | June 2023 | | |
| 31 | 06-10-22 | Motion by Councillor Aston – McGill’s takeover of First East Coast’s 20, 63 and 68 services (See Agenda) | Requests a briefing note to all elected members within three cycles detailing discussions between officers and the new operator and outlining what assurances have been given by McGill’s as to the continuation of the 20, 63 and 68 in the longer term and also on McGill’s plans to improve the sustainability and decarbonisation of their fleet. | Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk | May 2023 | | Recommended for closure An update on service 20 was provided in response to Council Question 20 on 04.05.2023 and an updated on Supported Bus Services was provided on 18 May 2023 . |
| 32 | 27.10.22 (Council) | Motion by Councillor Hyslop - School Bicycle Storage (See agenda) | Requests a report to be submitted to Education, Children and Families Committee, to be referred to Transport and Environment Committee within 3 | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | October 2023 | | This will be reported to Education, Children and Families Committee and referred to Transport |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|---|---|--|--------------------------|------------------------|---|
| | | | cycles which outlines potential targets for increasing the uptake of cycling, scooting and skating to school in the City and strategies to meet them. The information to be detailed in the report was included in the approved motion. | burgh.gov.uk | | | and Environment Committee. An update has been requested on the timing of this report. |
| 33 | 03.11.22 | Motion by Councillor Burgess - Sciennes Primary playground on Sciennes Road | Notes that the Sciennes School Parent Council and all four ward councillors welcome the commencement of the statutory process to close the section of Sciennes Road outside Sciennes Primary School permanently to motor vehicles, principally to improve the safety and well-being of children and their families accessing the school and requests that officers provide the parent council with an indicative timeline for passage of the TRO with an update on its status by June 2023; | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | December 2023 | | An update on this is included on the agenda for Committee on 15 June 2023 |
| 34 | 24.11.22 | Motion by Councillor McFarlane – | Extract of approved motion: | Executive Director of Place | September | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|---|--|---------------------------------------|--|---|
| | | Tollcross Clock | Requests a report in three cycles with the information to be included in the approved motion. | Lead officer: Claire Miller Claire.miller@edinburgh.gov.uk | 2023 | | |
| 35 | 08.12.22 | Brunstane Road Closure (Progression to a Permanent Traffic Regulation Order) | 1) Notes continued concerns raised by residents regarding road safety on Brighton Place and Southfield Place and calls for officers to return to committee in the next school travel plan update with recommendations to improve safety with particular reference to this route to/from school. | Executive Director of Place Lead officer: Dave Sinclair David.sinclair@edinburgh.gov.uk | Next update expected – September 2023 | | This will form part of the School Travel Plan Review programme. |
| | | | 2) Requests therefore that officers identify further mitigations for the Brighton Place/Southfield Place corridor, potentially including speed bumps, chicanes, or other traffic calming measures, and that further monitoring is conducted with a view towards increasing | Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk | June 2023 | Recommended for closure An update on this is included in the Business Bulletin on 15 June 2023 | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
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| | | | mitigations should evidence indicate that those are needed. | | | | |
| 36 | 08.12.22 | Draft Road Safety Action Plan – Delivering City Mobility Plan | Agrees that officers should provide a follow up members' briefing, detailing the specific measures which will be introduced by the end of 2023 under the sections of 'accident investigation and prevention', 'section 75s', 'school travel', and 'further speed reduction measures' of appendix 2. | Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk | January 2024 | | |
| 37 | 08.12.22 | Maintenance of Footways and Cycleways | Requests officers to explore the possibility of <ul style="list-style-type: none"> • Providing a pathway and cycleway maintenance team for other localities • Employing this team to provide a more proactive approach to leaf sweeping during leafing season | Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk | August 2023 | | This report is included on the agenda for Committee on 15 June 2023. An update on the emerging Integrated Impact Assessment will be provided to Committee in August 2023. |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|---|--|---------------------------------------|------------------------|---|
| | | | <ul style="list-style-type: none"> • Reallocating a share of road gritting resources to path and cycleway gritting along with the associated equalities impact and financial implications and to provide a brief report before summer recess 2023. | | | | |
| 38 | 08.12.22 | School Travel Plan Review Update | Requests officers to circulate School Travel Plans among Transport and Environment committee members and ward councillors upon completion. | Executive Director of Place Lead officer: Dave Sinclair David.sinclair@edinburgh.gov.uk | Next update expected – September 2023 | | <p>A brief update on the School Travel Plan Review is included in the Business Bulletin on 15 June 2023, with a further update expected in September 2023.</p> <p>Previous updates: 28 January 2021; 17 June 2021; 8 December 2022; 2 March 2023.</p> |
| 39 | 08.12.22 | Motion by Councillor Bandel | 1) Notes that the City of Edinburgh Council's new upgraded CCTV system is | Executive Director of Place Lead Officer: Gavin | August 2023 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|---|--|--------------------------|------------------------|------------------------|
| | | - Mobility Analysis (see agenda) | able to collect a wide range of traffic and mobility data, including but not limited to numbers and movements of road and pavement users at particular junctions and locations. | Brown Gavin.brown@edinburgh.gov.uk | | | |
| | | | 2) Notes that analysis of this data (eg. traffic counts, analysis of pedestrian desire lines and modal analysis) has the potential to inform and improve the work of Transport and Environment Committee | Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk | August 2023 | | |
| | | | 3) Requests a report on the scope of opportunities that this system can present and to identify those transport strategies and action plans which can be improved using this evidence base within three cycles. | Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk | August 2023 | | |
| 40 | 02.02.23 | Update on Council | 1) To request a presentation to | Executive Director of | | | To be followed up with |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|---------|----------|--|---|--|--------------------------|------------------------|--|
| Page 67 | | Transport Arms Length Companies | Committee on the timescales of decarbonising the Lothian Bus fleet. | Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk | | | Lothian Buses |
| | | | 2) To request a briefing for members on the progress against Service Level Agreements; and include more of this detail in the next report to Committee. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | January 2024 | | This will be followed up in preparation for the next annual update to Committee |
| 41 | 02.02.23 | Business Bulletin – Motion by Councillor Miller – Driver Behaviour | Committee asks that the “further discussions [...] ongoing on a wider campaign around driver behaviours” are briefed to committee members and a report is provided for approval when recommendations have been developed. | Executive Director of Place Lead officer: Hannah Ross Hannah.ross@edinburgh.gov.uk | August 2023 | | An update was included in the Business Bulletin on 18 May 2023 . |
| 42 | 02.02.23 | Public Transport Action Plan 2023 – Delivering the City | 1) Agrees that TEC members should be briefed on the proposed approach within | Executive Director of Place Lead Officer: Daisy | January 2024 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|------|-------------------------------|--|--|--------------------------|------------------------|---|
| | | Mobility Plan | the context of the Draft PTAP consultation response before the finalised PTAP is tabled for approval. | Narayanan daisy.narayanan@edinburgh.gov.uk | | | |
| | | | 2) Notes the decision of Full Council on the 30 June 2022 to carry out a review of community requirements for supported bus services across and report back in May. Further notes that while a Business Bulletin update responding to part of the motion was presented to Transport and Environment Committee in December 2022 and the remaining actions were supposed to be addressed by the Public Transport Action Plan, the review is still outstanding. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | January 2024 | | |
| | | | 3) Requests officers to carry out the review as per the decision on 30th June 2022 | Executive Director of Place Lead Officer: Daisy Narayanan | January 2024 | | An update on this was provided for Committee in May |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
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| | | | and report back in May. | daisy.narayanan@edinburgh.gov.uk | | | 2023. |
| 43 | 02.02.23 | Response to motion by Cllr Booth – Rainbow Bridge / Lindsay Road Bridge - infilling | <p>1) Notes the strong desire in the local community to ensure that the Pride Bridge continues to play a key role as a monument for the LGBT+ community, maintains an area of public space similar to the existing arrangement and provides a key active travel link and instructs that any design work for a revision to the structure needs to be co-produced with the local community and the LGBT+ community;</p> <p>2) Therefore agrees the solution which best meets the needs of the community, retains the LGBT+ cultural landmark and reinstates the active travel route is to progress on the basis of the overall principles</p> | <p>Executive Director of Place Lead Officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk</p> | January 2024 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|---------|------|--------------|---|--------------|--------------------------|------------------------|----------|
| Page 70 | | | <p>of option 2, but to undertake a feasibility study to explore alternative value-engineered deck configurations to meet community needs and deliver cost and carbon savings, including the option of an embankment under one or more spans and including the option to preserve and refurbish some or all of the existing structure;</p> <p>3) Therefore asks officers to submit a bid to Sustrans for a feasibility study and a detailed design which retains the three crucial elements of the Pride Bridge and to provide a clear programme in a further update report to committee, that sets out the anticipated timescale for this design to be complete, a detailed project cost to be established and the date by which officers expect to be in</p> | | | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
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| 44 | 09.02.23 | Motion by Councillor | <p>a position to submit a bid for capital funding to allow delivery of this project.</p> <p>4) Notes that if additional funding is not identified by winter 2023/24, the bridge deck will need to be removed to ensure public safety, and therefore agrees that if the gap funding is not identified by 1 November 2023, a further report will be brought back to committee on options to agree the way ahead.</p> <p>5) Further notes that diversion works will be paused in the interim, with the exception of receiving relevant budget estimates, and further notes this matter should be considered as part of the council's capital budget setting.</p> | | | | |
| | | | Extract of decision: | Executive Director of | June 2023 | | Recommended for |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
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| | (Council) | McVey - Tram Extension | Agrees a scoping report in four cycles to the Transport and Environment Committee on the issues and options that would need to be considered around the relatively short western extension to Newbridge and beyond with a view establishing the council's support in principle for this. | Place Lead officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk | | | closure This report is included on the agenda on 15 June 2023. |
| 5 | 02.03.23 | Strategic Business Case for an Edinburgh Workplace Parking Levy | 1) Agrees to proceed with an integrated impact assessment, an investment plan and engagement and consultation plan to establish views, issues and opportunities relating to a WPL in Edinburgh as set out in 5.1, prioritising engagement with Edinburgh's trade union movement, and agrees that these will be reported back to Committee no later than September. | Executive Director of Place Lead Officer: Gareth Dixon steven.cuthill@edinburgh.gov.uk | September 2023 | | |

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| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
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| | | | 2) Agrees that the tasks set out in Section 5 of the report should be progressed with a view to a public consultation being completed and the finding assessed by the end of February 2024. | Executive Director of Place Lead Officer: Gareth Dixon steven.cuthill@edinburgh.gov.uk | March 2024 | | |
| 46 | 02.03.23 | Response to motion by Councillor Arthur and Project Update - Electric Vehicle Charging | 1) That a further update will be provided to Committee prior to commencing procurement. That this update will provide reassurance that the procurement process will be robust and timescales sufficient to encourage the best possible range of providers to take part. | Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | August 2023 | | |
| | | | 2) Agrees that that further update will address potential need for ultrafast 150kW and 350kW charging points. | | August 2023 | | |
| | | | 3) Further updates on proactive action on misuse of EV bays including by parking | | August 2023 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|---------|------|--------------|--|--------------|--------------------------|------------------------|----------|
| Page 74 | | | attendants but also investigating the potential to remotely monitor and follow up with those who misuse bays during periods when attendants are off duty. | | | | |
| | | | 4) Officers to explore additional areas for inclusion in a concession-type contract, such as lamppost charging where accessible and commercial charging for electric bus operators, and to engage with committee members to shape the contract scope | | August 2023 | | |
| | | | 5) Agrees the principles of the changes to the charging regime suggested in the report but that officers be requested to consider the following: • Removal of the time limit for | | August 2023 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|---------|------|--------------|--|--------------|--------------------------|------------------------|----------|
| Page 75 | | | <p>"fast" (AC 7 or 22 kW) charge points overnight, between 8pm - 8am, to allow EV drivers to charge overnight without them having to move their vehicles at unsuitable times.</p> <ul style="list-style-type: none"> • Agrees that the 30-minute period for rapid chargers, is extremely short and extends the limit to 90 minutes. • Notes that most private operators do not set a time limit for rapid chargers but instead only allow a car to be charged to 80% capacity because the rate of charge tails off significantly after 80% to the point where it is no longer rapid anymore – and calls for a further report regarding the implementation of this approach. • Agrees that there should be | | | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
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| | | | no time limit on "fast" (7 kW AC Type 2) charge points at park and rides, but that rapid chargers at park and rides should have a time limit of 90-minutes with overstay penalties enforced. | | | | |
| 47 | 20.04.23 | Major Junctions Review Update | 1) To include the criteria for the redesign and future proofing of bus shelters when the report comes back to Committee on the design phase; the report to also include information on existing junctions which may be further impacted by population change due to additional housing. | Executive Director of Place Lead Officer: Dave Sinclair Dave.sinclair@edinburgh.gov.uk | December 2023 | | |
| | | | 2) To request an update via the Business Bulletin on the progress of junction design work by the October Committee. | Executive Director of Place Lead Officer: Dave Sinclair Dave.sinclair@edinburgh.gov.uk | October 2023 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
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| 48 | 20.04.23 | Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24 | <p>Extract from decision:</p> <ol style="list-style-type: none"> 1) To agree that updated information is included in all future Roads and Infrastructure Investment Capital Delivery reports and updates. 2) Requests a report within one cycle outlining the current proposed work programme of setted street repair for 2023/24, 2024/25, 2026/27, 2027/28 and 2028/29. 3) The report to also include <ul style="list-style-type: none"> • The current setted street policy as an appendix • The metrics used by officers to prioritise work on setted streets • The current annual budget allocation for setted street | <p>Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk</p> | September 2023 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|------|--------------|---|--------------|--------------------------|------------------------|----------|
| | | | <p>repair</p> <ul style="list-style-type: none"> • Suggestions for improving the longevity of setted street repair work and for possible ways to improve the accessibility of these streets to those walking, wheeling and cycling through the repair programme. <p>4) To request an updated methodology of prioritisation in line with the most recent strategies and City Mobility Plan actions plans in time for the Capital Delivery Priorities for 2024/25.</p> <p>5) Where possible, officers to schedule any consultation with stakeholders sufficiently in advance to allow consideration of changes that may required TROs.</p> | | | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
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| 49 | 20.04.23 | Motion by Councillor Thornley – Parkgrove Drive (Drum Brae/Gyle – Ward 3) | <p>Extract from motion with actions:</p> <p>Report back to Committee in two cycles outlining options, while protecting the supported 68 bus service to:</p> <ul style="list-style-type: none"> • Make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils • Reduce “rat running” in the area • Improve the road and footway surface if this can be justified within existing policies and budgets. | <p>Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk</p> | August 2023 | | |
| 50 | 20.04.23 | Emergency Motion by Morningside Ward Councillors – Canaan Lane | <p>Extract of motion with actions:</p> <p>To request as a matter of urgency officers seek options to retain the closure at Canaan Lane for a period up until the results of the school travel survey are finalised</p> | <p>Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk</p> | On-going | | These immediate actions have been progressed and actions to respond to the concerns raised are now being progressed. |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
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| | | | and permanent alternatives are proposed and put in place as part of this work in consultation with the Parent Council, local residents and other stakeholders. Further requests that officers meet with Ward Councillors to discuss this work and to set out a timeline for longer term improvements in the area. | | | | |
| Page 80 | 04.05.23 (council meeting) | By Councillor Dijkstra-Downie - Class Bus Passes for Schools | To ask officers to investigate the possibility of the implementation of such a scheme and report to the Transport and Environment Committee in two cycles. | Executive Director of Children, Education and Justice Services Lead Officer: Claire Thompson Claire.thompson@edinburgh.gov.uk | August 2023 | | |
| 52 | 04.05.23 (council meeting) | By Councillor Mowat - West End Parking Dispensation | A report in two cycles containing: <ul style="list-style-type: none"> • The need for changes; • The current number of parking spaces by category; resident, shared and pay and display in each parking zone; the | Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | June 2023 | | Recommended for closure This report is included on the agenda for Committee on 15 June 2023 |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|---|---|---|--------------------------|------------------------|----------|
| | | | <p>number of residents permits issued for each zone; and the number of any other permits that can use that zone that are issued (for permits that can use zone the total number to be provided).</p> <ul style="list-style-type: none"> An assessment of current and future residential and business parking demand versus supply. | | | | |
| 53 | 18.05.23 | Business Bulletin (Leith Walk Planters) | Requests that officers provide the results of the formal monitoring, as listed in section 1, in the committee's August business bulletin. | <p>Executive Director of Place</p> <p>Lead officer: Hannah Ross</p> <p>Hannah.ross@edinburgh.gov.uk</p> | August 2023 | | |
| 54 | 18.05.23 | Business Bulletin (Powderhall) | Asks the Convener of the Transport and Environment Committee to write to the Chief Executive of Network Rail to ask him to take decisive action to ensure that the Powderhall line can be transformed from a | Convener | June 2023 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|---|--|--------------------------|------------------------|----------|
| | | | derelict railway to a transformative active travel link as soon as possible. | | | | |
| 55 | 18.05.23 | Business Bulletin (Supported Bus Services) | To request an update on the retendering of supported bus services. | Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk | October 2023 | | |
| 56 | 18.05.23 | Secure On-Street Cycle Parking Project – Progress Report | 1) To agree parking bands should be reviewed as part of the October Parking Action Plan report, and consideration is given to setting the lower end at £2 per week. | Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk | October 2023 | | |
| | | | 2) Welcomes that once Phase 2 of the scheme is complete it will be significant in scale and income and agrees that in the run-up to contract renewal a report should be brought to Committee which includes the option of | Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk | October 2023 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|------|--------------|---|---|--------------------------|------------------------|----------|
| | | | <p>bringing the service in-house.</p> <p>3) Report should also provide an update on how residents on low incomes (or registered disabled) could access the scheme at a significant reduction, funded by the income to the scheme whilst protecting the £1 levy for maintenance.</p> <p>4) Report by October 2023 to also provide budget information detailing the costs of the subsidy that would be required to bring cycle hangar charges below car parking charges and how it could potentially be funded, and explore the possibility of lowering charges by insourcing the Secure On-Street Cycle Parking project.</p> | | | | |
| | | | <p>5) Requests a report to the August committee detailing the methodology for the weighted ranking system that is being used to determine prospective sites for secure</p> | <p>Executive Director of Place</p> <p>Lead Officer: Daisy Narayanan</p> | <p>October 2023</p> | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|------|--------------|--|--|--------------------------|------------------------|----------|
| | | | <p>on-street cycle parking. Requests that there is a strong weighting applied to SIMD decile to ensure that transport inequalities are addressed through this process.</p> <p>5) Furthermore, noting that there is little or no current or proposed provision in high SIMD decile areas in the North West, South West, and East of the city, requests that work is done to establish whether provision can be improved in these areas in the current phase and to ensure that it will be in future phases.</p> <p>6) Requests that the report brings forward proactive proposals to increase awareness of the future roll-out of additional secure on-street cycle parking locations and the importance of expressions of interest in these being recorded to indicate the presence of</p> | Daisy.narayanan@edinburgh.gov.uk | | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|---------------|----------|----------------------------|---|---|---|------------------------|---|
| Page 57 of 58 | | | demand, especially in areas which are currently distant from existing units. These will include but not be limited to including information being carried on existing units, inclusion in the Tenants' Courier newsletter (and encouragement to RSL partners to include in their equivalent updates to tenants), and via the Council's social media channels. | | | | |
| | 18.05.23 | Communal Bin Review Update | Agrees that the planned review of bin hub locations in phase 1, 2, and A will be reported to the Transport and Environment committee when available. | Executive Director of Place Lead officer: Karen Reeves Karen.reeves@edinburgh.gov.uk | | | The timescale for this will be updated over the summer recess |
| | 58 | 18.05.23 | Response to motion by Councillor Lang - Flooding in Kirkliston and the wider Almond | 1) Notes the estimated £200,000 cost for a River Almond Flood Study and agrees officers should return within three cycles with options on how that start of | Executive Director of Place Lead officer: Stephen Knox | September 2023 | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|---------|----------|---|---|---|--------------------------|------------------------|----------|
| Page 86 | | Catchment | such a study could be funded in this financial year, including whether money could be utilised from the additional £2 million allocated for flooding as set out in report 7.5 (Response to Motion by Councillor Osler – Flooding) | Stephen.knox@edinburgh.gov.uk | | | |
| | | | 2) Agrees the Convener should write to the Scottish Government to ask for a review of current national guidelines so the prevention of severe flooding of critical transport infrastructure, such as that seen in Kirkliston, can be better prioritised for government funding. | Convener | June 2023 | | |
| 59 | 18.05.23 | Response to Motion by Councillor Osler - Flooding | 1) An update to be provided in the Business Bulletin in May 2024 | Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk | May 2024 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
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| Page 87 | | | 2) Briefing requested for Inverleith ward members and other interested members on progress on Craigleith Basin | Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk | | | |
| | | | 3) Notes the decision of committee in relation to report 7.4 on flooding in Kirkliston, and that a further report will come to committee on the option of using £200,000 of the additional £2m for a River Almond Flood Study. | Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk | September 2023 | | Links to action 58 (1) above. |
| | | Under 22 Concessionary Travel on Trams | Agrees to receive an update once the Fair Fares Review has been concluded. | Executive Director of Place Lead officer: Hannah Ross Hannah.ross@edinburgh.gov.uk | On conclusion of Fair Fares Review | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|----------|--|--|---|--------------------------|------------------------|----------|
| 60 | 18.05.23 | Waste and Cleansing Service Policy Assurance Statement | <p>1) approves a temporary 3-month extension to the current Litter Bin Siting Policy pending an officer / elected member workshop which should consider:</p> <p>a) whether the existing policy is too restrictive in terms of delivering the Council's policy of reducing littering and,</p> <p>b) options and associated costs for expanding the criteria for the positioning of litter bins.</p> | <p>Executive Director of Place</p> <p>Lead officer: Andy Williams</p> <p>Andy.williams@edinburgh.gov.uk</p> | September 2023 | | |
| | | | <p>2) agrees the outcome of this workshop should be reported to a future meeting of the Transport & Environment committee along with the existing or amended litter bin siting policy for approval beyond the temporary extension.</p> | <p>Executive Director of Place</p> <p>Lead officer: Andy Williams</p> <p>Andy.williams@edinburgh.gov.uk</p> | September 2023 | | |
| 61 | 18.05.23 | Motion by Councillor Cowdy - Better | Requests the seeking of a meeting with McGills composed of the Ratho Bus Work Group, | Executive Director of Place | By 23 June 2023 | | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|---------------|----------|--|--|---|--------------------------|---|--|
| | | Buses for Ratho | council officers, Pentland Hills ward councillors, and the Transport and Environment Convener, to discuss the operational difficulties outlined and potential solutions within the framework of the current contract, with a date for the meeting to be sought before the summer recess in July. | Lead officer: Daisy Narayanan Daisy.naryanan@edinburgh.gov.uk | | | |
| 62 Page 89 | 18.05.23 | Motion by Councillor Meagher – Accidents in the ‘Joppa Triangle’ | 1) The June Business Bulletin should provide a concise update on any proposed speed reduction measures in the area, and likely implementation schedule. | Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk | June 2023 | | Recommended for closure A Business Bulletin update is provided on 15 June 2023 |
| | | | 2) Notes the decision by the committee at its meeting on 8 December to introduce sinusoidal speed humps and/or chicanes on Coillesdene Avenue. Notes that it remains unclear whether these road safety measures were implemented at the time and asks for this action to be carried out | Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk | December 2023 | An update is provided in the Business Bulletin on 15 June 2023. This action is being progressed as part of the advertising of a Traffic Regulation Order for this area. If more than six objections are | |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments |
|----|------|--------------|---|--------------|--------------------------|------------------------|--|
| | | | immediately as soon as possible if it has not been completed yet. | | | | received, these will be reported to Licensing Sub-Committee. |

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 15 June 2023

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

| Convener: | Members: | Contact: |
|---|--|---|
| <p>Councillor Scott Arthur (Convener)</p>  | <p>Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Faccenda Councillor Lang Councillor McFarlane Councillor Miller Councillor Munro Councillor Work</p> | <p>Alison Coburn Operations Manager</p> <p>Rachel Gentleman Committee Services</p> <p>Taylor Ward Committee Services</p> |

| Recent news | Contact for further information |
|---|---|
| <p>Trams to Newhaven</p> <p>The Trams to Newhaven project announced on 25 May 2023 that trams would start carrying passengers on 7 June 2023, meeting the scheduled completion date of Spring 2023. The project remains within the £207.3m budget agreed by Council in 2019. There will be ongoing public realm works beyond the 7 June 2023 in certain areas on the route including Blenheim Place, Elm Row and Hawthornvale. In addition, a snagging and defects resolution workstream will continue along the route.</p> <p>Street furniture, including benches, litter bins and bike racks, are also being installed. A programme for landscaping which will see the planting of trees, bushes and plants along the route is also being finalised.</p> <p>The project continues to liaise with Edinburgh Trams and colleagues in the Council on a detailed handover. In addition, a series of lessons learnt workstreams will take place over the summer months with key stakeholders.</p> | <p>Hannah Ross</p> <p>Wards Affected:</p> <p>11 – City Centre 12 – Leith Walk 13 – Leith</p> |

Kirkliston Junction Reconfiguration

This bulletin updates Committee on progress on the Kirkliston Junction reconfiguration (since the last update on [27 January 2022](#)).

As detailed in the January 2022 report, the traffic signals are to be upgraded by the completion of the 30th residential unit (this is a requirement within the planning conditions). This is expected to be around the end of August 2023

Dandara East Scotland has awarded the contract to Yunex Traffic (formerly Siemens) to carry out the installation of the upgraded signals and the installation of the Microprocessor Optimised Vehicle Actuation (MOVA) control system.

A start date of 10 July 2023 has been submitted for road occupation approval, with works expected to last for six to eight weeks.

The traffic signal design has been approved and on-site surveys have been completed to determine the scope of the works.

Journey time surveys will take place during the AM and PM peak traffic periods during June, prior to the signals work taking place.

Further journey time surveys will take place two months after the installation of the signals. The delay in carrying out these surveys after the junction works completion is to ensure the MOVA validation is complete and signal timings for the system have been fully optimised.

[Gavin Brown](#)

Wards Affected:

1 - Almond

Kirkliston and Queensferry Traffic and Active Travel Study Update

Please find below an update on some of the actions remaining from the Kirkliston and Queensferry Traffic and Active Travel Study:

- Committee received an update on the Queensferry Town Centre Project on [2 February 2023](#).
- Short and long term active travel investment – these actions are not currently included in the approved Active Travel Investment Programme (ATInP) (to 2025/26). These actions will continue to be considered as future plans for active travel investment are developed.

[Dave Sinclair](#)

Wards Affected:

1 - Almond

- In order to improve access, an inaccessible gate has been removed from the National Cycle Network Route 1 at Dalmeny, with an accessible chicane installed. Resurfacing has also taken place around this area to improve the cycle network surface.
- Officers have also identified two sites at Ashburnham Loan and Stoneycroft Road where chicanes will be removed and replaced by bollards.
- Further removal of guardrails/chicanes in the South Queensferry/Kirkliston area have been identified for potential removal and will be considered as part of a city-wide guardrail removal programme.

Update in response to motion by Councillor Meagher on accidents in the ‘Joppa Triangle’ including Traffic Regulation Order for Brunstane Road Closure and Coillesdene Area Traffic Management

Following approval from the Transport and Environment Committee in [December 2021](#), an Experimental Traffic Regulation Order (ETRO) has been in place on Brunstane Road since early 2022. This order prevented through vehicular traffic (except cycles) on Brunstane Road, with the restrictions being placed at each end of the bridge across the east coast main railway line. This was undertaken in conjunction with traffic management interventions in the Coillesdene area to discourage short-cutting through-traffic.

A report on [8 December 2022](#) detailed the findings from the ongoing traffic surveys as well as residents feedback received via the post-implementation public engagement exercise. Committee granted approval to progress to a permanent Traffic Regulation Order (TRO), with additional mitigation measures being introduced within the Coillesdene area (which would be included as part of the permanent TRO).

The key stages of promoting the TRO include: statutory consultation, placing the draft order on public deposit, assessing comments and objections and finalising the TRO. If agreed, the TRO would then be published, and the permanent infrastructure would be installed.

The legal process required to make the measures permanent under a TRO has commenced and the TRO

[Karen Teather](#)

Wards Affected:

17 –
Portobello/Craigmillar

has been advertised for statutory consultation [here](#), with public consultation due to commence in August 2023.

As outlined in the December 2022 report, there is a requirement to extend the existing ETRO to ensure there is no time gap between the ETRO ending and any permanent TRO commencing (if approved). An extension to the ETRO is now being sought via the Scottish Government as the public consultation phase will now extend beyond the ETRO end date of July 2023.

It should be noted that the Brunstane Road ETRO was developed before the revised process for introducing ETROs was available and is therefore subject to the previous regime in place prior to the introduction of the new regulations. This means that a six-monthly review is not required, as statutory consultation was undertaken before its implementation. It also means that the new provisions, which give scope for ETRO measures to be given permanent effect do not apply to this ETRO.

It is anticipated that the outcome of the public consultation will be reported to Licensing Sub-Committee in October or November for a decision on whether the permanent TRO should be implemented.

Since 8 December 2022, officers have met with representatives of the Brighton and Rosefield Residents Association to discuss their road safety concerns. The residents' concerns were focussed on speeding vehicles on Brighton Place and Southfield Place and therefore, to address these concerns, officers arranged for the installation of additional 20mph signage and lining to reinforce the 20mph speed limit. The Council's Road Safety team has also committed to installing socketed foundations in the footways to allow for the periodic deployment of Mobile Vehicle Activated Speed Signs on Brighton Place.

Officers have continued to work on the introduction of additional traffic calming measures within the Coillesdene area. Observations from on-site monitoring and residents' feedback, via the various consultations, has been considered. This has resulted in a proposal to introduce sinusoidal speed humps to Coillesdene Avenue and the adjoining local streets on the basis the order is made permanent. The introduction of speed humps requires statutory consultation therefore this is being combined with the TRO consultation process. This will also allow

| | |
|---|---|
| <p>residents to view and comment on these proposals prior to their introduction.</p> | |
| <p>School Travel Plan Reviews</p> <p>Progress is being made with the School Travel Plan Reviews, albeit as previously reported to Committee, there are on-going challenges with this.</p> <p>A substantive update on progress, alongside an update on the Council's wider Road Safety activities is planned for Committee in September 2023.</p> | <p>Daisy Narayanan</p> <p>Gavin Brown</p> <p>Wards Affected: All</p> |
| <p>Wardie Bay Bathing Water Designation</p> <p>On 19 May 2023 the Council received confirmation that Wardie Bay beach has been designated as a bathing water for the 2023 season (1 June to 15 September 2023)</p> | <p>Steven Cuthill</p> <p>Wards Affected: 4 – Forth</p> |
| <p>Travelling Safely – Experimental Traffic Regulation Orders</p> <p>On 21 November 2022 the Council advertised five Experimental Traffic Regulation Orders (ETROs) to support a trial of Travelling Safely measures. Over the last six months comments have been gathered from the public to inform a future decision on scheme retention, modification or removal.</p> <p>The measures support the Council's aim towards net zero carbon by 2030, and to create a lasting legacy from the benefits that many people found in using the temporary measures.</p> <p>Transport and Environment Committee agreed to retain most of the measures (which had been introduced in response to the Coronavirus pandemic) on an experimental basis to test them now that traffic has returned to 'normal' (or new levels). The result of the experiment will provide better insight into how the measures are now working. The aim of the trial is to:</p> <ul style="list-style-type: none"> • Encourage more people to switch to sustainable ways to travel; • Make it more pleasant, easier and safer for people to explore their local area; • Support high street and city centre businesses by providing more space for people; • Improve road safety; • Improve our health and well being; and | <p>Daisy Narayanan</p> <p>Wards Affected: All</p> |

- Reduce carbon dioxide emissions, to help the city achieve its [net zero carbon aims by 2030](#).

Officers have recently been made aware of mistakes in the published ETRO documents which mean that they will need to be readvertised before any formal consideration is given to the representations made. Any representations received already will be retained and considered as part of the final assessment of whether or not to retain or modify the measures.

It was anticipated that the orders would be readvertised on 27 May 2023. However, following a further detailed review of the orders, it is anticipated that readvertising will commence at the end of June 2023. Council officers will now be responsible for preparing and readvertising the order documentation.

Legal advice was sought to identify if there was a way to accelerate the schemes where no errors were found. This clarified that it is not possible to pick out certain provisions from an ETRO which did not have errors and make them the subject of a permanent order, while keeping those elements with errors in ETRO status. The wording of the legislation is quite clear that only an entire ETRO can be made into a permanent Traffic Regulation Order (TRO).

The regulations require the six-month consultation period to start again from the new date of advertising. The Monitoring and Evaluation (required as part of the ETRO process) will continue until the end of the calendar year (2023).

As previously reported to Committee, the maximum period for an ETRO to be in place is 18 months. It was originally envisaged that the orders would be advertised for six months, with review of the representations and implementation (where appropriate) taking 12 months. It is still anticipated, subject to any requirement for a hearing or referral to Scottish Ministers, that decision and implementation of any measures to be retained on a permanent basis can be completed within the original 18-month period (from November 2022 - May 2024).

Meadows to Greenbank – Quiet Route

Further engagement relating to the Meadows to Greenbank – Quiet Route scheme will begin soon, with discussions with Ward Councillors on the next steps for this scheme ongoing. An update will be provided to residents and other stakeholders by 15 June 2023.

Neighbourhood Environment Programme (NEP)

The Council's NEP scheme has historically been deployed across the 12 old Neighbourhood areas as an addition to the Roads Capital budget allocation to develop and deliver local transport infrastructure and environmental improvements. During the period of Programme, the budget was used for a broad range of projects ranging from road and footway improvements to play areas in parks. In 2023/24, the budget for this is £0.5m (with an additional £0.2m carried forward from previous years to be added).

As noted in the outstanding actions for Committee, a review of the methodology used to allocate funding is required.

Officers are proposing to create a new approach to Local Travel Improvements which will consider local interventions and projects that improve mobility, connectivity and safety in local communities.

The proposed programme is expected to be outcome driven and to make positive changes in local communities by:

- Considering and mitigating the impact of vehicular traffic on local communities;
- Working with communities to protect pedestrians and the most vulnerable road users;
- Add value to capital infrastructure works to deliver better outcomes for local communities; and
- Build on the knowledge of the new Road Safety and Local Travel team to deliver joint projects where appropriate.

A priority-based assessment criteria will also be developed to ensure the most critical proposals and projects are delivered (considering a broad range of environmental factors including the Scottish Index of Multiple Deprivation).

It is intended to circulate draft proposals for this programme to political groups before the summer recess, with a report back to Committee expected in September 2023.

[Dave Sinclair](#)

Wards Affected:

All

Road Safety Programme Update

In response to recent changes within the Council's Road Safety team, over the summer period officers will be reviewing the commitments for road safety improvements,

[Dave Sinclair](#)

Wards Affected:

All

alongside the resources available, to develop a revised delivery programme for 2023/24 and 2024/25.

**Local Government Benchmarking Framework (LGBF)
2021/22 - Environmental Services**

An update on the 2021/22 LGBF for Environmental Services is attached to this Business Bulletin.

An Edinburgh overview of the benchmarking framework was reported to Policy and Sustainability Committee on [23 May 2023](#).

[Catherine Stewart](#)

Wards Affected: All

LGBF 2021/22 - Environment Services

1. This is an extract of the Environmental Services section of the Local Government Benchmarking Framework report considered at Policy and Sustainability Committee in May 2023. Below is the summary analysis followed by charts showing performance and relative position for all the indicators under this theme.
2. There are 13 indicators available for 2021/22 in the LGBF that relate to the efficiency and effectiveness of Environment Services. Two indicators are from the Scottish Household Survey data which is not available at a local authority level for 2021/22.

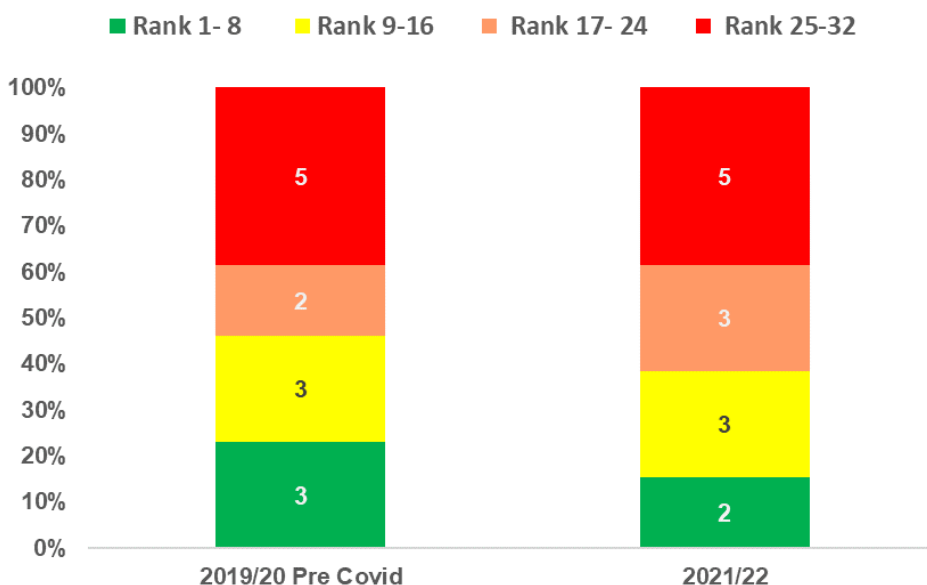
Environment Services - national context

3. Across Scotland there has been a 16% reduction in roads spending; 27% reduction in trading standards and environmental health spending; and 13% reduction in environmental services spending. Councils are also facing persistent recruitment challenges. According to a 2021 local government survey, more than half of all councils were experiencing skills shortages which were caused by or exacerbated by the combined impact of Covid and Brexit, with councils now facing recruitment challenges in areas not previously impacted. The areas hardest hit include Education, Social Care and Social Work, Facilities Management, HGV Drivers, and Environmental Health.

Environment Services – 2021/22 Edinburgh

4. Edinburgh’s performance across Environmental Services shows a balanced picture both in terms of rankings and changes in performance. For rankings, the number of indicators in each quartile is similar pre-Covid and post-Covid as shown in the chart below.

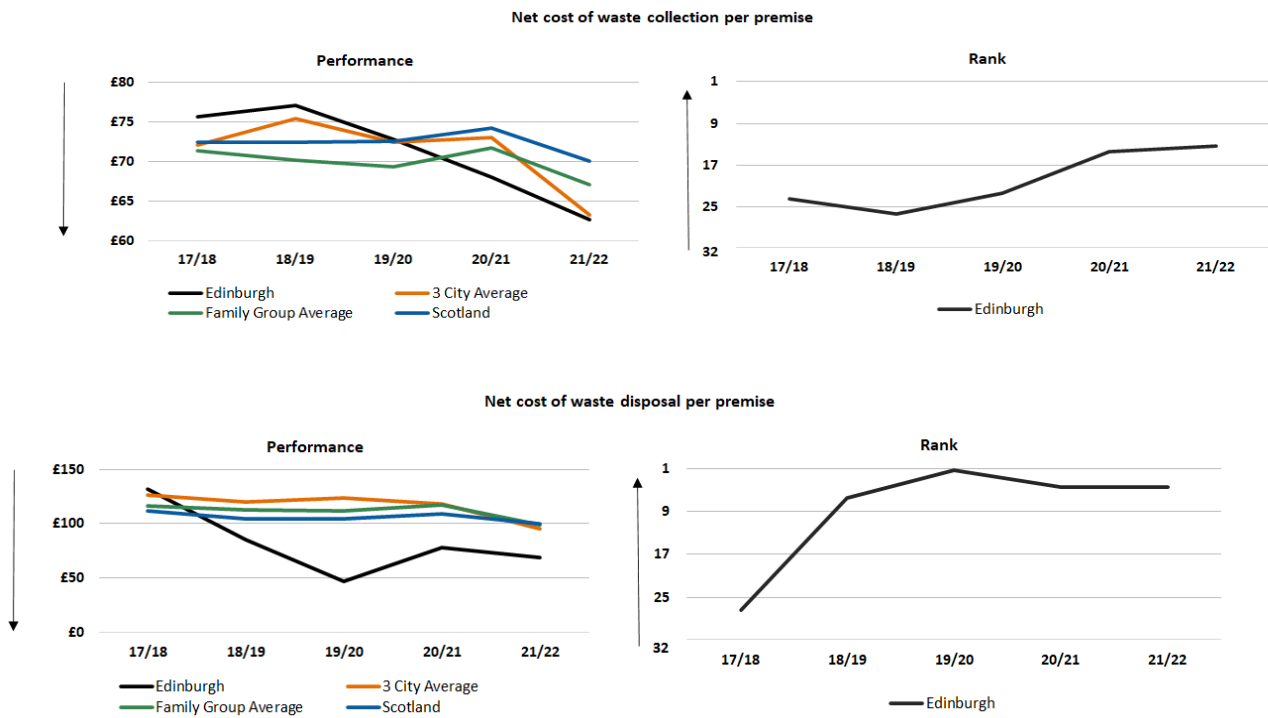
Chart 6: Environment Services Ranking – LGBF 2021/22 compared with 2019/20



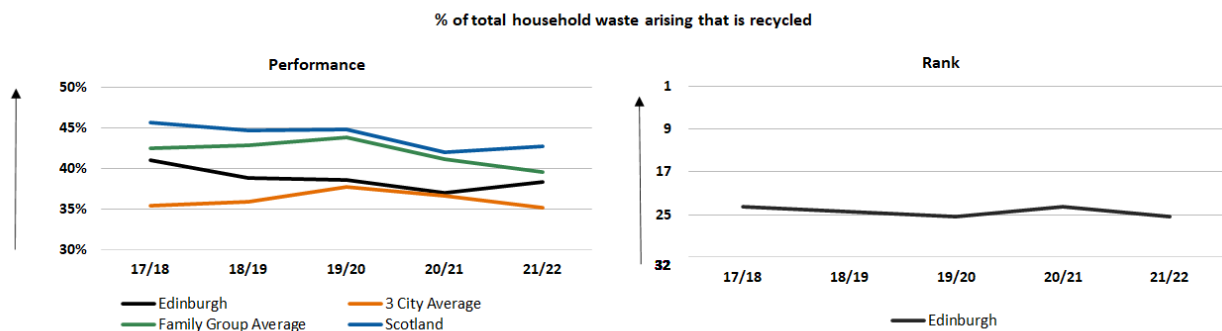
5. Likewise, our performance shows a balanced picture with 7 indicators increasing from pre-Covid and 6 indicators decreasing. Some indicators show a gradual increase in performance such as net cost of waste collection from pre-Covid to 2021/22 while others show the impact of Covid more directly such as Street Cleanliness Score. As for roads, we see small changes year on year on the condition

of the different classes of roads reflecting the programme of work undertaken each year. All road condition indicators are sitting in the middle two quartiles in 2021/22.

6. While the full set of charts for all Environmental Service indicators can be found in Appendix 1, we set out some indicators in more detail below.
7. Both the net cost of waste collection and disposal decreased with Edinburgh remaining the best performer for these indicators in the 3 city average, family group and below the Scottish average.

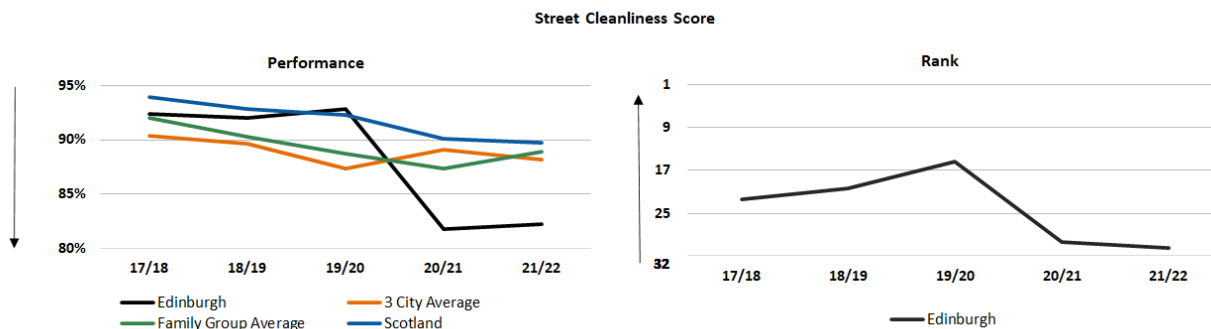


8. The recycling rate in Edinburgh improved, remaining above the three city average; slightly below the family group average and below but tracking the national average. Our ranking decreased by 2 places to 25.

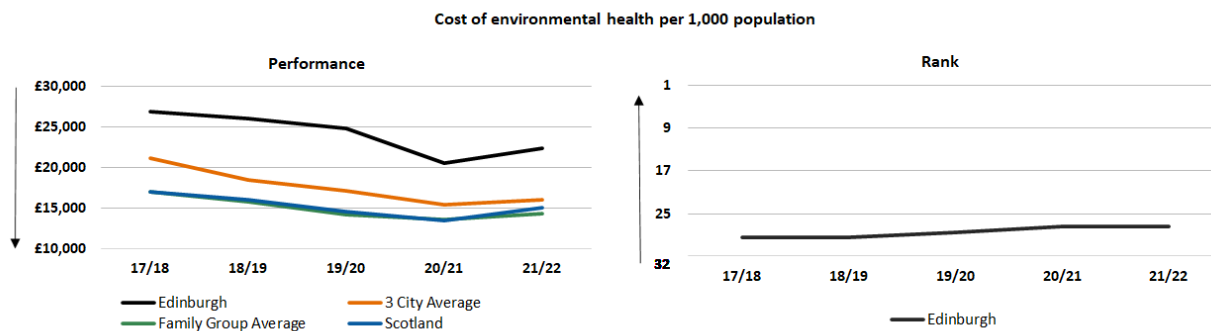


9. In 2020/21, our street cleanliness score decreased to 82% from a pre Covid high of 93% due in part to our redeployment of some staff to assist other waste services as a response to Covid. However, there is only a small increase between 2020/21 (81.8%) and 2021/22 (82.2%) as shown in the chart below. This is below the family group, the 3 city and Scotland averages for the second year in a row. However, an improved April 2022 figure (of 85%) shows progress continues to be made and we want to see this continue. We have already started to roll out new communal bin hubs and expect this to improve our street cleanliness scores, particularly in high density areas. We are also taking forward the Scottish Government's new strategy aimed at tackling both

littering and flytipping through behaviour change, making sure we have the correct service/infrastructure in place and enforcing littering and flytipping enforcement action. We are also reviewing our street cleansing service to make best use of and target our services.



10. Cost of environmental health per 1,000 population increased on last year but remains lower than pre Covid levels. Historically this indicator has shown that Edinburgh includes services within Environmental Health that may not be available in other local authorities, and this contributes to the high cost of the service.



LGBF 2021/22 - Environmental Services

Charts showing performance and relative position for all the indicators under this theme.

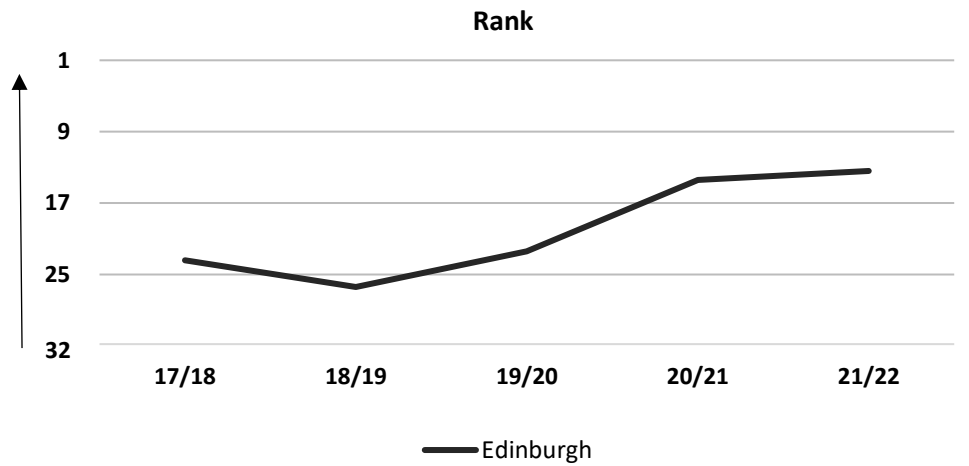
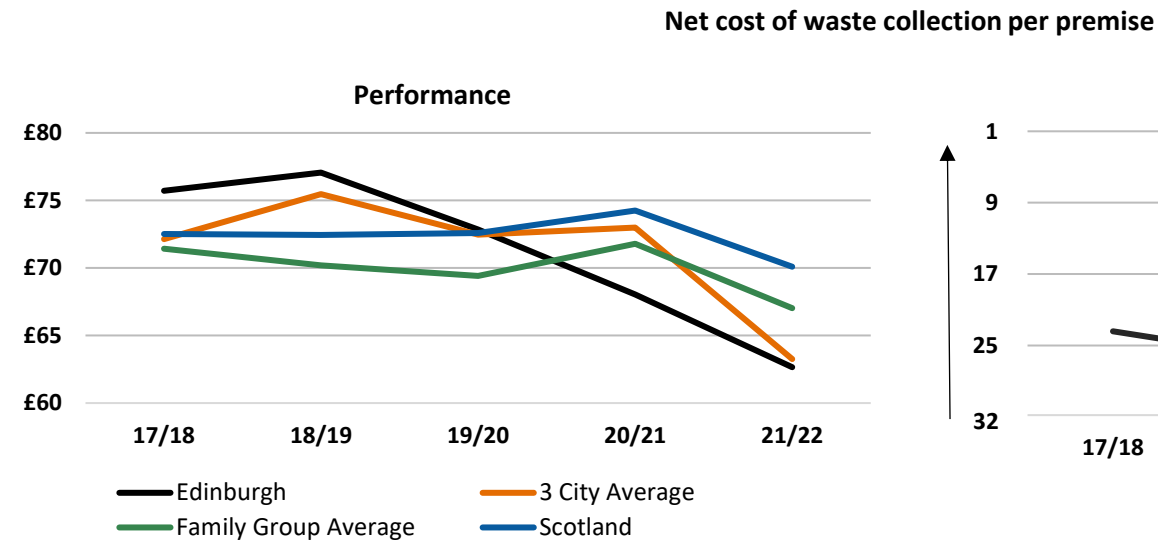
ENV1a Net cost of waste collection per premise

| Performance | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------------|-------|-------|-------|-------|-------|
| Edinburgh | £76 | £77 | £73 | £68 | £63 |
| 3 City Average | £72 | £75 | £72 | £73 | £63 |
| Family Group Average | £71 | £70 | £69 | £72 | £67 |
| Scotland | £73 | £72 | £73 | £74 | £70 |

| Rank | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 23 | 26 | 22 | 14 | 13 |
| 3 City Min/Max | 10 | 8 | 6 | 5 | 4 |
| 3 city max | 31 | 31 | 31 | 31 | 28 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest



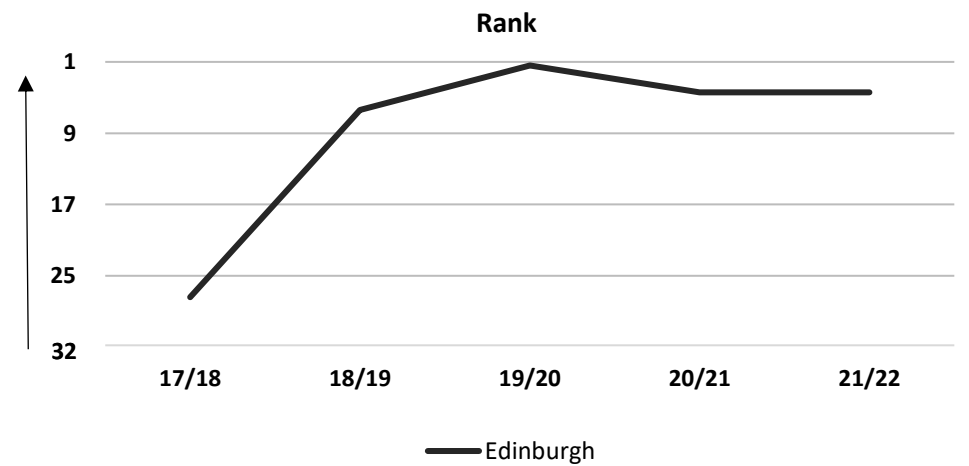
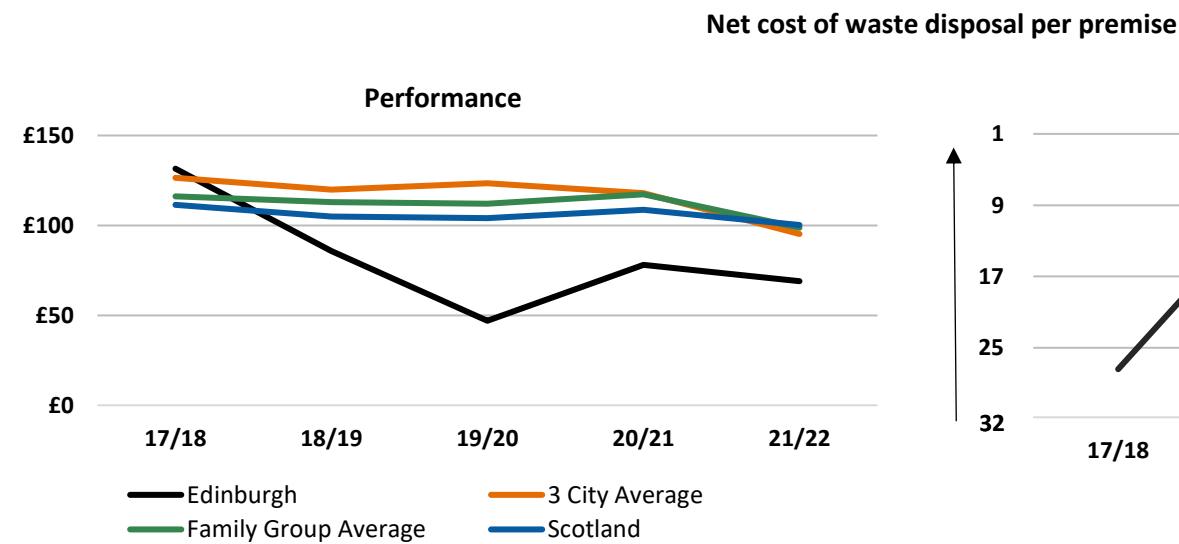
ENV2a Net cost of waste disposal per premise

| Performance | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------------|-------|-------|-------|-------|-------|
| Edinburgh | £132 | £86 | £47 | £78 | £69 |
| 3 City Average | £126 | £120 | £123 | £118 | £95 |
| Family Group Average | £116 | £113 | £112 | £117 | £99 |
| Scotland | £111 | £105 | £104 | £109 | £100 |

| Rank | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 27 | 6 | 1 | 4 | 4 |
| 3 City Min/Max | 22 | 14 | 9 | 10 | 1 |
| 3 city max | 29 | 29 | 29 | 26 | 27 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest



ENV3a Net cost of street cleaning per 1,000 population

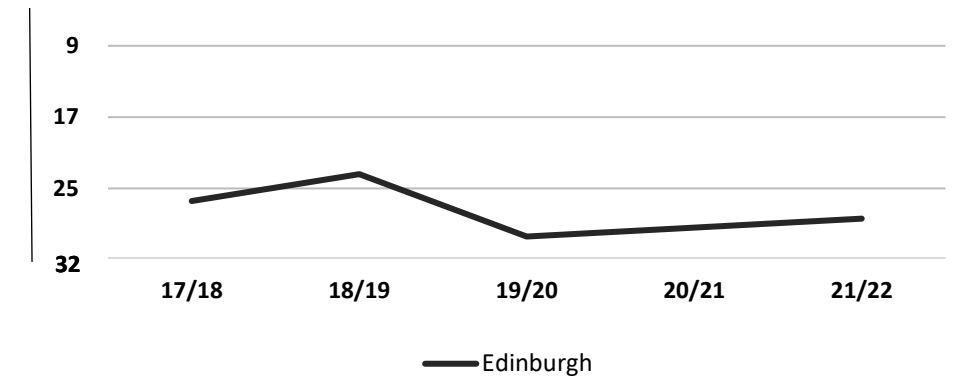
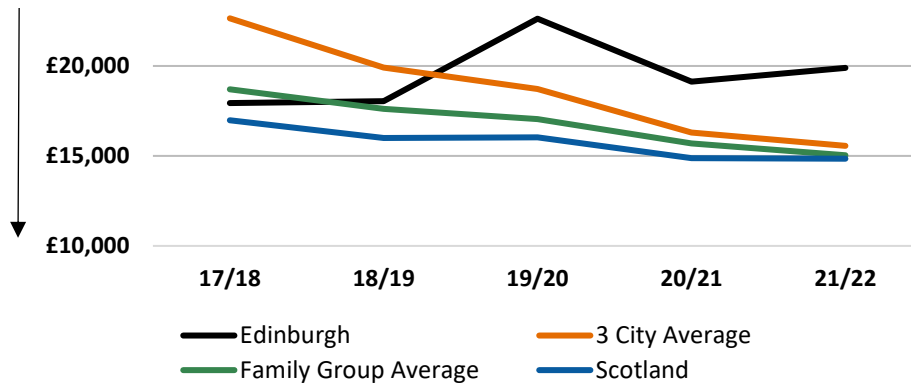
| Performance | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------------|---------|---------|---------|---------|---------|
| Edinburgh | £17,941 | £18,048 | £22,630 | £19,126 | £19,896 |
| 3 City Average | £22,651 | £19,922 | £18,731 | £16,304 | £15,562 |
| Family Group Average | £18,705 | £17,610 | £17,041 | £15,694 | £15,038 |
| Scotland | £16,983 | £15,999 | £16,027 | £14,873 | £14,848 |



| Rank | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 26 | 23 | 30 | 29 | 28 |
| 3 City Min/Max | 7 | 8 | 5 | 4 | 7 |
| 3 city max | 32 | 32 | 32 | 32 | 31 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest

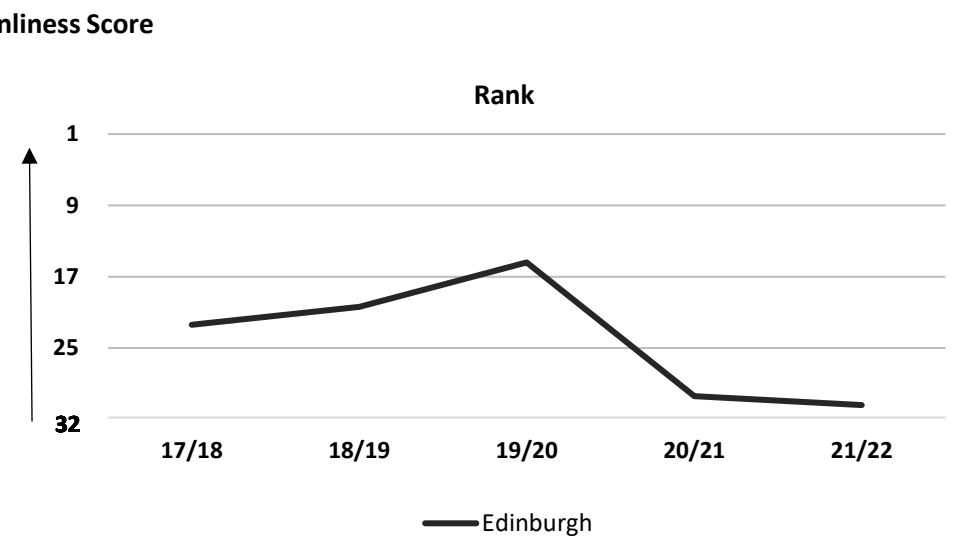
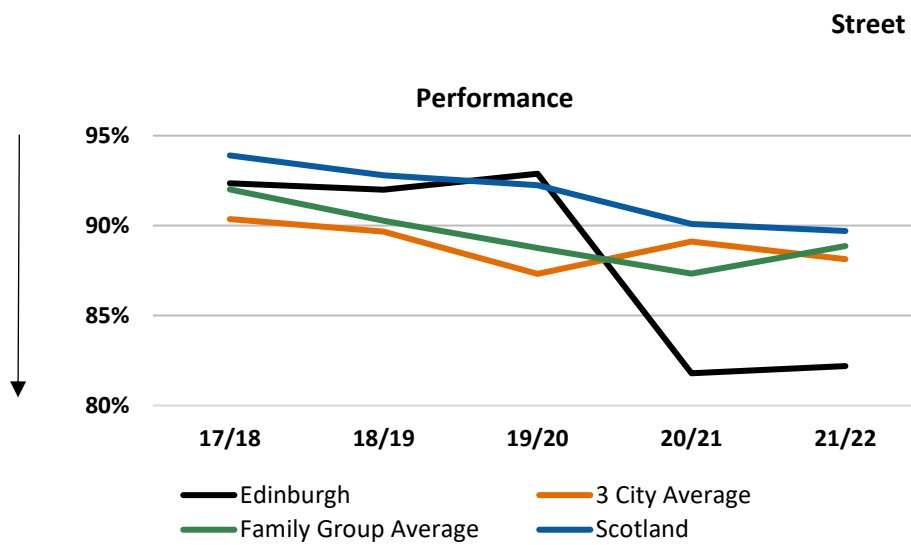


| ENV3c Street Cleanliness Score | | | | | |
|--------------------------------|-------|-------|-------|-------|-------|
| Performance | 16/17 | 18/19 | 19/20 | 20/21 | 21/22 |
| Edinburgh | 92% | 92% | 93% | 82% | 82% |
| 3 City Average | 90% | 90% | 87% | 89% | 88% |
| Family Group Average | 92% | 90% | 89% | 87% | 89% |
| Scotland | 94% | 93% | 92% | 90% | 90% |

| Rank | 16/17 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 22 | 20 | 15 | 30 | 31 |
| 3 City Min/Max | 23 | 19 | 24 | 12 | 19 |
| 3 city max | 31 | 31 | 29 | 29 | 28 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Highest

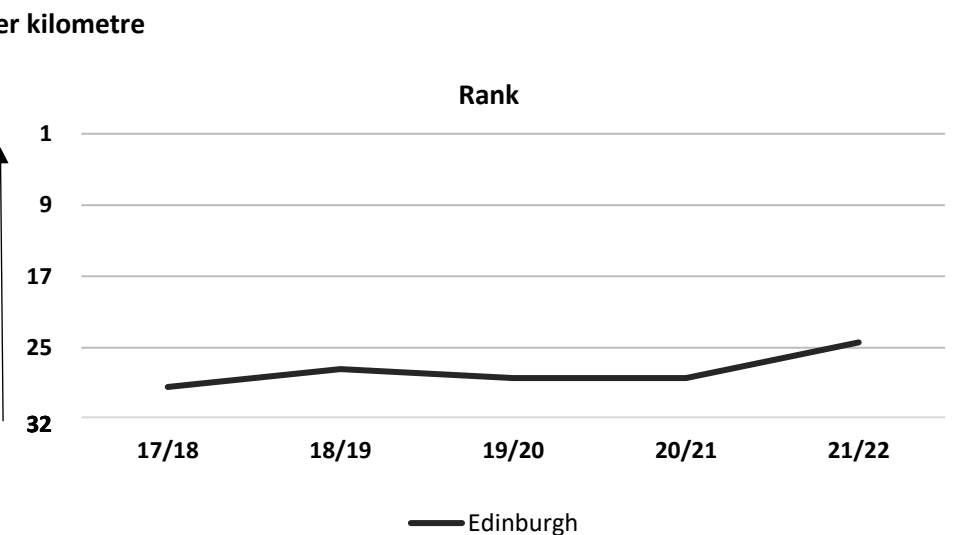
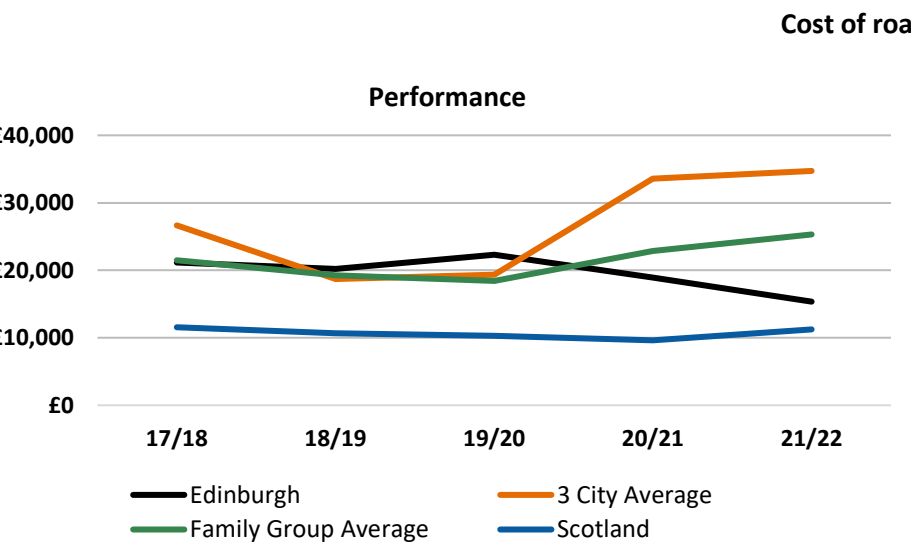


| ENV4a Cost of roads per kilometre | | | | | |
|-----------------------------------|---------|---------|---------|---------|---------|
| Performance | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
| Edinburgh | £21,176 | £20,189 | £22,310 | £18,929 | £15,355 |
| 3 City Average | £26,649 | £18,706 | £19,374 | £33,575 | £34,726 |
| Family Group Average | £21,505 | £19,259 | £18,428 | £22,855 | £25,314 |
| Scotland | £11,559 | £10,694 | £10,290 | £9,625 | £11,242 |

| Rank | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 29 | 27 | 28 | 28 | 24 |
| 3 City Min/Max | 23 | 22 | 23 | 26 | 25 |
| 3 city max | 32 | 28 | 29 | 32 | 32 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest



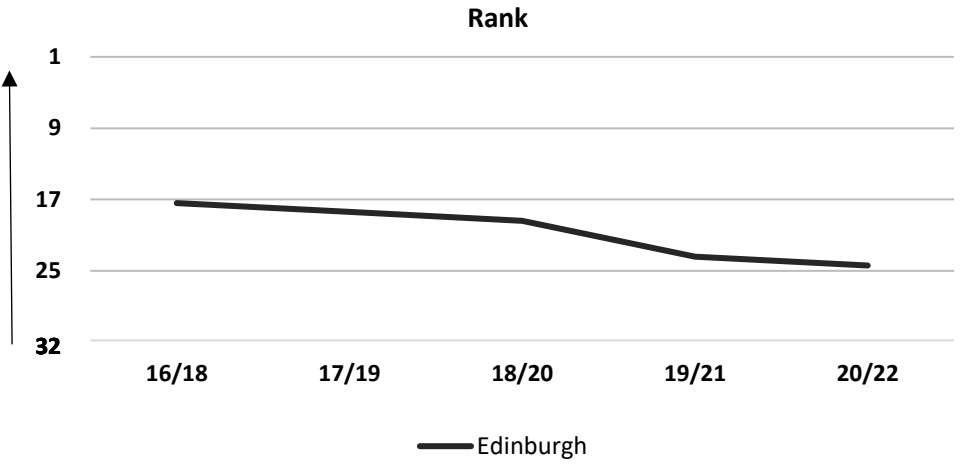
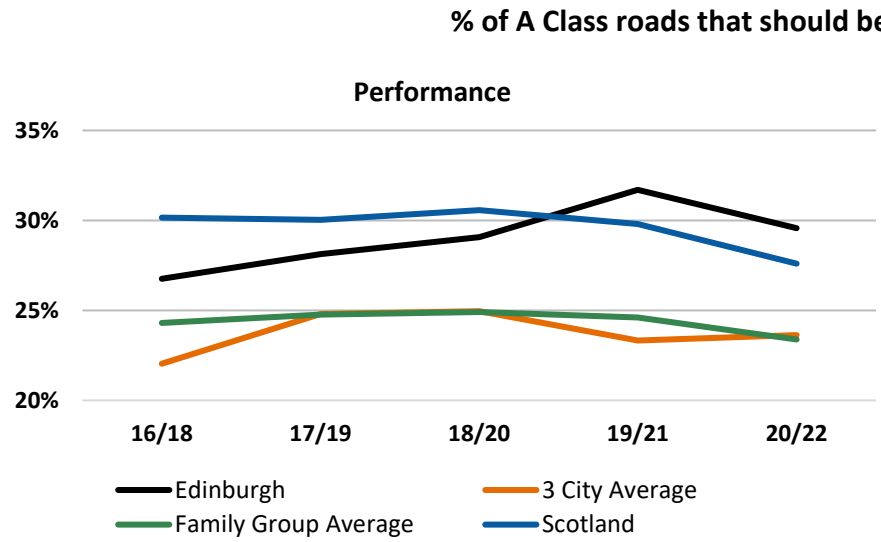
ENV4b % of A Class roads that should be considered for maintenance treatment

| Performance | 16/18 | 17/19 | 18/20 | 19/21 | 20/22 |
|----------------------|-------|-------|-------|-------|-------|
| Edinburgh | 27% | 28% | 29% | 32% | 30% |
| 3 City Average | 22% | 25% | 25% | 23% | 24% |
| Family Group Average | 24% | 25% | 25% | 25% | 23% |
| Scotland | 30% | 30% | 31% | 30% | 28% |

| Rank | 16/18 | 17/19 | 18/20 | 19/21 | 20/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 17 | 18 | 19 | 23 | 24 |
| 3 City Min/Max | 1 | 5 | 7 | 3 | 7 |
| 3 city max | 20 | 23 | 21 | 22 | 27 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest



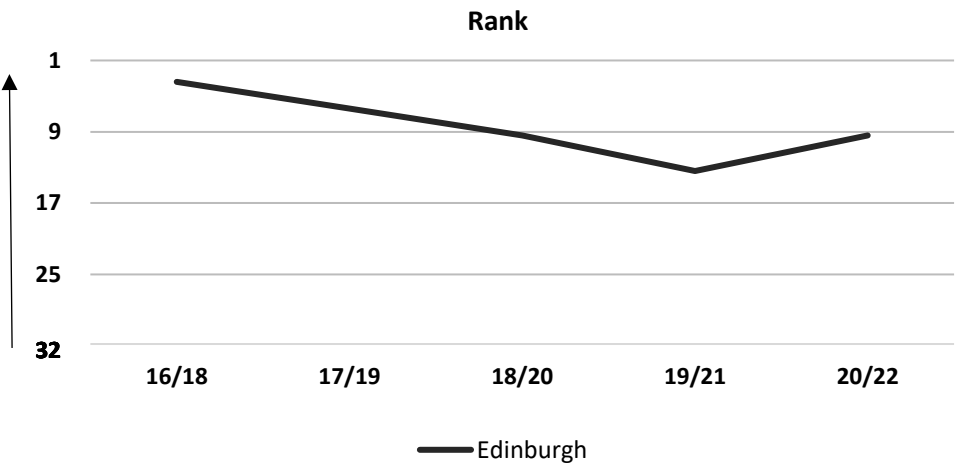
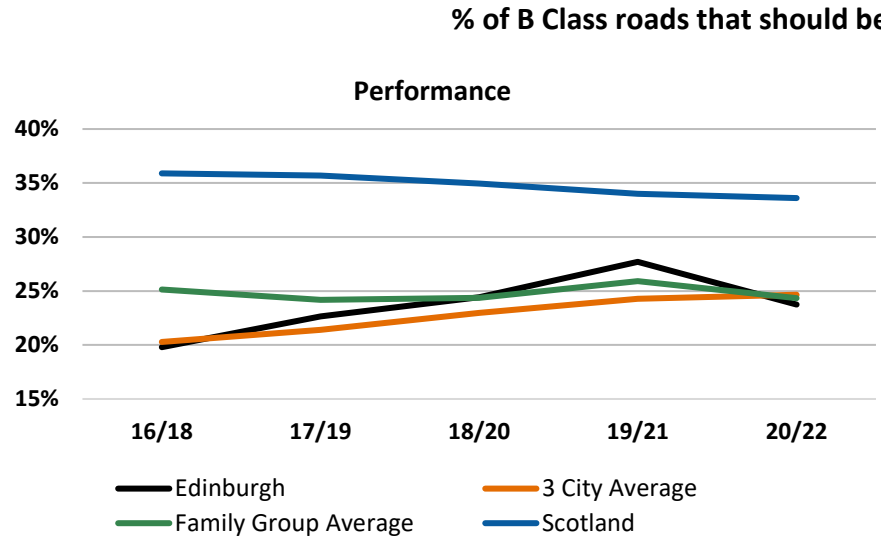
ENV4c % of B Class roads that should be considered for maintenance treatment

| Performance | 16/18 | 17/19 | 18/20 | 19/21 | 20/22 |
|----------------------|-------|-------|-------|-------|-------|
| Edinburgh | 20% | 23% | 24% | 28% | 24% |
| 3 City Average | 20% | 21% | 23% | 24% | 25% |
| Family Group Average | 25% | 24% | 24% | 26% | 24% |
| Scotland | 36% | 36% | 35% | 34% | 34% |

| Rank | 16/18 | 17/19 | 18/20 | 19/21 | 20/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 3 | 6 | 9 | 13 | 9 |
| 3 City Min/Max | 1 | 1 | 2 | 5 | 6 |
| 3 city max | 6 | 7 | 11 | 12 | 16 |

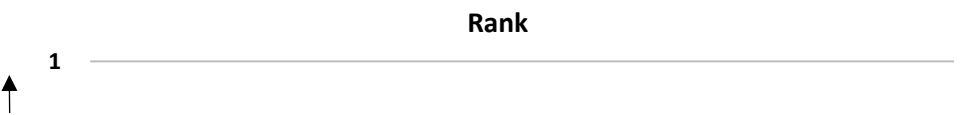
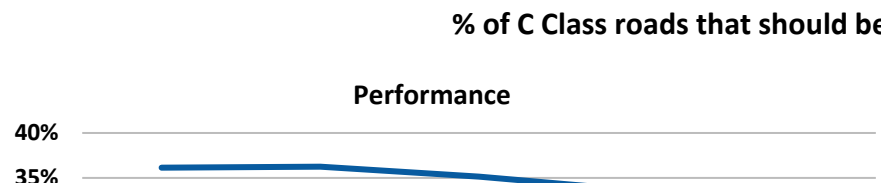
Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest



ENV4d % of C Class roads that should be considered for maintenance treatment

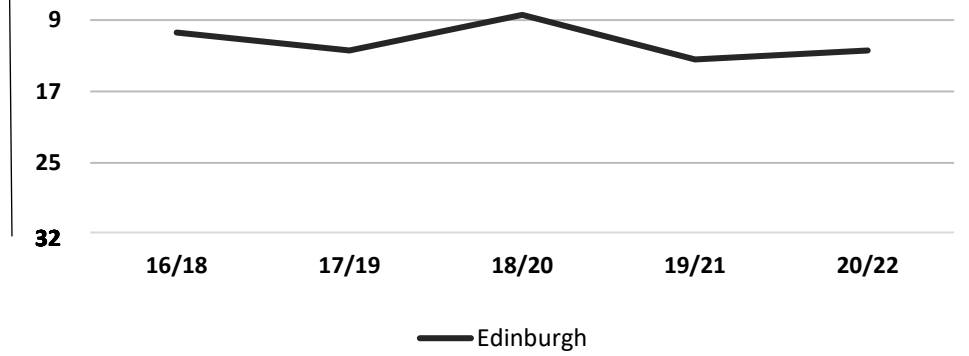
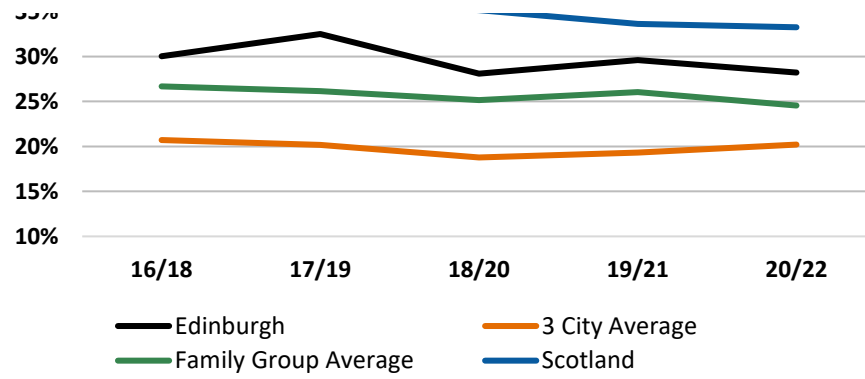
| Performance | 16/18 | 17/19 | 18/20 | 19/21 | 20/22 |
|----------------------|-------|-------|-------|-------|-------|
| Edinburgh | 30% | 32% | 28% | 30% | 28% |
| 3 City Average | 21% | 20% | 19% | 19% | 20% |
| Family Group Average | 27% | 26% | 25% | 26% | 25% |
| Scotland | 36% | 36% | 35% | 34% | 33% |



| Rank | 16/18 | 17/19 | 18/20 | 19/21 | 20/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 10 | 12 | 8 | 13 | 12 |
| 3 City Min/Max | 1 | 1 | 1 | 1 | 1 |
| 3 city max | 7 | 7 | 5 | 6 | 7 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest



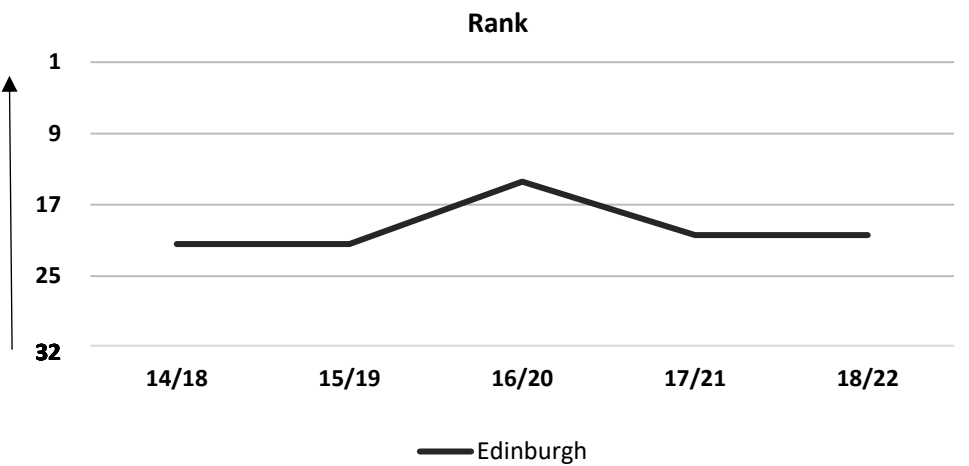
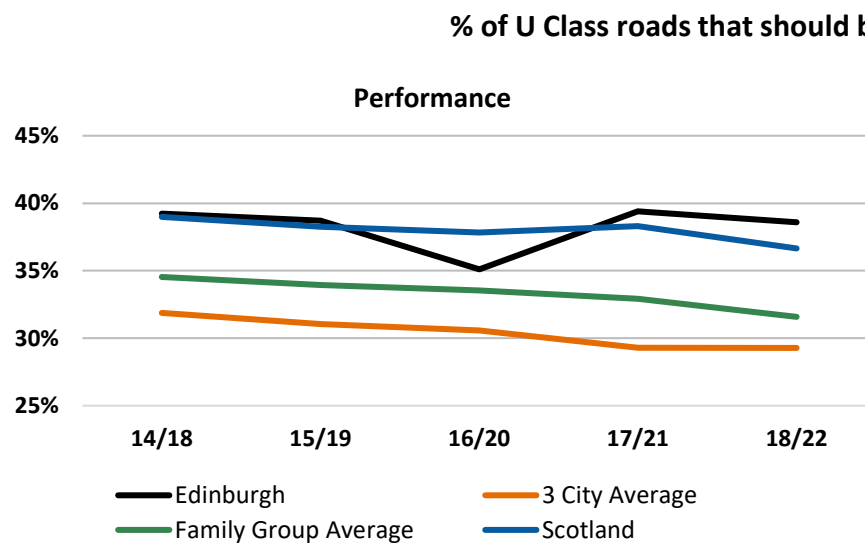
ENV4e % of U Class roads that should be considered for maintenance treatment

| Performance | 14/18 | 15/19 | 16/20 | 17/21 | 18/22 |
|----------------------|-------|-------|-------|-------|-------|
| Edinburgh | 39% | 39% | 35% | 39% | 39% |
| 3 City Average | 32% | 31% | 31% | 29% | 29% |
| Family Group Average | 35% | 34% | 34% | 33% | 32% |
| Scotland | 39% | 38% | 38% | 38% | 37% |

| Rank | 14/18 | 15/19 | 16/20 | 17/21 | 18/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 21 | 21 | 14 | 20 | 20 |
| 3 City Min/Max | 4 | 3 | 3 | 2 | 3 |
| 3 city max | 8 | 8 | 7 | 7 | 7 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest



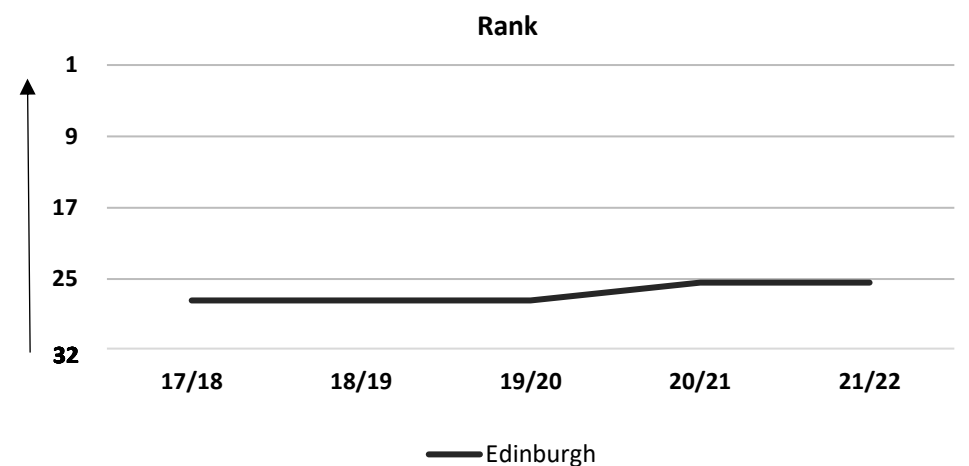
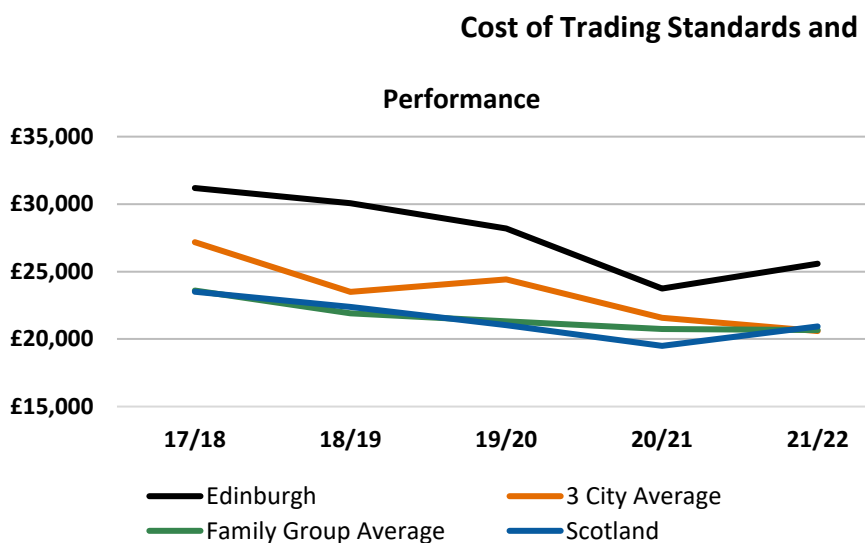
ENV5 Cost of Trading Standards and environmental health per 1,000 population

| Performance | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------------|---------|---------|---------|---------|---------|
| Edinburgh | £31,191 | £30,068 | £28,192 | £23,744 | £25,587 |
| 3 City Average | £27,180 | £23,500 | £24,421 | £21,570 | £20,594 |
| Family Group Average | £23,596 | £21,902 | £21,322 | £20,753 | £20,667 |
| Scotland | £23,508 | £22,380 | £21,023 | £19,498 | £20,947 |

| Rank | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 27 | 27 | 27 | 25 | 25 |
| 3 City Min/Max | 23 | 19 | 21 | 13 | 8 |
| 3 city max | 26 | 25 | 28 | 28 | 21 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest

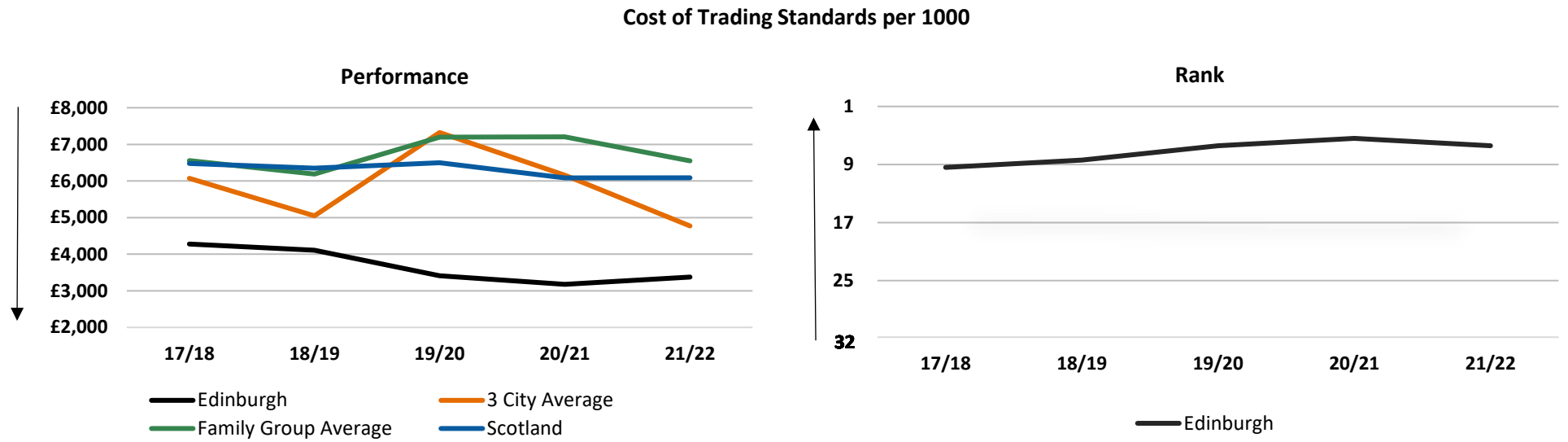


| ENV5a Cost of Trading Standards per 1000 | | | | | |
|--|--------|--------|--------|--------|--------|
| Performance | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
| Edinburgh | £4,277 | £4,109 | £3,408 | £3,176 | £3,374 |
| 3 City Average | £6,074 | £5,051 | £7,324 | £6,161 | £4,771 |
| Family Group Average | £6,553 | £6,188 | £7,194 | £7,205 | £6,550 |
| Scotland | £6,475 | £6,350 | £6,497 | £6,084 | £6,088 |

| Rank | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 9 | 8 | 6 | 5 | 6 |
| 3 City Min/Max | 11 | 9 | 13 | 7 | 2 |
| 3 city max | 18 | 16 | 28 | 29 | 20 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest

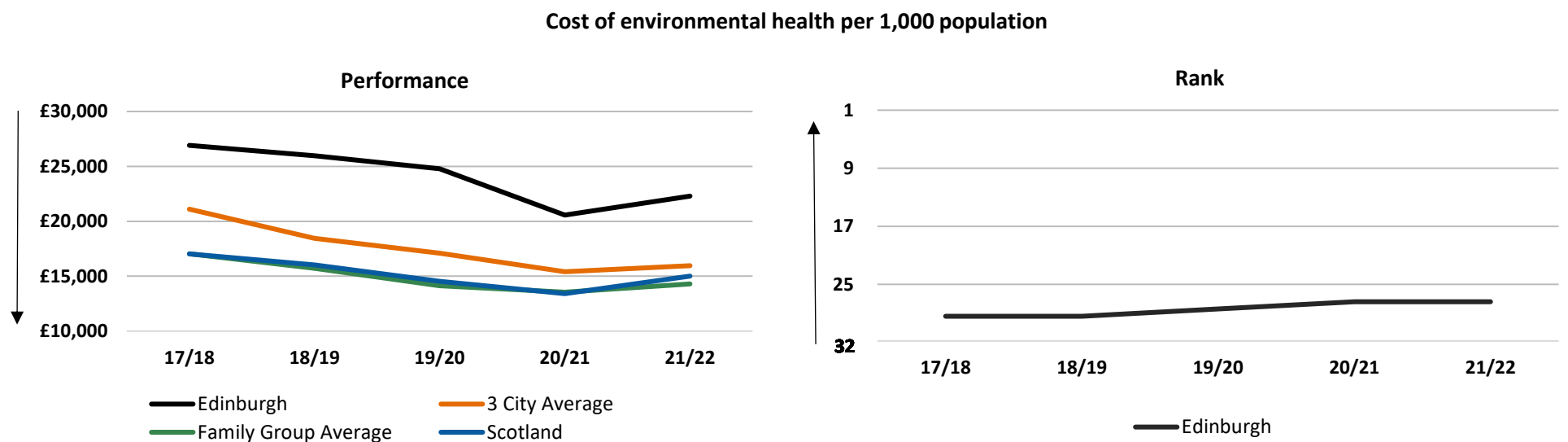


| ENV5b Cost of environmental health per 1,000 population | | | | | |
|---|---------|---------|---------|---------|---------|
| Performance | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
| Edinburgh | £26,914 | £25,959 | £24,784 | £20,568 | £22,302 |
| 3 City Average | £21,105 | £18,449 | £17,098 | £15,409 | £15,949 |
| Family Group Average | £17,043 | £15,714 | £14,128 | £13,548 | £14,290 |
| Scotland | £17,033 | £16,030 | £14,526 | £13,414 | £15,019 |

| Rank | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 29 | 29 | 28 | 27 | 27 |
| 3 City Min/Max | 23 | 22 | 22 | 21 | 17 |
| 3 city max | 27 | 26 | 25 | 25 | 23 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Lowest



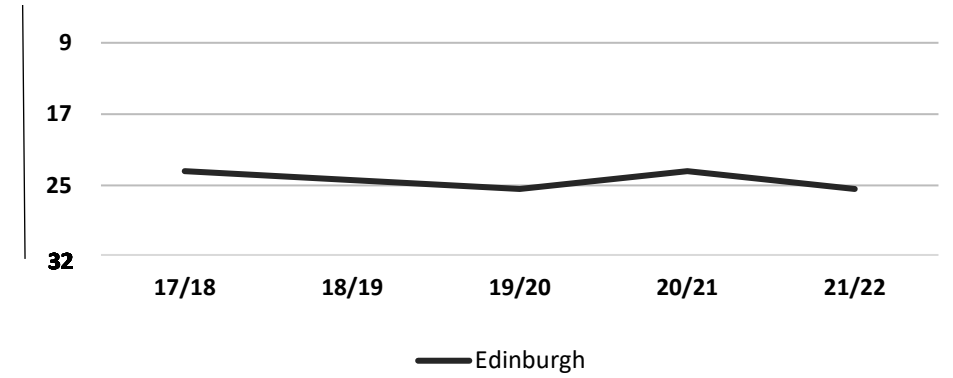
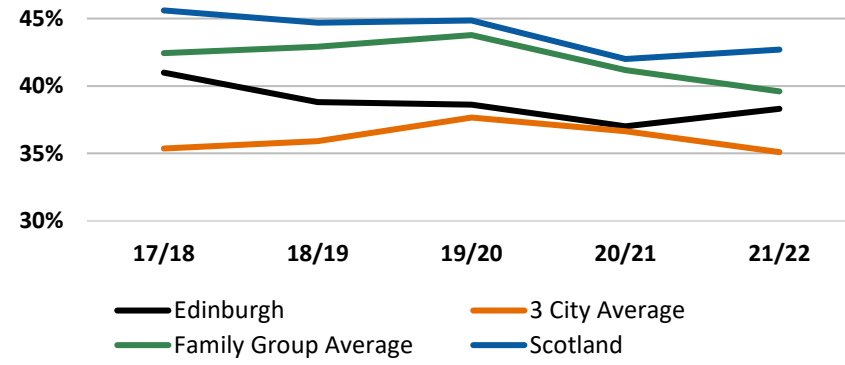
| ENV6 % of total household waste arising that is recycled | | | | | |
|--|-------|-------|-------|-------|-------|
| Performance | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
| Edinburgh | 41% | 39% | 39% | 37% | 38% |
| 3 City Average | 35% | 36% | 38% | 37% | 35% |
| Family Group Average | 42% | 43% | 44% | 41% | 40% |
| Scotland | 46% | 45% | 45% | 42% | 43% |



| Rank | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 23 | 24 | 25 | 23 | 25 |
| 3 City Min/Max | 20 | 18 | 17 | 15 | 16 |
| 3 city max | 29 | 29 | 29 | 30 | 30 |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Highest

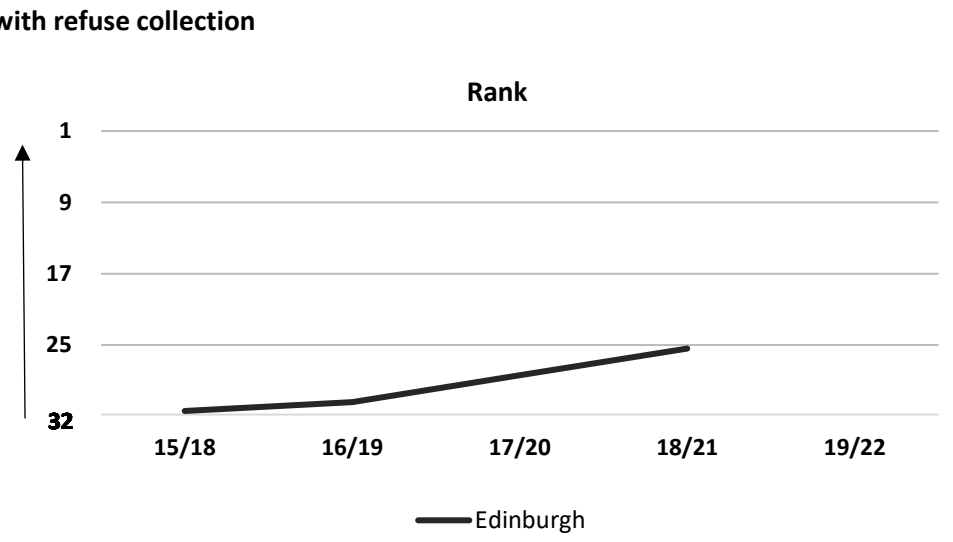
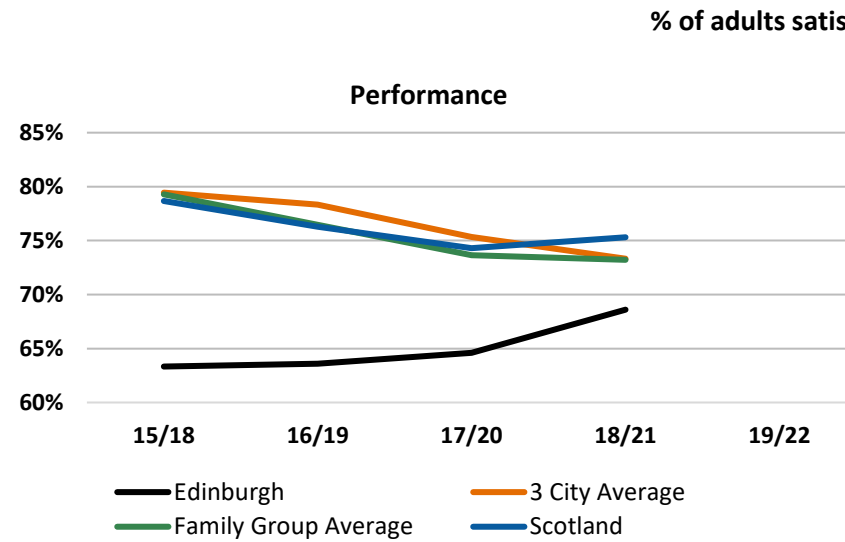


| ENV7a % of adults satisfied with refuse collection | | | | | |
|--|-------|-------|-------|-------|-------|
| Performance | 15/18 | 16/19 | 17/20 | 18/21 | 19/22 |
| Edinburgh | 63% | 64% | 65% | 69% | |
| 3 City Average | 79% | 78% | 75% | 73% | |
| Family Group Average | 79% | 76% | 74% | 73% | |
| Scotland | 79% | 76% | 74% | 75% | |

| Rank | 15/18 | 16/19 | 17/20 | 18/21 | 19/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 32 | 31 | 28 | 25 | |
| 3 City Min/Max | 15 | 9 | 12 | 12 | |
| 3 city max | 26 | 25 | 25 | 29 | |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Highest

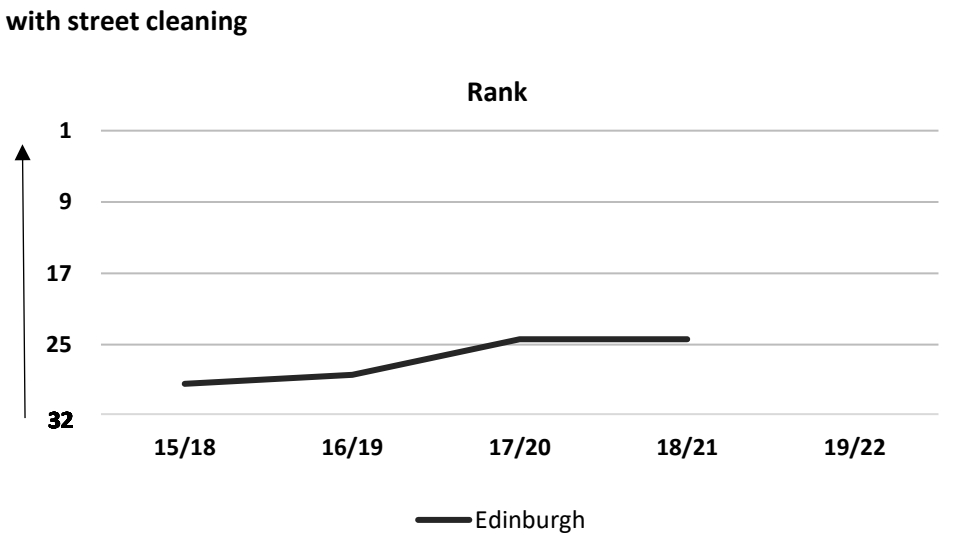
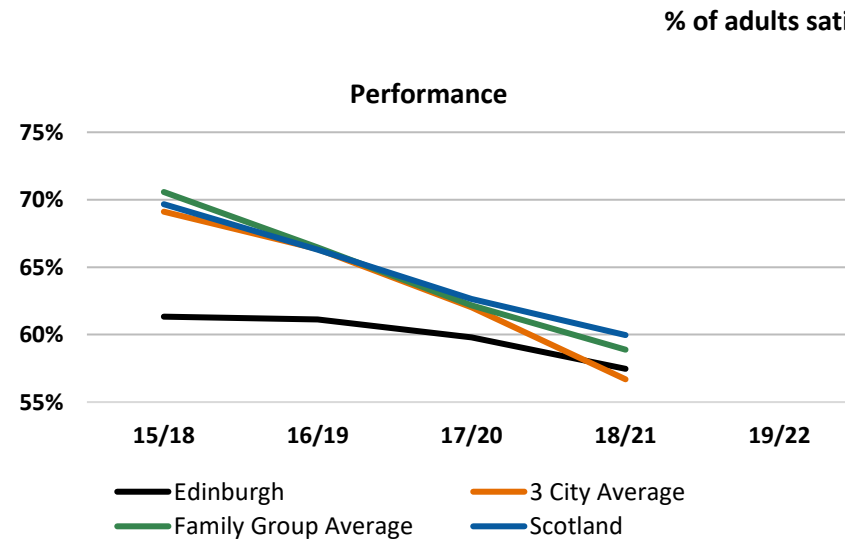


| ENV7b % of adults satisfied with street cleaning | | | | | |
|--|-------|-------|-------|-------|-------|
| Performance | 15/18 | 16/19 | 17/20 | 18/21 | 19/22 |
| Edinburgh | 61% | 61% | 60% | 57% | |
| 3 City Average | 69% | 66% | 62% | 57% | |
| Family Group Average | 71% | 66% | 62% | 59% | |
| Scotland | 70% | 66% | 63% | 60% | |

| Rank | 15/18 | 16/19 | 17/20 | 18/21 | 19/22 |
|----------------|-------|-------|-------|-------|-------|
| Edinburgh | 29 | 28 | 24 | 24 | |
| 3 City Min/Max | 2 | 4 | 8 | 15 | |
| 3 city max | 32 | 30 | 30 | 31 | |

Family Group = Other Services

Ranking Order (1 is Highest/ Lowest) = Highest



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Transport and Environment Committee

10.00am, Thursday, 15 June 2023

Potential Extension of Tram to Newbridge

| | |
|---|-----------------------|
| Executive Wards Council Commitments | Routine 1 - Almond |
|---|-----------------------|

1. Recommendations

- 1.1 It is recommended that Committee note this update on the potential to extend the tram to Newbridge.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Potential Extension of Tram to Newbridge

2. Executive Summary

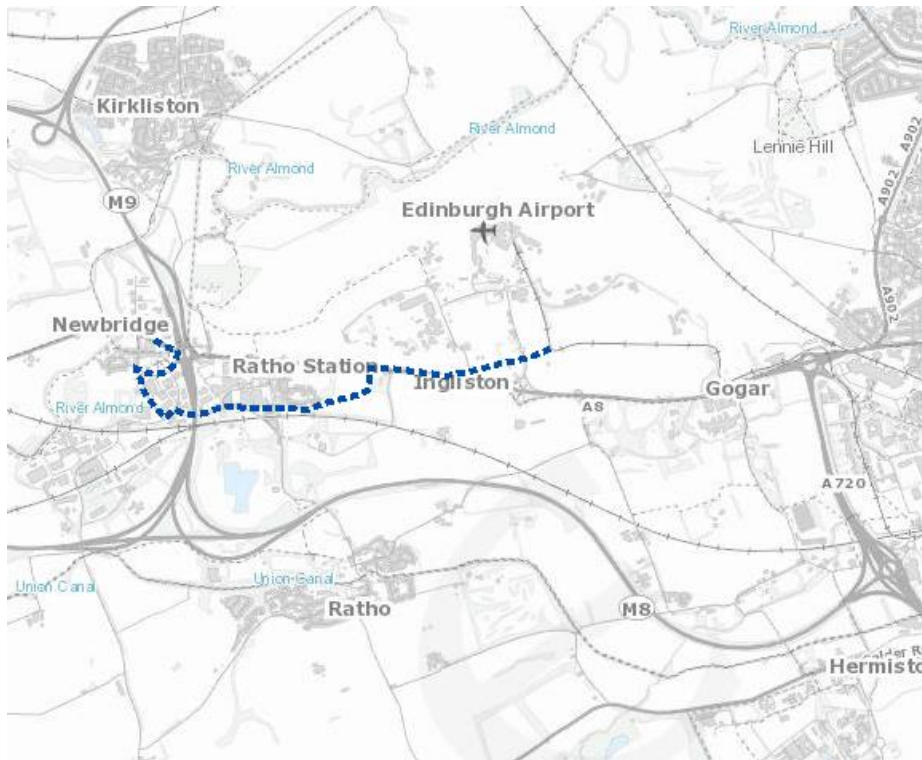
- 2.1 This report responds to a request from the Council, on 9 February 2023, on the potential to extend the Tram westwards to Newbridge and beyond.

3. Background

- 3.1 On [9 February 2023](#), the Council considered a report on the potential to extend the city's tram route and requested a scoping report in three cycles to Transport and Environment Committee on the issues and options that would need to be considered around the relatively short western extension to Newbridge and beyond with a view to establishing the Council's support in principle for this. However, the Council also noted that there is no funding available to proceed with a tram extension at this time.

Tram Development 2000s-2019

- 3.2 The proposition of a tram for Edinburgh was developed in the 2000s and was conceived as a network with potential routes serving the Waterfront, South East Edinburgh, and West Edinburgh (including the Airport and Newbridge). Subsequently, these routes have been safeguarded within the Council's Local Development Plan (2016); and remain safeguarded in City Plan 2030.
- 3.3 Funding was secured for the section between the Airport and Newhaven in 2006, with the initial section (Airport to York Place) opening in 2014. Construction for the remaining section to Newhaven commenced in 2019 and will open in 2023.
- 3.4 The route alignment extending to Newbridge envisaged under the Edinburgh Tram (Line Two) Act 2006 was via Station Road, to Harvest Road under the M9 motorway, along Cliftonhall Road to Newbridge Industrial Estate Road and terminating at a point west of the Newbridge Roundabout (as outlined below in Figure 3.1).



**Figure 3.1. Existing Safeguarded Transit Alignment to Newbridge
Edinburgh Strategic Sustainable Transport Study Phases 1 and 2 (2019 & 2020)**

- 3.5 In 2019, to support the development the [City Mobility Plan](#) and [City Plan](#), the Council commissioned a strategic study to revisit the potential role of tram and wider mass transit. This study was conducted in two phases.
- 3.6 Phase 1 of the Edinburgh Strategic Sustainable Transport Study (ESSTS) was reported to Committee on [16 January 2022](#). The study evaluated ten corridors and considered a range of attributes including:
 - 3.6.1 Level of existing demand;
 - 3.6.2 Ability to serve new development (as identified through the LDP);
 - 3.6.3 Sustainable access to new areas of development;
 - 3.6.4 Serving areas of inequality and deprivation;
 - 3.6.5 Comparative journey time between bus and other alternatives;
 - 3.6.6 Ability to attract significant mode shift; and
 - 3.6.7 Route feasibility and cost.
- 3.7 The four corridors were identified as having the highest potential for Mass Transit were:
 - 3.7.1 City Centre to Granton;
 - 3.7.2 City Centre to South East via BioQuarter;
 - 3.7.3 Inghliston to Newbridge; and

3.7.4 Hermiston Gait to West of Hermiston.

- 3.8 Of these four corridors, Newbridge and West of Hermiston were assessed as having lower base demand. However, both corridors did score well in terms of route alignment feasibility.
- 3.9 The development of the Granton Waterfront to the Edinburgh BioQuarter Strategic Business Case (SBC) is underway and is helping inform the development of both the Circulation Plan and Public Transport Action Plan.

Second Strategic Transport Projects Review (known as STPR2)

- 3.10 In 2019, Transport Scotland commenced the second Strategic Transport Projects Review (known as STPR2), following publication of the first review in 2008.
- 3.11 STPR2 will help deliver the vision, priorities and outcomes that are set out in the second National Transport Strategy (NTS2).
- 3.12 STPR2 informs transport investment in Scotland for the next 20 years (2022-2042) by providing evidence-based recommendations to Scottish Ministers.
- 3.13 STPR2 aligns with other plans such as the national Climate Change Plan and the [Fourth National Planning Framework](#) (NPF4), the [Regional Transport Strategy](#), [Regional Prosperity Framework](#) and is a strong fit with the Council's City Mobility Plan and West Edinburgh Spatial Strategy for Inclusive Growth (WE-SSIG).
- 3.14 As noted in February's report, the most significant recommendation within the report for Edinburgh, is as follows:
- 3.14.1 *"Transport Scotland works with regional partners to develop and enhance the cross-boundary public transport system for the Edinburgh and South East Scotland region, potentially comprising tram and bus-based transit modes including bus rapid transit (BRT) and bus priority measures. This would complement and integrate with the region's current bus, tram and heavy rail networks, to provide improved connectivity between Edinburgh and the surrounding communities in the region, as well as more direct connections between communities outside Edinburgh".*

4. Main report

Edinburgh Strategic Sustainable Transport Study

- 4.1 The [proposed City Plan](#) confirms West Edinburgh as a location for major development. Improving sustainable transport accessibility through active travel and public transit provision, in lockstep with new development, will be critical to realising the potential for West Edinburgh.
- 4.2 With the growth potential of West Edinburgh being recognised for many years, in the early 2000s an indicative tram route along the Newbridge corridor was developed. This has been safeguarded through the Local Development Plan 1 and is set to remain safeguarded in the City Plan. The Local Plan Route is presented above in Figure 3.1.

- 4.3 As noted in paragraphs 3.5 – 3.8, the ESSTS study assessed the potential for mass rapid transit solutions in the Newbridge corridor.
- 4.4 The study noted that the corridor scored well against criteria of deliverability and identified that a new strategic Park and Ride facility near Newbridge, served by tram, could also help promote significant modal shift.
- 4.5 However, the study also noted that Bus Rapid Transit options could potentially be more suitable for this corridor, implemented quicker and provide a more direct routing to Newbridge.
- 4.6 Consideration was also given to the overall tram network capacity constraints, and it was determined that only one tram extension in west of the city could be supported (either an extension to Newbridge or an extension to west of Hermiston, but not both).
- 4.7 Any extension to the tram network would be subject to a full UK Treasury Green Book Business Case assessment to consider a range of strategic, economic, financial, commercial and deliverability impacts. Furthermore, the construction of an extension to Newbridge would be coordinated and sequenced in terms of wider expansion prioritisation and needs.
- 4.8 To inform all aspects of any business case, the current and future expected passenger capacity and constraints on the network (i.e. sufficient headway running between tram sets, additional vehicle numbers required, depot and stabling options) would also need to be considered.
- 4.9 As with all potential extensions, each need to be evaluated for their benefits in the context of the wider city. ESSTS indicated that an extension to west of Hermiston would likely have a stronger business case when compared to the Newbridge option; although further work would need to be undertaken to confirm this.

STPR2

- 4.10 Within STPR2, the A8 corridor is recognised as a candidate to enhance the public transport system potentially comprising tram and/or bus-based rapid transit modes (as indicated in Appendix 1).
- 4.11 Discussions are on-going between the Council (along with West Lothian Council and regional partners) with Transport Scotland on the commitment within STPR2 to develop a Mass Transit proposal for Edinburgh and the South East of Scotland.
- 4.12 Once the STPR2 Delivery Plan is published later this year, an update report outlining the next steps will be provided to Committee at the earliest opportunity, noting that the commencement of any future technical assessment work would include exploring route options in the west of the city.

WETIP

- 4.13 In parallel to STPR2, the West Edinburgh Transport Improvements Programme (WETIP) is developing a series of bus priority (and active travel measures) between Broxburn, Newbridge and Maybury along the A89/A8 corridor. Potential

interventions include a Mobility Hub(s)/ Park and Ride site located in the Broxburn area.

- 4.14 WETIP proposals are also in line with the City Plan and will help contribute towards shared policy targets (including those related to the Climate Emergency and efforts to reduce the number of kilometres travelled by car). It is hoped that the sustainable transportation measures delivered through WETIP will provide long term resilience, support strong connectivity between neighbouring authorities and encourage a model shift from car onto bus and active travel.
- 4.15 As outlined in paragraph 4.13, WETIP targets the section of A8/A89 between Broxburn and Maybury. Outwith this section, the Bus Partnership Fund has been coordinated to also identify a range of bus priority interventions along the wider the A8 corridor (e.g. eastwards from Maybury towards City Centre and westwards beyond Broxburn towards Livingston). The Bus Partnership Fund SBC was considered by Committee on [18 May 2023](#) which outlined these proposals.
- 4.16 The current activities being progressed as part of WETIP include the development of preliminary designs and material for public consultation (which is scheduled to commence during summer 2023). The outputs from the design activities and the feedback from the public consultation will help inform the completion of the Outline Business Case (a draft of which will be submitted to Transport Scotland later this year). A WETIP update will be provided to Committee later this year.
- 4.17 Any future mass transit proposal along the A8, developed through STPR2, would be designed to complement the measures currently being proposed in WETIP and the Bus Partnership Fund. For example, the safeguarded tram route running south of the A8 from Ingliston to Newbridge, and potentially beyond towards Broxburn, would augment and strengthen the public transport offer along that corridor.
- 4.18 Furthermore, works to develop a city wide composite multimodal network are also being progressed through the Council's draft [Circulation Plan](#).

5. Next Steps

- 5.1 The Council, along with Regional Partners, will continue to engage with Transport Scotland to help develop the STPR2 Delivery Plan and future governance arrangements for the progression of the Mass Transit recommendation.
- 5.2 The STPR2 Delivery Plan is expected to be published later in 2023, but in the interim period, the Council will continue to develop:
 - 5.2.1 Proposals for Bus and Active Travel along the A8/A89 corridor (through the BPF and WETIP), and;
 - 5.2.2 The Strategic Business Case for a tramline between Granton Waterfront to Shawfair.

6. Financial impact

- 6.1 As noted by the Council in February 2023, there is no funding available to proceed with a tram extension at this time.
- 6.2 Transport Scotland are expected to publish their STPR2 Delivery Plan later in 2023, and this will confirm the immediate investment priorities.
- 6.3 The Council will continue to work with Transport Scotland to help inform the future Delivery Plan in an attempt to secure funding for the development of the Mass Transit recommendation.

7. Stakeholder/Community Impact

Bus Partnership Fund

- 7.1 The input of stakeholders (including local residents, key stakeholder groups, businesses, interest groups, people with protected characteristics and the general public) will be critical in delivering the Bus Priority proposals.
- 7.2 The Council website and social media are kept updated with progress and social media and will be maintained during the next stage of the Bus Partnership Fund and an extensive and detailed public consultation will be conducted as part of the Outline Business Case (OBC).
- 7.3 The public consultation will be publicised on the Council's Consultation Hub to garner detailed feedback on the scheme.
- 7.4 An Integrated Impact Assessment (IIA) is being developed as part of the SBC process and will be maintained throughout the design process.

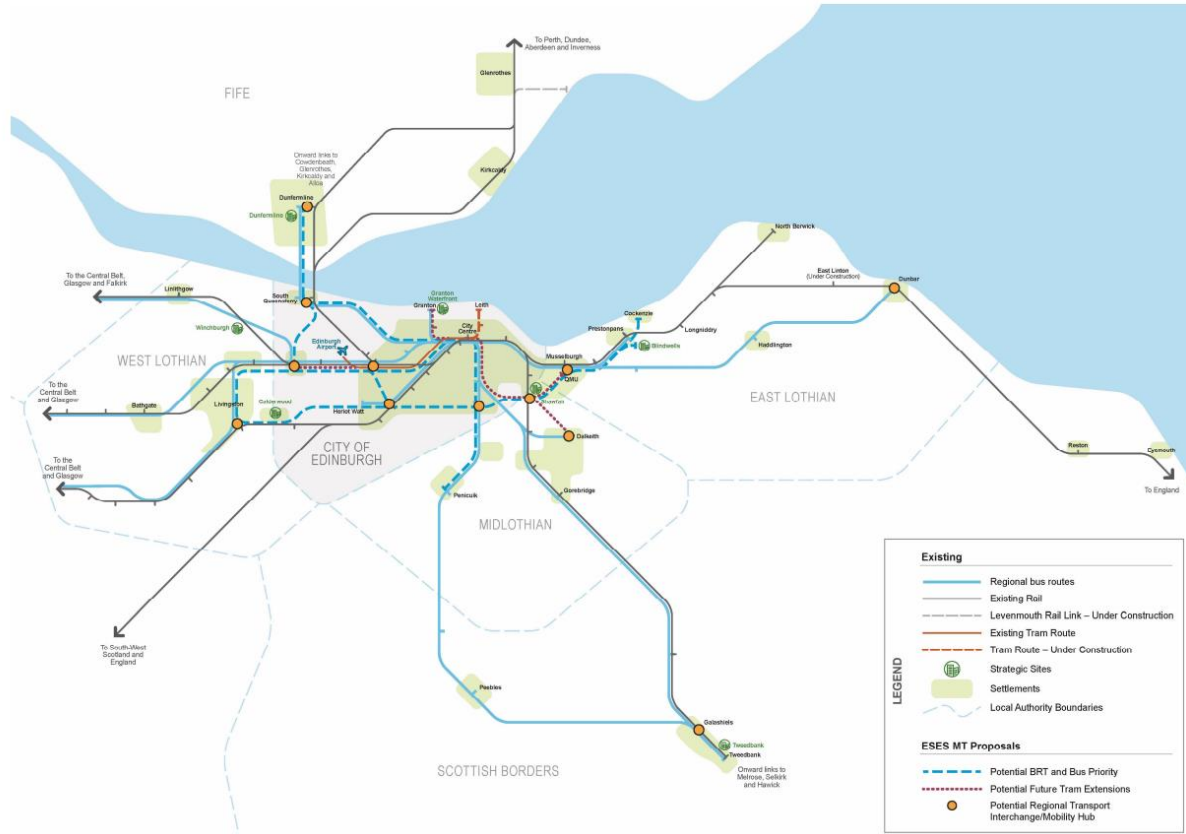
8. Background reading/external references

- 8.1 [Public Transport Action Plan](#)

9. Appendices

- 9.1 Appendix 1 – Indicative extent of Mass Rapid Transit Recommendation

Appendix 1 – Indicative extent of Mass Transit Recommendation



Transport and Environment Committee

10.00am, Thursday, 15 June 2023

A71 Dalmahoy Junction Improvements – Funding Options

| | |
|---|---------------------------------|
| Executive/routine Wards Council Commitments | Executive 2 – Pentland Hills |
|---|---------------------------------|

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee approves funding Option Two, as described within the report.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

A71 Dalmahoy Junction Improvements – Funding Options

2. Executive Summary

- 2.1 This report seeks approval of a preferred funding option to deliver a traffic signal controlled junction on the A71 at Dalmahoy.

3. Background

- 3.1 On [21 March 2017](#), Committee approved a funding package for the project of £455,520, drawn from the following funding sources:
- 3.1.1 Road Safety - £143,000;
 - 3.1.2 Access to Bus Stops - £25,000;
 - 3.1.3 Cycling Walking Safer Streets - £30,000;
 - 3.1.4 Craigpark Quarry S75 Agreement - £40,000;
 - 3.1.5 South West Locality (NEPS) - £50,000 (over two years); and
 - 3.1.6 Capital Investment Programme for Carriageways, Footways and Street Lighting contingency funding - £167,000.
- 3.2 Around £100,000 has been spent developing the scheme (the S75 Agreement has been wholly drawn down against costs incurred).
- 3.3 The current overall cost estimate for a signalised junction is £1.55 million. The current funding shortfall is therefore £1.1 million.
- 3.4 On [8 December 2022](#), Committee approved proceeding with the traffic signal controlled junction and committed to the overall funding level but continued a decision on a funding package to meet the shortfall. The main concern was the proposed use of Cycling Walking and Safer Routes (CWSR) funding.

4. Main report

- 4.1 Three funding packages have been developed and are set out below. These utilise a combination of funding sources from within the Capital Investment Programme and grant awards from external bodies. Further information on potential external funding sources provided in Appendix 1.
- 4.2 Approval for CWSR contributions detailed in Options One and Two has been obtained from Transport Scotland (TS). This is due to the benefits of the proposed improvements to footways and pedestrian crossing facilities at the junction for local people seeking to access public transport, leisure facilities and places of employment.
- 4.3 The Road Safety Improvement Fund (RSIF) contributions detailed in Options Two and Three would be subject to a successful funding bid to TS.

Option One

- 4.3.1 CWSR (external) - £750,000;
- 4.3.2 Capital Investment Programme for Carriageways, Footways and Street Lighting contingency funding (internal) - £190,000 (in addition to previous £167,000 contribution); and
- 4.3.3 Road Safety (internal) - £160,000 (in addition to previous £143,000 contribution).
- 4.3.4 This is the funding package previously considered by Committee on 8 December 2022.

Option Two

- 4.3.5 CWSR (external) - £375,000;
- 4.3.6 RSIF (external) - £375,000;
- 4.3.7 Capital Investment Programme for Carriageways, Footways and Street Lighting contingency funding (internal) - £190,000 (in addition to previous contribution); and
- 4.3.8 Road Safety (internal) - £160,000 (in addition to previous contribution).
- 4.3.9 This option splits the contributions from external funding sources equally between CWSR and RSIF funding, without increasing the previously proposed contributions from internal budgets.

Option Three

- 4.3.10 RSIF (external) - £750,000;
- 4.3.11 Capital Investment Programme for Carriageways, Footways and Street Lighting contingency funding (internal) - £190,000 (in addition to previous contribution); and
- 4.3.12 Road Safety (internal) - £160,000 (in addition to previous contribution).

4.3.13 This option avoids the use of CWSR funding, by instead utilising RSIF funding, without increasing the previously proposed contributions from internal budgets.

- 4.4 Option Three utilises approximately 90% of the 2023/24 RSIF funding for which the Council expects to be invited to bid. However, TS has advised that there may be potential for additional funding to be awarded.

Recommended option

- 4.5 It has not been possible to devise a funding package that excludes Road Safety and/or Active Travel funding. Therefore, following an assessment of the above options, it is concluded that Option Two is preferred simply because it is the best balance of funding contributions between the various available sources; each external source contributing £375,000 towards the overall cost, with the Council contribution being £350,000.

5. Next Steps

- 5.1 A formal invitation to submit a bid for funding from the 2023/24 RSIF is expected to be received from TS imminently. Subject to the decision taken by Committee in relation to this report, an appropriate funding contribution towards the cost of the junction will be included within the bid submitted by the Council.
- 5.2 Work continues towards acquiring the areas of land outwith the Council's ownership that are necessary to deliver a traffic signal controlled junction and these negotiations continue to be pursued on a voluntary basis
- 5.3 While this process is ongoing, the detailed design will be finalised and a tender will be prepared. The Council could not, however, award a contract for construction until such time as the land acquisition process has been successfully concluded.

6. Financial impact

- 6.1 The current overall cost estimate for a signalised junction, including approximately £100,000 of costs incurred to date, is £1.55 million.
- 6.2 The impact is the opportunity cost of less funding available for CWSR and RISF programmes.

7. Stakeholder/Community Impact

- 7.1 Extensive engagement was undertaken with the local community and ward Councillors in 2021, prior to a previous report on [11 November 2021](#). Further details are provided in that report.

- 7.2 The Ratho and District Community Council submitted a written deputation to the Committee on [22 April 2021](#) requesting that the Council proceed with the delivery of a signalised junction. Further deputations from the Community Council and the St Mary's Church Dalmahoy Residents Association were considered by Committee, on [17 June 2021](#).
- 7.3 Spokes submitted a written deputation to the Committee on [8 December 2022](#), opposing the proposed use of CWSR funding towards the cost of the project.

8. Background reading/external references

- 8.1 Dalmahoy Junction – Response to Petition - Report to Transport and Environment Committee – [28 October 2014](#)
- 8.2 A71 Dalmahoy Junction – Options Report - Report to Transport and Environment Committee – [17 March 2015](#)
- 8.3 A71 Dalmahoy Junction – Traffic Signals Option - Report to Transport and Environment Committee – [30 August 2016](#)
- 8.4 A71 Dalmahoy Junction Improvements – Funding Options - Transport and Environment Committee Business Bulletin – [21 March 2017](#)
- 8.5 A71 Dalmahoy Junction Signalisation Project – Update - South West Locality Committee Business Bulletin – [19 June 2018](#)
- 8.6 A71 Dalmahoy Junction Signalisation Project – Update - South West Locality Committee Business Bulletin – [13 September 2018](#)
- 8.7 Dalmahoy Junction Update – Update - South West Locality Committee Business Bulletin – [29 November 2018](#)
- 8.8 Dalmahoy Junction Update - South West Locality Committee Business Bulletin – [31 January 2019](#)
- 8.9 A71 Dalmahoy Junction Improvements - Report to Transport and Environment Committee – [17 June 2021](#)
- 8.10 A71 Dalmahoy Junction Improvements - Report to Transport and Environment Committee – [8 December 2022](#)

9. Appendices

- 9.1 Appendix 1 - Potential External Funding Sources

Appendix 1 – Potential External Funding Sources

Three external funding sources that could potentially be utilised a part of a funding package to deliver a traffic signal controlled junction have been identified:

Transport Scotland’s annual Cycling Walking Safer Routes (CWSR) funding award

CWSR funding is awarded to the Council on an annual basis by Transport Scotland (TS). The amount of funding awarded is only confirmed at the start of each financial year and therefore the 2023/24 award has not yet been allocated to specific projects. The award for this year has recently been confirmed as £3.363 million.

The funding must be used for the purpose of undertaking a programme of works for local cycling, walking and safer routes projects with cognisance of the active travel outcomes set out in the Scottish Government’s [Active Travel Framework](#).

This funding has to be fully utilised within the year of award and, unlike Council Capital funding, any unused funding cannot be carried forward into future years.

The Council must seek approval from TS for the use of CWSR funding on a project by project basis. Prior to preparing the 8 December 2022 Committee report, officers engaged with TS to investigate the potential for CWSR funding to be used to contribute towards the cost of a traffic signal controlled junction at Dalmahoy.

TS confirmed that up to £750,000 of the 2023/24 CWSR award could be utilised for this purpose, due to the benefits that the proposed improvements to existing footways and pedestrian crossing facilities at the junction would provide for local people seeking to access public transport, leisure facilities and potential places of employment.

Transport Scotland’s new Road Safety Improvement Fund (RSIF) funding award

The RSIF is a new funding stream for 2023/24.

The Council has been verbally advised by TS that it will shortly be formally invited to submit a bid for up to £842,000 of funding, although there may be potential for an amount higher than this to be awarded.

Following discussions with Transport Scotland, it is expected that this funding will have to be fully utilised within the year of award and, unlike Council Capital funding, any unused funding cannot be carried forward into future years.

It is also expected that, while a relatively low percentage of the funding award will be available for use to develop new projects, the majority of any award must be used towards construction costs.

Further funding conditions may become apparent when the formal invitation to bid is received from TS.

Sustrans Scotland’s Places for Everyone (PfE) funding programme

Prior to preparing the 8 December 2022 Committee report, officers engaged with Sustrans to investigate the potential for PfE funding to be used to contribute towards the cost of a traffic signal controlled junction at Dalmahoy

Sustrans advised that the Council would have to submit an application for match funding for the construction stage of the project through the programme and that this would be assessed against other applications received from Local Authorities across Scotland.

It is considered that a bid for match funding through this process would have a low chance of success, as previous stages of the project were not funded through the [PfE process](#) and some of the deliverables required under that process are therefore not in place.

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Transport and Environment Committee

10.00am, Thursday, 15 June 2023

Response to motion by Councillor Mowat – West Edinburgh Parking Dispensation

| | |
|---|------------------|
| Executive/routine Wards Council Commitments | Executive All |
|---|------------------|

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 Notes this update on the arrangements for parking dispensations;
 - 1.1.2 Agrees to proceed with the withdrawal of parking dispensations as proposed; and
 - 1.1.3 Notes that, if recommendation 1.1.2 is approved, full enforcement of the relevant parking places will commence on 7 August 2023.

Paul Lawrence

Executive Director of Place

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Response to motion by Councillor Mowat – West Edinburgh Parking Dispensation

2. Executive Summary

- 2.1 This report responds to the adjusted motion, agreed by the Council on [4 May 2023](#), in respect of West Edinburgh Parking Dispensation.

3. Background

- 3.1 As part of the Council's previously approved Parking Action Plan (PAP), the introduction of shared use parking places, to try to redress the imbalance between on-street space available to residents' permit holders and the number of vehicles with permits, and the resulting proposal to remove long-term parking dispensations were approved by the Transport and Environment Committee on [17 May 2018](#).
- 3.2 Parking dispensations are generally used to provide residents' permit holders with additional flexibility by allowing them to park in Pay and Display (P&D) parking places or in adjacent streets or zones in response to temporary reductions in parking availability.
- 3.3 Longer term parking dispensations (as detailed in Appendix 1) in place around some Controlled Parking Zone (CPZ) boundaries were introduced when the Extended CPZ was first established in 2006. They were interim measures intended to improve parking opportunities near zone boundaries in response to two main circumstances:
- 3.3.1 The introduction of the Extended CPZ meant that residents from the Peripheral CPZ who used to park in these unrestricted streets chose to purchase a parking permit for their own zone and demand increased; and
- 3.3.2 Some high demand close to CPZ boundaries reduced the ability of permit holders to find parking places close to their homes in their own zone.

- 3.4 In addition, the Council introduced a city-wide dispensation in early 2020 in response to the Covid-19 pandemic which allowed valid residents' permit holders in Central, Peripheral and Extended CPZs to park in any P&D parking places within their own zones.
- 3.5 Although it is not possible to provide every resident with a parking place outside of their home or on their street, the current PAP introduced considerable numbers of new shared use parking places across the Central and Peripheral CPZs to provide more parking opportunities for residents.
- 3.6 These parking places were provided by converting yellow line restrictions and P&D parking places to shared use parking, which has also significantly reduced the availability of dedicated P&D parking places for visitors within these zones.
- 3.7 It was originally intended to remove the long-term permit dispensations after the shared use parking places had been introduced and parking availability for residents had increased (in 2021). However, with the Council having introduced a new dispensation relating to the Covid-19 pandemic, allowing all permit holders to park in P&D parking places, and with working from home still in place at that point, it was not considered the right time to withdraw the long-term parking dispensations.

Motion on West Edinburgh Parking Dispensation

- 3.8 On 4 May 2023, the Council approved the following adjusted motion by Councillor Mowat:
 - 3.8.1 To note that the Transport and Environment Committee agreed to remove parking dispensations in 2018, as part of the Parking Action Plan, but did not follow through on this action;
 - 3.8.2 To note that residents were informed in week beginning 17th April 2023 that parking dispensations allowing residents with a valid parking permit to park in spaces other than residents or shared parking spaces in their zone would be rescinded on 1st May 2023;
 - 3.8.3 To note that this is less than 2 weeks' notice and that includes rescinding parking dispensations in Zone 1 which is currently experiencing a significant traffic diversion through residential streets removing residents parking spaces; that due to works for CCWEL there has been a significant loss of parking to both accommodate the works and as part of the design and that the plans for CCWEL and the associated reduction in parking were drawn up prior to the Pandemic and not altered when the TRO was approved;
 - 3.8.4 To note that there has been significant change from office to residential accommodation in the West End during the design and implementation of CCWEL; and

3.8.5 To therefore agree there should be no rescinding of the dispensation and agree to pause lifting all the dispensations city-wide noted in the communication to residents which allows permit holders to park in other streets or zones in response to local circumstances until work has been undertaken to ensure that there is adequate parking provision for resident permit holders and a report made to the Transport and Environment Committee in two cycles containing:

3.8.5.1 The need for changes;

3.8.5.2 The current number of parking spaces by category; resident, shared and pay and display in each parking zone; the number of residents permits issued for each zone; and the number of any other permits that can use that zone that are issued (for permits that can use zone the total number to be provided; and

3.8.5.3 An assessment of current and future residential and business parking demand versus supply.

4. Main report

Need for change

- 4.1 Although the remaining P&D parking, that has not been converted to shared use parking places, has been retained at specific locations where it best serves local shops and businesses (maintaining accessibility for those that require a vehicle to make essential journeys) parking demand is also returning and facing a significantly reduced supply of P&D parking.
- 4.2 Based on the residents' parking permit uptake prior to the Covid-19 pandemic, the availability of parking within the Central and Peripheral CPZs improved significantly for residents due to the additional parking places provided in 2021. These changes provided a surplus of parking availability for residents in the majority of parking zones.
- 4.3 However, changing working patterns post-pandemic have led to an increase in resident permit sales in all Central and Peripheral CPZs.

Parking Data

- 4.4 A table detailing the number of parking places and permits on a zone-by-zone basis can be found in Appendix 2. This table sets out the data in three distinct circumstances: the situation before the PAP was implemented; the gains that were projected by the PAP changes (had permit uptake remained at pre-pandemic levels); and details of the current situation.
- 4.5 As the table in Appendix 2 shows, the new shared use parking places have significantly improved the permit to space ratios in the Central and Peripheral

CPZs at the expense of dedicated P&D parking places for visitors, which are now in even higher demand in the remaining locations.

- 4.6 Unfortunately, and primarily due to the limitations on available kerbside space, it is not possible to provide enough permit parking places in some parking zones to meet the demand from residents. This would have been the case for some zones even if permit uptake levels had not increased.
- 4.7 However, it is important to note that parking permit controls are only intended to give residents' permit holders priority over other road users during the operating hours of the CPZ and do not apply at all times of the day.
- 4.8 The Council is unable to guarantee all permit holders a parking place. Achieving a permit to spaces ratio of 1:1 is not always achievable given kerbside constraints, nor necessarily desirable if the Council is to achieve the aims of the City Mobility Plan (to manage parking demands; reduce vehicle dominance; encourage residents to switch to more environmentally-friendly vehicles; and consider whether they need a second car in a household or even if they need a first one at all).
- 4.9 It is not possible to provide the information requested in the approved motion (paragraph 3.8.5.3) in respect of assessment of current and future residential and business parking demand versus supply.
- 4.10 However, as parking provision and associated demand continue to develop in parallel with delivery of agreed Council policies, an ongoing review of parking permit types, eligibility and availability will continue to ensure that businesses and residents are prioritised when permitting parking in controlled areas.

City Centre West East Link (CCWEL)

- 4.11 There are currently an estimated 50-68 parking places suspended to accommodate diversions and associated works for the CCWEL project.
- 4.12 The parking suspension relating to this work in the Melville Street area will be in place until the end of July 2023, and in the Crescents area until November 2023. This is to accommodate the eastbound diversion via Eglinton Crescent while works are ongoing on Haymarket Terrace.
- 4.13 Should a sufficient number of residents' parking places be affected by the works, a short term localised dispensation for permit holders can be introduced.
- 4.14 Once CCWEL has been delivered, there will be an overall reduction in parking places along the route in the West End. However, there will be an increase in the number of Permit Bays from 226 to 244 alongside the introduction of 109 shared bays. This means that there will be no need for a parking dispensation for residents' permit holders in the area once the project is completed.

Draft Parking Action Plan (PAP)

- 4.15 The draft 2023 PAP, approved by Committee in [February 2023](#), specifically includes an aim to reduce vehicle dominance on the city's streets and reduce the number of parking permits in circulation over the lifespan of the Plan from 2022 levels. An extract of the relevant objective is provided below:

| Objective | Indicator | Baseline and Target |
|---|---|--|
| Reduce vehicular dominance and improve the quality of our streets | Reduced number of residents' parking permits issued within the existing Controlled Parking Zones. | Bi-annual decreases from the 24,498 active residents' parking permits in December 2022. |

- 4.16 The removal of parking dispensations is one non-financial parking policy lever that the Council can use to help manage demand and discourage unnecessary car ownership in the city centre.

5. Next Steps

- 5.1 Committee is asked to approve the withdrawal of the long-term parking dispensations, as envisaged when the current PAP was introduced. The dispensations were retained and enhanced in response to the Covid-19 pandemic but it is now considered appropriate for them to be withdrawn as additional on-street permit and shared use parking places have been in place for some time and the Covid-19 restrictions have all now been lifted.
- 5.2 If agreed, following Committee, communications with residents will include:
- 5.2.1 Contacting residents' permit holders to make them aware of the grace period and timescale for implementation of the changes; and
- 5.2.2 Using the Council's normal communication channels to communicate more widely with residents.
- 5.3 It is proposed that warning notices will be issued until 6 August 2023, with full enforcement of the relevant parking places commencing 7 August 2023.
- 5.4 It is intended to continue to consider dispensations in the future where local parking availability is reduced significantly.

6. Financial impact

- 6.1 Given the significant reduction in dedicated P&D parking as a result of the PAP changes, removing the dispensation may have a positive impact on the city centre economy by helping to provide business and visitor parking opportunities.

7. Stakeholder/Community Impact

- 7.1 The withdrawal of the long-term dispensations was subject to public consultation through the statutory TRO process which introduced the PAP changes, as approved by Committee on [17 May 2018](#).

- 7.2 Communication of the proposed changes were issued to all residents' permit holders in April 2023 however the action to implement the changes was then paused.
- 7.3 It is not anticipated that the changes proposed in this report will have an impact on those with protected characteristics.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 – Summary of Parking Dispensations
- 9.2 Appendix 2 – Parking Places and Permits by Zone

Appendix 1: Summary of Parking Dispensations

| Zones/Streets | Additional Parking | Reason |
|--|--|----------------------------------|
| Learmonth Ter | Resident and Shared Use bays on Learmonth View and South Learmonth Avenue. | Boundary Issues Zone 5 & N3 |
| St Bernard's Row & Malta Ter | Resident and Shared Use bays on Bridge Place, Glenogle Road & Arboretum Avenue. | Boundary Issues Zone 5 & N2 |
| Argyle Pl, Gladstone Ter, Livingstone Pl, Findhorn Pl, Grange Ln & Sylvan Pl | Resident and Shared Use bays in S1, with exception of Arden St, Lauderdale St, Marchmont Cres, Marchmont Rd & Spottiswoode St. | Boundary Issues Zone 7 & S1 |
| Admiral Ter, Leamington Ter, Viewforth, Viewforth Gdns, Viewforth Sq & Westhall Gdns | Leamington Ter, Viewforth, Westhall Gdns. | Boundary Issues Zone 8 & Zone S3 |
| Admiral Ter, Bruntsfield Pl, Gillespie St, Gilmore Pl, Leamington Pl, Leamington Rd, Leamington Ter, Lower Gilmore Pl, St Peter's Buildings, St Peter's Pl, Upper Gilmore Pl, Upper Gilmore Ter, Viewforth, Viewforth Gdns, Viewforth Sq & Westhall Gdns | Resident and Shared Use bays in Merchiston Av, Merchiston Pk, East Castle Rd & Polwarth Ter. | Boundary Issues Zone 8 & Zone S3 |
| Argyle Pl, Marchmont Cres, Marchmont Rd, Marchmont St, Spottiswoode St, Meadow Pl, Roseneath Pl, Roseneath St, Roseneath Ter, Warrender Park Cres, Warrender Park Rd & Warrender Park Ter | Resident and Shared Use bays in S1 with exception of Arden St, Lauderdale St, Marchmont Cres, Marchmont Rd & Spottiswoode St. | Boundary Issues Zone 8 & Zone S1 |

Appendix 2 – Parking Places and Permits by Zone

| | Pre PAP data | | | | Projected PAP Changes | | | Current Data | | | |
|--------------|----------------|-------------|------------------|-------------------|-----------------------|------------------|-------------------|----------------|-------------|------------------|-------------------|
| Zone | Permit Holders | P&D Bays | Permit & SU Bays | Spaces per permit | P&D Bays | Permit & SU Bays | Spaces per permit | Permit holders | P&D Bays | Permit & SU Bays | Spaces per permit |
| 1 | 1137 | 490 | 804 | 70.71% | 322 | 1085 | 95.43% | 1262 | 379 | 1387 | 109.90% |
| 1A | 626 | 468 | 628 | 100.32% | 328 | 825 | 131.79% | 687 | 249 | 811 | 118.05% |
| 2 | 283 | 259 | 315 | 111.31% | 259 | 315 | 111.31% | 306 | 106 | 300 | 98.04% |
| 3 | 574 | 688 | 503 | 87.63% | 340 | 951 | 165.68% | 735 | 363 | 798 | 108.57% |
| 4 | 1070 | 357 | 864 | 80.75% | 117 | 1265 | 118.22% | 1259 | 151 | 1188 | 94.36% |
| 5 | 1078 | 122 | 778 | 72.17% | 0 | 1084 | 100.56% | 1155 | 46 | 1046 | 90.56% |
| 5A | 1191 | 169 | 793 | 66.58% | 25 | 1080 | 90.68% | 1331 | 54 | 1061 | 79.71% |
| 6 | 1625 | 542 | 1254 | 77.17% | 184 | 1703 | 104.80% | 1784 | 285 | 1654 | 92.71% |
| 7 | 1157 | 385 | 796 | 68.80% | 139 | 1205 | 104.15% | 1676 | 145 | 1257 | 75.00% |
| 8 | 1257 | 194 | 851 | 67.70% | 14 | 1111 | 88.39% | 1433 | 64 | 1179 | 82.27% |
| TOTAL | 9998 | 3674 | 7586 | 75.88% | 1728 | 10624 | 106.26% | 11628 | 1842 | 10681 | 91.86% |

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Transport and Environment Committee

10.00am, Thursday, 15 June 2023

George Street and First New Town – Operational Plan and Project Update

Executive
Wards
Council Commitments

Executive
11 – City Centre

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
- 1.1.1 Approve the updated principles of the proposed George Street and First New Town (GNT) Operational Plan (Appendix 1), which are key to preparing the statutory road orders required to construct the final George Street project;
 - 1.1.2 Note that, subject to approval of the Operational Plan, work will commence to progress preparation of final statutory road orders for George Street, with outcomes of the statutory process reported to the Licensing Sub-Committee (if required);
 - 1.1.3 Note that additional engagement will be undertaken with residents, businesses and stakeholders prior to finalising specific detailed designs and operational changes relating to North Hanover Street, Frederick Street and North Castle Street with final proposals reported to Committee for approval; and
 - 1.1.4 Note the project design and programme updates provided, including the outcome of the recent stakeholder design workshop relating to landscaping and central spaces on George Street.

Paul Lawrence

Executive Director of Place

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George Street and First New Town – Operational Plan and Project Update

2. Executive Summary

- 2.1 This report provides an update on the George Street and First New Town (GNT) project and seeks approval for the updated principles of the proposed Operational Plan (Appendix 1), which are key to preparing the statutory road orders required to construct the final George Street project.

3. Background

- 3.1 Edinburgh's 'First New Town' is of significant, and unique, value within the UNESCO World Heritage Site. George Street, which forms its core, is arguably the city's premier shopping street, and carries a strong appeal as a civic space and unique shopping, hospitality and visitor experience.
- 3.2 GNT is a major public realm project that aims to reconfigure the use of space in George Street and intersecting streets to create an exceptionally high-quality place making environment. In keeping with the Edinburgh City Centre Transformation (ECCT) vision, the plans for GNT will make it attractive for people to visit, shop, rest, and make active and sustainable travel choices. The project will also support the Council's commitment to become a net-zero carbon city by 2030.
- 3.3 Building on several years of continuous engagement and consultation, RIBA Stage 3 developed design principles were approved by the Transport and Environment Committee in [November 2022](#). However, approval of RIBA Stage 3 designs was conditional upon further discussions taking place with Committee, local elected members and key stakeholders with regards to the installation of trees and potential risks associated with "Central Spaces"
- 3.4 A number of operational changes are required to support the delivery of the GNT project to ensure that design outputs are maximised. Building on previous work, an exemplar, innovative and creative Operational Plan is critical in supporting the final design proposal. The Operational Plan is a crucial component of the project, as it proposes (in detail) future arrangements for loading, servicing and vehicle access in the area. Initial fundamental principles of an Operational Plan (delivering pedestrian priority, through set periods of the day where the streets operate without non-essential vehicle access) were presented to the Transport and Environment

Committee in November 2022. Committee were informed that a final operational plan would be presented in 2023 following final stakeholder engagement and additional traffic data collection.

Strategic Priorities

- 3.5 At a strategic level, GNT forms a key part of the approved ECCT and City Mobility Plan (CMP) strategies. For example, the ECCT strategy identifies key quiet zones where people will have priority, with vehicles given access treated as ‘guests’. George Street is identified as one of these areas, where significant public realm improvements and pedestrian priority will be delivered.
- 3.6 GNT is one of the earlier programmed projects within the ECCT delivery plan, and once implemented, will make a significant contribution towards realising the vision of transforming the city centre as a revitalised, more vibrant and people focused place.
- 3.7 Ensuring people have had the opportunity to influence and shape the future of the city centre is essential to achieving a robust and sustainable design for the GNT area. In addition to observing relevant strategic consultation exercises, distinct consultation and engagement approaches for the GNT project have ensured appropriate, continuous and wide input at key stages:
 - 3.7.1 Design Principles Setting stage (2016 - 2017);
 - 3.7.2 Design Objectives and Initial Concept Evaluation stage (2018 - 2019);
 - 3.7.3 Concept Design and Operational Plan Development stage (2019 - 2020);
 - 3.7.4 Final Concept Design stage (October 2020 - March 2021);
 - 3.7.5 Stage 3 Developed Design and Operational Plan (Oct 2021 – August 2022); and
 - 3.7.6 Stage 3 Final Operational Plan (November 2022 – May 2023)

RIBA Stage 4 Procurement

- 3.8 Finance and Resources Committee on [8 September 2022](#) approved procurement of RIBA Stage 4 technical design consultancy services. Faithful + Gould, appointed to deliver the Stage 3 design process, were reappointed in December 2022 to progress Stage 4 Technical Design, finalisation of the Operational Plan and publication of Statutory Orders.

4. Main report

- 4.1 Delivery of high-quality public realm improvements within the GNT area is essential to supporting a safe walking and cycling environment, business recovery and growth with a focus on delivering inclusive access for all.

Principles for a George Street and First New Town Operation Plan

- 4.2 Several operational changes will be required to support the transformation of the First New Town. The final operational plan (Appendix 1 – Executive Summary) will form the basis of the development of the statutory notice process. Construction of

the public realm improvements scheme requires publication of statutory notices which will commence subject to final approval of the operational plan.

- 4.3 Given the significant operational changes proposed, further detailed engagement and analysis will be undertaken during the Stage 4 process. In addition, a comprehensive monitoring and evaluation framework will be established to assess the impact of any operational changes (once in place) over a 12-month period. At the conclusion of the 12-month evaluation period, operational changes will be fully assessed to determine what, if any, adjustments and/or amendments are necessary to support both the design and operational principles of the project.
- 4.4 The final principles of the operational plan, aligned to the ECCT Strategy, include:
- 4.4.1 Delivering a “pedestrian and cycling priority zone”, where George Street will operate without non-essential vehicle access during set periods of the day but permitting blue badge access at all times. Proposed pedestrian and cycling zone periods will be between 10.00am – 7.00pm Monday to Saturday and 12.00pm – 7.00pm on Sundays. Creation of a restricted pedestrian/cycling zone aligns with a number of other UK city centres streets including Glasgow, Leeds, Perth and Manchester;
 - 4.4.2 Criteria to be applied for access for essential and “exempt” vehicles during the pedestrian and cycle zone windows will be finalised during Stage 4. Examples of permitted vehicles include emergency services, events (weddings, funerals, festivals) postal services, statutory works e.g. utilities, emergency “trade” repairs, Council/Scottish government vehicles;
 - 4.4.3 Permitted vehicle access including loading/servicing is proposed out-with the “pedestrian and cycling” zone period. General traffic, other than blue badge, will not permitted access to George Street during this access period;
 - 4.4.4 Maintaining local bus passenger services within the GNT area, including direct crossing points at Hanover Street, Frederick Street and North/South St David Street with George Street (but not along George Street). Future bus service proposals will be determined by the outcome of a wider city bus network review;
 - 4.4.5 Prioritising blue-badge parking (including George Street) and essential resident parking (excluding George Street) within the wider area, to support access for this group of key users (noting that blue badge access to George Street will be limited to the number of spaces available);
 - 4.4.6 Licensed taxis will continue to be permitted access throughout the First New Town area, however specific restrictions will be applied to George Street whereby access will only be permitted out with the pedestrian and cycling zone windows. Taxi rank spaces will be retained on George Street and in the wider First New Town. This recognises how critical taxis are to supporting operations in the GNT area, especially the evening/night-time economy and the key role they play in public safety. Any permitted access for taxis during the pedestrian and cycling zone window presents a challenge to promoting the principle of creating an enlarged, enhanced and

safer space for pedestrians, wheelers and cyclists within George Street. In addition, ensuring public safety is critical with the need, as discussed under section 4.4.8, to introduce Hostile Vehicle Mitigation (HVM) measures to protect the general public;

- 4.4.7 Licensed Private Hire Cars (PHC's) will still be able to fully access the First New Town however, in line with the adjacent Meadows to George Street project, where licensed PHC restrictions are proposed under current proposals, licensed PHC's will be restricted from directly accessing George Street during and out with the pedestrian and cycling zone periods;
- 4.4.8 During the Stage 3 design process, an assessment of enforcement methods currently applied to promote "pedestrian and cycling zone" spaces within Edinburgh, Scotland and elsewhere in the UK was undertaken. The key outcome was the need to address current challenges associated with traditional enforcement methods, which rely on signage and lining restrictions to enforce traffic violations. At this stage, a similar enforcement method to that in place for the High Street and Grassmarket is proposed (whereby an automated bollard system will effectively control access). In addition, technology-based enforcement methods, e.g., Automated Number Plate Recognition (ANPR), will continue to be explored to assess their effectiveness to monitor any non-compliant vehicles;
- 4.4.9 The proposed introduction of a bollard-based enforcement system will also align with the need to create a safe and secure environment for all users. A final HVM strategy will be developed, in partnership with Police Scotland, to align with wider City Centre Community Safety and HVM measures during the Stage 4 design process;
- 4.4.10 In developing a final operational plan for George Street particular consideration has been given to the operational needs of hotels and places of worship (including the Intercontinental George Hotel and St Andrew's and George's West Church). For example, exemptions will be permitted for access for Coaches, minibuses and "other" vehicles deemed necessary to support the operations of such premises;
- 4.4.11 In addition to George Street operational changes are required to be introduced to the adjacent First New Town streets of North Hanover, Frederick and North Castle Street. The operational plan indicates the potential location of loading, taxi rank, blue badge, bus stop, motor cycle parking and general parking (permit and pay and display). Current plans are indicative with further detailed discussions undertaken with key stakeholder groups, including local businesses and residents, during the Stage 4 technical design stage prior to finalising operational changes and promotion of statutory orders; and
- 4.4.12 The final operational plan recognises the potential challenges for accessibility groups accessing George Street especially during the pedestrian and cycling zone period. To minimise any impact bus stop, taxi

rank and blue badge spaces are prioritised on adjacent First New Town streets including Hanover and Frederick Street. In addition to blue badge access, Dial-A-Ride vehicles will be permitted access to George Street 24/7 to support disabled users. Further research and discussion will also take place during the Stage 4 process with regards to potentially operating a city centre Dial-a-Bus service via George Street. Consideration will also be given to the availability of Shopmobility within the immediate area. Both initiatives will be subject to securing necessary revenue support and indication of potential demand.

Design Update – Landscaping and Central Spaces

- 4.5 During presentation of final RIBA Stage 3 design principles to Committee in November, Elected Members recommended that additional discussions take place with key stakeholders on the potential introduction of trees to George Street and address any potential risks, especially for accessibility groups, associated with proposed central spaces on George Street.
- 4.6 Committee should note that further detailed discussions have now taken place with representatives from several key stakeholders including Edinburgh World Heritage, Historic Environment Scotland, Cockburn Association, Edinburgh Access Panel and New Town and Broughton Community Council. Stakeholders, including Committee and Local Elected members were invited to attend a design workshop at the Royal Society of Edinburgh chaired by the Transport and Environment Convener in April 2023.
- 4.7 Consensus was reached during (and after) the design workshop that trees can potentially be introduced into George Street. However, in arriving at this decision the special and unique characteristic of George Street, as part of the Old and New Towns of Edinburgh World Heritage Site cannot be underestimated. George Street represents one of finest examples of “Rus in Urbe” in Europe – the countryside in the city - whereby streets and squares are predominately hard in character with important vistas to planned parks and gardens. To protect and sustain the street’s contribution to the Site’s Outstanding Universal Value, any positioning of trees must compliment the area’s original design principles (including James Craigs masterplan and not “overly soften” George Street) while maintaining views of the street’s unique architecture, monuments and axial alignment with Charlotte and St Andrew Square.
- 4.8 Indicative illustrations (Appendix 2) highlight the potential sighting of trees, including height and species which, subject to further dialogue during the Stage 4 design process, could compliment the existing landscape proposals for George Street. The siting of any trees at this stage will only be located at either end of George Street to minimise any risk to the street’s Outstanding Universal Value. Any final decisions on tree locations, numbers, species, height will also be determined by the outcome of final location of basements and major utilities. A ground penetrating radar survey to identify these was undertaken early June with the results of the study expected late Summer 2023.

- 4.9 During the design works, all parties also recognised the value of street trees with regards to social, environmental, economic and urban design benefits. The potential introduction of trees as part of the GNT project will not only compliment the projects desire to support the Council become a net zero city by 2030, but also reduce potential “urban heat” island effects, help mitigate against the impact of extreme rainfall and finally contribute to the pledge for Edinburgh to become a million tree city by 2030.
- 4.10 During the Stage 4 design process careful consideration will be given to final detailing of the central “uncluttered” spaces on George Street. The design workshop concluded that it is essential that via the use of materials including kerb detailing that spaces are defined clearly for use by cyclist and pedestrians to minimise any conflict between users in these locations. Indicative designs (Appendix 2) have been revised to define clearer separation of carriageway and footway in these areas. It should be noted that during the Stage 4 design process a specialist accessibility consultant will be engaged to audit the final design of these spaces and the wider GNT plans and will compliment any final road safety audit.

5. Next Steps

- 5.1 If Committee approve the recommendations in this report, the next stage is to progress promotion of all necessary statutory processes for George Street (Traffic Regulation and Redetermination Orders) which provide the powers to enable the construction of the project, earmarked for 2025. It is expected that promotion of these Orders will commence autumn 2023 and will subject to final approval by the Licensing Sub-Committee.
- 5.2 Continued engagement will continue during the Stage 4 design process with local residents, businesses and key stakeholder groups prior to finalised details for the First New Town streets of North Hanover, Frederick and North Castle Street being presented to Committee and to progress promotion of all necessary statutory processes. Promotion of final orders will be subject to final approval by the Regulatory Committee.
- 5.3 Continued engagement will continue during the Stage 4 design process with key stakeholder groups prior to the production of finalised detailed technical designs. This will include landscaping proposals, hostile vehicle mitigation and accessibility considerations. To ensure the project addresses the needs of disabled users a specialist accessibility consultant will be engaged during the Stage 4 process to engage with specific accessibility user groups and supporting the design team to ensure designs comply with the Council’s and national accessibility standards.
- 5.4 During the Stage 4 process, the project team, in liaison with Procurement Services, will consider options to secure the construction expertise to deliver the project. Early contractor engagement will assist in preparing final programme and projected constructions costs ensuring the project is deliverable.
- 5.5 At this stage in the process, and subject to promotion of statutory orders, it is expected that the Stage 4 design process will conclude summer 2024. Subject to

securing full funding support, securing all necessary statutory consents and appointment of a principal contract it is expected that construction works could commence early to mid 2025 with completion by 2027/28.

6. Financial impact

- 6.1 As reported previously to Committee, a revised costs plan was produced as part of the Stage 3 design process and has estimated that, based on current design proposals and market conditions, construction costs for George Street are likely to be in the region of £30-32m with total project costs totalling £36m. This cost estimate is reflective of increases across the construction industry which has been impacted by Covid-19 and inflationary increases especially with regards to labour and material costs.
- 6.2 A revised cost plan will be prepared during the Stage 4 design process.
- 6.3 As part of the revised five year Active Travel Investment Programme (approved in [October 2021](#)) GNT has been allocated multi-year funding up to £15.07m (funded through Sustrans Scotland Places for Everyone programme and the Council's capital programme). During the Stage 4 process, additional grant funding from Sustrans will be sought to support the final estimated project costs prior to formalising any final construction start date.
- 6.4 Multi-disciplinary consultancy fees for Stage 4 and the Council's project management costs will be 100% funded by Sustrans. Construction costs will be 70% funded by Sustrans with the Council required to contribute 30%.
- 6.5 At this stage in the process, a further capital budget allocation from the Council will be required to deliver George Street and could be in the region of up to £10m. Given the ongoing pressures on budgets caused by inflationary increases and supplier chain issues, it is proposed that the Active Travel Investment Programme will be reviewed at a future date to reflect these changes.

7. Stakeholder/Community Impact

- 7.1 The input of stakeholders, including local residents, key stakeholder groups, businesses, interest groups, people with protected characteristics and the general public, has been critical in delivering design and operational proposals to date.
- 7.2 In arriving at a final operational plan, further engagement was undertaken with key stakeholders, both during a formal group stakeholder session organised between and, where necessary, on a one to one basis. Further local business and resident engagement exercise will be undertaken during the Stage 4 design process to garner further detailed feedback on specific operational plan proposals for George Street and First New Town streets.
- 7.3 Wider public engagement will continue via the dedicated project website.
- 7.4 A revised [Integrated Impact Assessment](#) (IIA) has been undertaken as part of the Stage 3 process and will be maintained throughout the Stage 4 design process.

This identifies many positive impacts for people with protected characteristics, and notes where some potential negative impacts require further development.

- 7.5 During the Stage 3 process, Rettie and Co were commissioned to undertake an Economic Impact Assessment (EIA) to determine the potential economic impact of the project on the local economy. The report concludes that “in this economic impact assessment the ‘full investment’ option is judged to make a major contribution towards delivering the benefits associated with the strategic objectives, to deliver significant net economic impacts and to achieve a relatively strong benefit-cost ratio”. Over a 20-year period the estimated cost-benefit analysis indicates a potential positive benefit-cost ratio of 2.2 generating a potential net Gross Value Added (GVA) benefit to the economy of £95m. Positive economic and non-economic impacts include local job creation and sustainability, increased property values, increased visitor spend and a healthier, safer and more relaxed urban environment.
- 7.6 The project will create a significant number of construction jobs from 2025 onwards and, in turn, create opportunities for local suppliers and businesses. As with all major Council construction contracts, community benefit clauses will be included in any contracts aiming to secure benefits such as local apprenticeships and training opportunities.

8. Background reading/external references

- 8.1 George Street Experimental Traffic Regulation Order, Concluding Report and Design Principles - Transport and Environment Committee [7 June 2016](#)
- 8.2 George Street and First New Town Design Project Update - Transport and Environment Committee [5 October 2017](#)
- 8.3 George Street and First New Town – Consultation and Design Development Update - Transport and Environment Committee [16 May 2019](#)
- 8.4 George Street and First New Town Project Business Bulletin Update Transport and Environment Committee [12 September 2019](#)
- 8.5 George Street and First New Town Project Business Bulletin Update – Transport and Environment Committee [11 October 2019](#)
- 8.6 George Street and First New Town Project Update – Leadership Advisory Panel [31 March 2020](#)
- 8.7 Edinburgh City Centre Transformation (ECCT) Business Bulletin Update – Transport and Environment Committee [12 November 2020](#)
- 8.8 George Street and First New Town Public Realm Project_Business Bulletin Update – Transport and Environment Committee [28 January 2021](#)
- 8.9 George Street and First New Town (GNT) Public Realm Project – Transport and Environmental Committee [22 April 2021](#)
- 8.10 George Street and First New Town (GNT) Public Realm Project – Transport and Environmental Committee [17 June 2021](#)

- 8.11 George Street and First New Town (GNT) Public Realm Project – Concept Design and Operational Plan - Transport and Environment Committee [August 2021](#)
- 8.12 George Street and First New Town (GNT) Public Realm Project – Business Bulletin - Transport and Environmental Committee [6 October 2022](#)
- 8.13 George Street and First New Town (GNT) – RIBA Stage 3 Design and Operational Plan update – Transport and Environment Committee [3 November 2022](#)

9. Appendices

- 9.1 Appendix 1 – Final GNT Operational Plan
- 9.2 Appendix 2 – Updated GNT landscaping / central space designs

Appendix 1

| | | | |
|-----------------|---|---------------------|---------|
| Project: | George Street and First New Town (GNT) Design Project | | |
| Subject: | RIBA Stage 3 (Refresh) Operation Plan - Technical Summary | | |
| Author: | Andrew Combe - Atkins | | |
| Date: | 31/05/2023 | Project No.: | 5208834 |

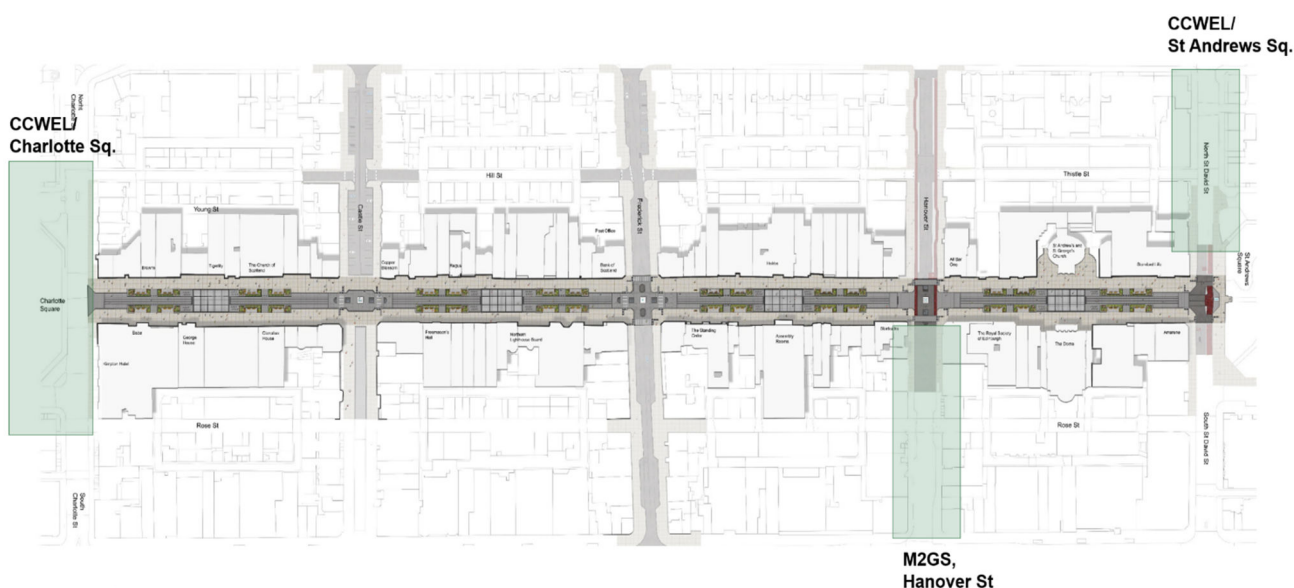
Abstract

The GNT Design proposal has been developed in line with the Council's 2030 City Plan, 2050 City Vision, Low Emission Zone (LEZ) and ongoing proposals such as Meadows to George Street (MGS) and City Centre East-West Link (CCWEL). It will support the sustainable growth of the city and promote active modes and public transport over private travel. Over time, this would reduce carbon emissions within the city centre, improve public health and the attractiveness of the city.

Edinburgh's City Centre offers a unique experience, providing a true variety of functions and local business types including retail/shopping, bars/restaurants, nightlife, hotels and events; all within a historic medieval and Georgian architectural setting. George Street specifically, serves as the city's main shopping thoroughfare and is known for its historic architecture, many cafes, restaurants, bars and use during The Fringe as an on-street event space. A challenge of the existing city centre's operation is the required level of maintenance, construction and servicing works (scheduled/unscheduled) on a daily basis alongside management of parking sources. In short, the Operational Plan seeks to manage vehicle access to George Street and First New Town, remove non-essential components such as pay & display parking from the street and rebalance the remaining kerbside spaces for essential everyday uses such as blue badge parking, loading bays and taxi ranks. In minimising vehicle demand, the project seeks to promote a greater experience for non-motorised users and increase the attractiveness and sustainability of local business.

The Final Operational Plan (RIBA Stage 3) develops upon research prepared during prior design stages and puts forward a package of measures which would seek to reallocate and reprioritise spaces within the public realm to improve accessibility, promote active travel and prioritise public transport. The study also discusses the future methods of access and operation of all travel modes within the First New Town study area, and how people will come to interact with and navigate the city centre following the implementation of the design proposals.

GNT Project Study Area and connections to CCT Projects



RIBA Stage 3 Engagement

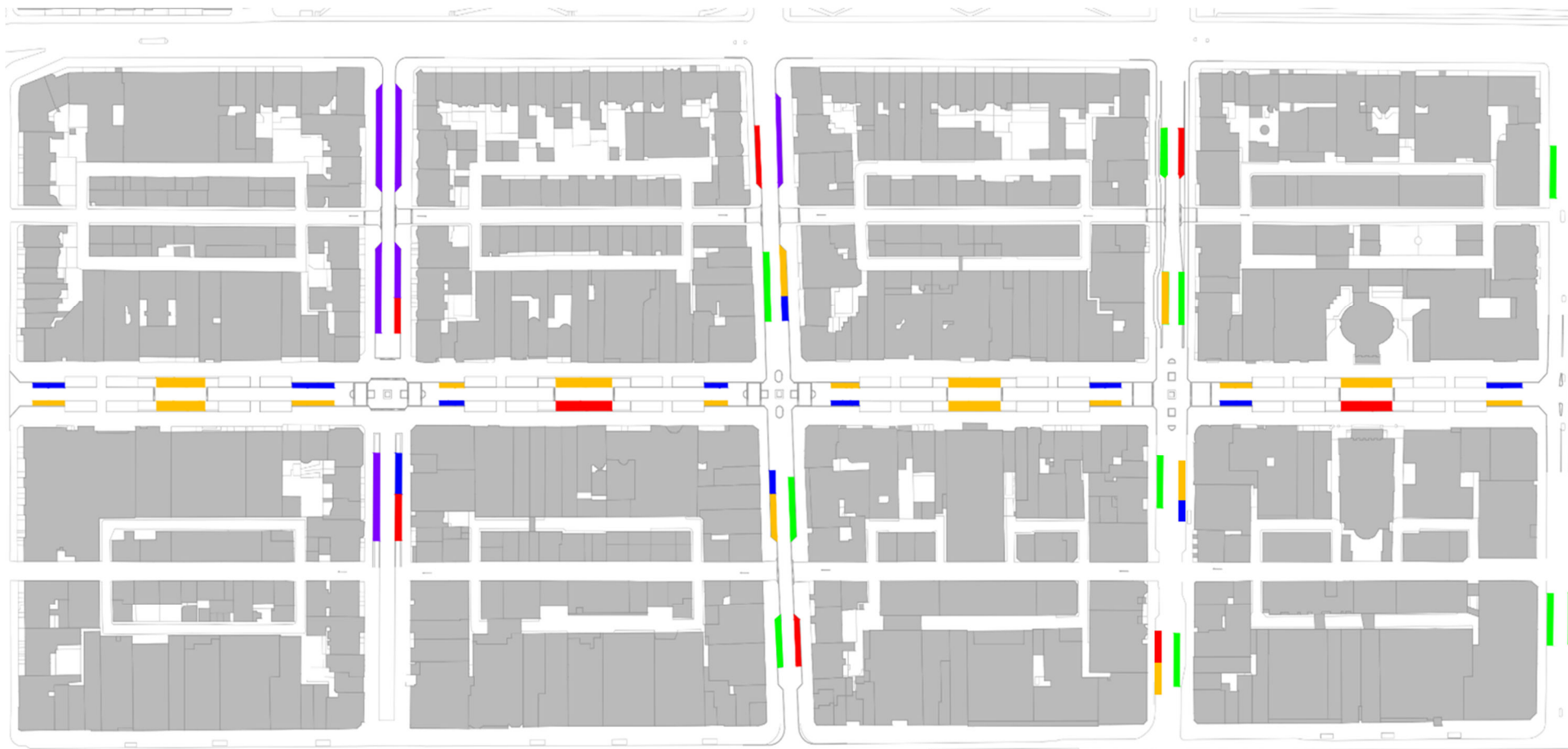
To support the progression of the design and development of the final Operational Plan the Atkins Design Team undertook a rigorous schedule of online and one-to-one style engagement with local stakeholder organisations, businesses and residents of the GNT study area throughout March – July of 2022. This focussed on gaining feedback from respondents on their every-day access requirements and opinions on proposed operational measures such as restricting vehicle access and imposing daily loading and servicing windows. In parallel from March – October of 2022, the team also undertook a series of technical meetings with City of Edinburgh Council Officers regarding elements of the Operational Plan. A total of 25 officers were met to understand the potential impact on their specific areas of responsibility. Response to the proposals were generally very positive and highlighted a number of key remaining issues/decisions to be made at this stage such as enforcement and taxi access.

Research and Project Benchmarks

In addition to engagement surveys performed earlier in the stage, a series of parking surveys and traffic counts were undertaken to review current weekday traffic demand and understand peaks in traffic, taxi, coach and pedestrian travel demand within the City Centre. In order to best understand peak demand these surveys were timed to coincide with the Six Nations Rugby match between Scotland and Ireland W/C 6th March 2023.

The proposed traffic restrictions and operational measures of the Operational Plan have also been benchmarked against other development and servicing/vehicle management schemes introduced across Edinburgh, Scotland and other UK cities such as Manchester and London. It was seen most commonly, physical reinforcement such as bollards or barriers have been used in addition to signage, timed restrictions etc. were required to manage vehicle access.

GNT Operational Plan & Proposed Kerbside Uses



GNT Design and Operational Plan Summary

The design proposal sets out to reconsider the current transport hierarchy and restrictions to vehicle access to George Street with an aim to unlock the potential of the currently cluttered, fatigued and untidy public realm spaces in the area. The following provides a short summary of the anticipated accessibility and operation for all modes of travel within the First New Town following the potential implementation of the design.

Pedestrians

The RIBA Stage 3 design has been developed to support the needs of pedestrians of all ages and abilities. Proposed revisions to footways, public realm spaces and junctions promote improved desire lines, high-quality and level surface finishes, improved navigation and wayfinding.

With the proposed removal of parking and reductions in carriageway spaces, there is c.30m of space (measuring building threshold to building threshold) to accommodate each of the street's required uses; as a pedestrian space and thoroughfare, a cycle / vehicle corridor and source of essential parking and loading facilities. Following a more sustainable approach, pedestrians have been given the greatest priority on the street. A zone-based design has been used to create areas of distinct character and functions on George Street, this includes spill-out zones adjacent to frontages, main footway areas and landscaped seating areas.

Footway widths are proposed to be significantly increased and all crossings realigned to better meet pedestrian desire lines. Pedestrians within the proposed design would be provided additional priority when crossing through improved raised and continuous crossing types. Within the design, footways and crossing locations have been designed to be ergonomic, intuitive, improve movement capacities and provide a greater quality of pedestrian experience. Inclusive design measures such as audible buzzers and tactile cones at controlled crossings, dropped kerbs and tactile materials at informal crossing locations and contrasting materials to illustrate footway zones have been used to improve the visual coherence of the scheme. Use of innovative technology to support inclusive design will be considered during RIBA Stage 4.

An update to the project's Integrated Impact Assessment (IIA) has been undertaken as part of the RIBA Stage 3 design process and will continue to be maintained throughout the remaining stages. This identifies many positive impacts for people with protected characteristics, and notes where some potential negative impacts require further development.

Cycling

The removal of parking, reduction of carriageway facilities and restrictions to vehicle movements brings potential benefits for both pedestrians and cyclists in the city centre. The removal of buses from George Street also provides opportunities to further reduce carriageway geometry and provide traditional forms of traffic calming to deter through-traffic movements. The space itself can then be designed to prioritise the movement of pedestrians and cyclists. The RIBA Stage 3 design measures have been developed to reinforce a new transport hierarchy, which aims to deter car and vehicle use and prioritising cycling. The George Street carriageway is proposed to become a 'cycle street' in future. The design aims to create an environment in which vehicles are guests. Cycle streets operate using the following principles:

- The carriageway is reserved for bicycles and essential vehicle movements only.
- Vehicle access is limited, this is typically done using physical enforcement and timed restrictions.
- Maximum carriageway speeds for vehicles should be the equivalent to the speed of an average cyclist, this is anticipated to be 10-20 mph.
- All road users should be conscious and considerate of each other and pedestrians, overtaking cyclists would be discouraged.
- In order to minimise conflicts, parking and loading should only take place within specified bays and not on the main carriageway lanes.

The GNT Project will form a central part of the city centre cycling network, though its street design must also lend itself to become a destination where pedestrians, cyclists and other users are encouraged to visit, travel through at slower speeds and dwell in. In parallel to the GNT Project, The Meadows to George Street Active Travel Route (MGS) and City Centre West to East Link (CCWEL) are also being progressed. These would interface with the project study area at Charlotte Square, Hanover Street and St Andrew Square/St David's Street. Cycle parking for up to 160 bicycles is also to be provided with the proposed design. Within each of the four blocks of George Street 40 cycle parking is proposed at locations adjacent to the central zones and seating areas. Additional stands are to be located on Castle Street, Fredrick Street and Hanover Street, the final locations of these are to be agreed.

Proposed GNT Design – Landscaped seating areas



Proposed GNT Design – Indicative Seating Design



Proposed GNT Design – Cycle Street Design



Public Transport

Bus travel will likely continue to be the dominant mode of transport in the city centre. In support of the project, a review of the city centre public transport network is being conducted by The City of Edinburgh Council as part of the City Mobility Plan (CMP) and City Centre Transformation (CCT) strategic policies. This is with a view to optimise service provision within the inner city and provide journey time improvements by rerouting services, repositioning stops and turnaround locations to reduce congestion and free up footway/carriageway spaces for public realm schemes. While the impact of the 'Bus Network Review' study will have on local bus routes is still to be fully realised, it is proposed that bus access, including tour buses be removed from George Street in future. This enables a reduction in carriageway areas required to facilitate vehicles turning movements and traffic lanes, allowing greater allocation of space for pedestrians and cyclists within the proposed design. Within the study area, bus services are proposed to be retained on Frederick St. and Hanover St.

Improving the accessibility of bus stops and reducing onward walking/wheeling distances to local destinations is also critical to maintaining the attractiveness of bus travel in the City Centre. At this stage, bus stops will be retained in Hanover Street and Frederick Street and are key to providing access to the first new town for a range of passengers. Final detailed discussions with bus operators on bus stop locations and capacity are ongoing with the aim to conclude these discussions by end Summer 2023. Those bus stops on the northern section of Hanover are proposed to use a 'floating' bus stop style design. This is in order to segregate cycle movements from the dominant flows of north-south traffic, mitigating potential conflicts with pedestrians and other vehicles and generally promoting greater road safety for all users.

Vehicle Travel

Following the principles set out The City of Edinburgh Council's City Mobility Plan, numerous action plans and City Centre Transformation Strategy, the GNT project seeks to contribute to a wider reduction in private vehicle travel (and commercial vehicle) and mitigate the impact of harmful congestion, particularly on cross-city centre movements and other key routes. Removing general traffic (and parking) from a route such as George Street offers the potential to significantly improve conditions for local residents and everyday commuters through improvements to air quality, health benefits associated with being more active and reductions in journey times for public transport and essential vehicle journeys.

General traffic access

It is proposed general traffic access be removed from George Street and a 'pedestrian and cycle zone' be created in order to ban general traffic and better manage access for essential vehicle movements (e.g. blue badge holders and daily servicing and deliveries).

This ban would be physically enforced through the use of controlled bollards. Significantly reducing general traffic access allows for the prioritisation of bus services on interconnecting streets, aiming to improve their reliability and journey times, likely attracting additional patronage.

Removing general traffic (and parking) from a route such as George Street offers the potential to significantly improve conditions for local residents and everyday commuters through improvements to air quality. Within the study area this would primarily be done by reducing congestion, reducing the time buses spend alighting in the city centre and reducing the need for buses to accelerate when in stop-start traffic.

With the implementation of the Edinburgh LEZ air quality and traffic conditions are anticipated to improve in the immediate area surrounding George Street and known hotspots such as Hanover Street, as a direct result of reducing through traffic volumes and imposing vehicle emission standards.

Parking

The GNT proposal has been developed in line with the Councils ambition to reduce on-street parking. It is thought that St James Quarter and its c.1,500 space parking capacity will generally offset any reductions to parking provision. It is likely that this new source of parking has also changed background traffic patterns within the city centre. The removal of non-essential forms of parking (such as pay & display) on George Street and its adjacent side streets are anticipated to significantly decrease the attractiveness for vehicle travel in the area. Introduction of physical enforcement measures to eliminate through traffic on George Street for much of the day, in addition to the wholesale removal of parking is also anticipated to significantly reduce volumes of traffic circulating in the area.

Additional priority is now given to providing parking blue badge holders, taxi ranks and spaces for everyday loading and operations. Final allocation and positioning of kerbside facilities on Castle St, North Castle St, Frederick St and Hanover St. are still to be agreed, current proposals would reduce non-essential parking by c.50%.

Taxi travel

Licensed taxi access is proposed to be retained on George Street in future. However, this is proposed to be only during the daily 'access window' from 7:00pm – 10:00am Monday to Saturday and 7:00pm – 12pm on Sundays. Outwith these times, taxis would not be permitted access and would be expected to pick-up or drop-off at kerbside areas on adjacent streets. Licensed Private Hire Cabs (PHCs) will not be permitted to enter George Street at any time. Taxi access and Licensed PHCs would remain unrestricted on Castle Street/North Castle Street, Frederick Street, Hanover Street, Charlotte and St Andrew Squares. Taxis would retain the ability to alight at the kerbside for up to 5 minutes to pick-up or drop-off. Two taxi ranks, each with capacity for 5 taxis are proposed on George Street between Castle Street-Frederick Street and Hanover Street-St Andrew Square. Taxis would only be permitted to alight within these bays during daily operating hours noted above. Discussions with taxi and licensed PHCs operators will continued with final draft taxi rank locations and capacity concluded late summer 2023.

Loading and Operations

Loading within the study area is proposed to be permitted during the daily 'access window' from 7:00pm – 10:00am Monday to Saturday and 7:00pm – 12pm on Sundays. As discussed above, this is proposed to be enforced through the use of controlled bollards. This is anticipated to influence the vehicle types operating in the city centre and guide local businesses towards more sustainable methods of conducting their daily deliveries and servicing. Under CCT, the City of Edinburgh Council are investigating the provision of 'last mile' logistics and other freight consolidation centres across the city to optimise servicing methods and operation.

Loading on George Street is proposed to be consolidated into fourteen dedicated loading bays, these would be equally distributed along the street on the north and south sides. This would provide for up to c.40 LGVs at any given time during daily operation.

Similar to the current operation, loading and servicing on Castle Street/North Castle Street, Frederick Street and Hanover Street would continue at the kerbside within designated loading areas. It is noted that provision on each side street is likely to see further consideration and is to be finalised during the RIBA Stage 4 Technical Design process. Existing pedestrianised areas and loading facilities (with a capacity of 14 LGVs) on Castle Street are to be retained.

Waste Collection

CEC and private waste collection has also been agreed to be undertaken during access window hours only. This aims to concentrate the times in which waste service vehicles are present in the area and encourage providers to consolidate their services. This also looks to promote a clutter free and vehicle free environment out with these operational hours. Locations of public litter bins and other street furniture has yet to be finalised within the design, ensuring streets remain clean and tidy is an important part of increasing the attractiveness of the area overall.

Safety and Security

At this stage, independent to the Project Design Team, the Atkins' Women's Safety and Physical Security Teams were commissioned to appraise the proposal to assess risks and to ensure public safety and security elements were embedded into both the design and operational plan.

The 'Get home safe' audit found that RIBA Stage 3 designs would likely improve the safety for women and girls compared to existing conditions through enhancing pedestrian spaces. For example, through providing formal and informal crossing opportunities, removing obstructions on footways and encouraging greater visibility through increasing positive on street activity.

Considering physical security, the greatest safety risks were identified to potentially occur at road junctions and streets spaces (such as landscaped seating areas) where people congregate. These primarily concerned the potential for vehicle-as-a-weapon attacks (VAW). From this it was agreed a Hostile Vehicle Mitigation (HVM) Strategy would be undertaken during the RIBA Stage 4 Technical Design and bollard-based enforcement would be required to mitigate this risk and serve as enforcement for proposed traffic restrictions. This HVM Study would investigate the provision of additional traffic calming measures, vehicle deterrents (such as street furniture or landscaping) to provide people and building-fronts in the area protection against a hostile vehicle.

Enforcement and Management of the design

Reducing the opportunities for misuse (such as nuisance parking) and deterring through traffic has been a historic challenge of the GNT project. During the RIBA Stage 3 design process, a key outcome has been to address current challenges associated with traditional enforcement methods, which rely on signage and lining restrictions to enforce traffic violations. While not currently feasible, technology-based enforcement methods such as Automated Number Plate Recognition (ANPR) will continue to be explored as a method to monitor and appropriately penalise non-compliant vehicles entering the proposed pedestrians and cycle zone in future.

Acknowledging physical deterrents are required to mitigate the risk of VAW attacks, at this stage automated bollards have been selected as the primary physical means to control vehicle access and deter misuse use of the street and provide formal management of the street through intercom-style control system for access during restricted hours. The initial feasibility of these methods, possible design solutions and their positioning have been explored, however further research is required during RIBA Stage 4 to understand preferred configurations/types (sliding/retracting etc.) and final positioning at building thresholds.

An intercom-based management system (similar to that of Edinburgh's High Street and Grassmarket) is the current preferred option as this would effectively eliminate the possibility/risk of use and general traffic vehicles accessing the street during restricted hours. Only through appropriately gaining permission and providing their destination would a vehicle be permitted to enter. In providing this type of system, it is assumed a short conversation with those also monitoring the system via CCTV and vehicle drivers would be required to coordinate access (or deny those attempting to inappropriately access the street). A detailed technical summary would be developed during RIBA Stage 4 Technical Design detailing how bollard management including applications for entry during restricted periods will operate. Pre-booking access will be encouraged to minimise any permitted access during restricted periods.

In order to manage flows of permitted vehicles during access window hours, the bollard system is proposed to remain 'open' from 7:00pm in the evening, therefore requiring secondary physical protections. During Summer 2023 and RIBA Stage 4 detailed transport modelling of the implications of the current proposals is to be undertaken.

Permitted Vehicle Access and Exemptions

In addition to permitted vehicles, such as loading/servicing vehicles and licensed taxis accessing George Street during evening and morning operational hours, there are a number of vehicle types and users which are typically given 'exempt' status from traffic restrictions proposed as part of the project's Traffic Regulation and Road Orders and to be managed day-to-day through bollard-based enforcement. Detailed below, are some examples of road users which would be granted access to George Street during daily restricted hours. This includes, but is not limited to:

No permits or permissions required

- Blue badge holders;
- Cyclists (including e-bikes and cargo-bikes);
- Coaches (and other passenger carriers e.g. mini vans) for the purposes of hotel guest travel;
- Emergency vehicles (Police, Fire Brigade, Ambulance);
- Funeral and undertaker service vehicles;
- Governmental (including Non-departmental Public Bodies) and City of Edinburgh Council vehicles undertaking their statutory duties;
- Medical practitioners (GP, nurse and midwife) administering care to a local resident;
- Post Office vehicles delivering to local residences and business premises; and,
- Secured deliveries (to banks etc).

With appropriate Council permits or permissions in advance

- Events vehicles (e.g. large and heavy goods vehicles required to transport equipment);
- Trades vehicles required to conduct building, construction or excavation works, the maintenance improvement or reconstruction of roads and utilities works; and,
- Special events e.g. weddings, conference facilitators, VIP visits.

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Page 155

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KEY:

- LOADING BAYS
- BLUE BADGE PARKING
- TAXI RANKS
- PARKING
- TACTILE PAVING
- PROPOSED CYCLE TRACK
- ROAD MARKINGS
- SIGN POST

NOTES:

- THE DETAILS SHOWN IN THIS DRAWING WILL BE SUBJECT TO FURTHER DEVELOPMENT AND SITE SURVEYS TO BE UNDERTAKEN IN STAGE 4.
- ROAD MARKINGS, TRAFFIC SIGNALS AND TACTILE PAVING ARE SHOWN INDICATIVELY. THE DESIGN OF THESE ELEMENTS REQUIRES FURTHER DEVELOPMENT AND WILL BE FINALISED DURING STAGE 4.
- BUILDING LINES TIE INS ARE SHOWN INDICATIVELY AND WILL BE DETAILED AND FINALISED IN STAGE 4.
- THIS DRAWING SHOWS PROPOSED TRO MEASURES TO BE TAKEN FORWARD AS PART OF THE GNT PROJECT ONLY AND DOES NOT SHOW EXISTING TROS OR THOSE BEING PROMOTED BY ADJACENT SCHEMES.
- THE PROPOSED MEASURES SHOWN IN THESE DRAWINGS ARE REPRESENTATIVE ONLY. DETAILED TRO DRAWINGS IN CONJUNCTION WITH TRO SCHEDULES WILL BE DEVELOPED DURING RIBA STAGE 4 FOR THE PROMOTION OF THE RELEVANT MEASURES. ADVANCEMENT OF THE GNT DESIGN MAY REQUIRE 'TIE-IN' CHANGES TO SIGNALS INFRASTRUCTURE AND STREET GEOMETRY OF QUEEN STREET AND THE JUNCTION APPROACHES FROM QUEEN STREET GARDENS; HOWEVER, THIS IS CURRENTLY OUTWITH THE PROJECT'S STUDY AREA. THIS WILL BE REVIEWED FURTHER AT RIBA STAGE 4, WHERE IT WILL AGREE HOW ANY JUNCTION UPGRADES, IF THEY ARE DEEMED NECESSARY, WILL BE TAKEN FORWARD.

| Description | Status | Revision | Drawn | Checked | Reviewed | Authorised | Issue Date |
|-------------|--------|----------|-------|---------|----------|------------|------------|
| | | | | | | | |

FOR REVIEW / COMMENT

| Description | Status | Revision | Drawn | Checked | Reviewed | Authorised | Issue Date |
|-------------|--------|----------|-------|---------|----------|------------|------------|
| S3 | PO1 | GM | CP | RC | RC | | 09/05/23 |

STAGE 3 FINAL ISSUE

| Description | Status | Revision | Drawn | Checked | Reviewed | Authorised | Issue Date |
|-------------|--------|----------|-------|---------|----------|------------|------------|
| A1 | CO1 | GM | CP | RC | RC | | 31/05/23 |

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EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Project Title
George Street First New Town Redevelopment

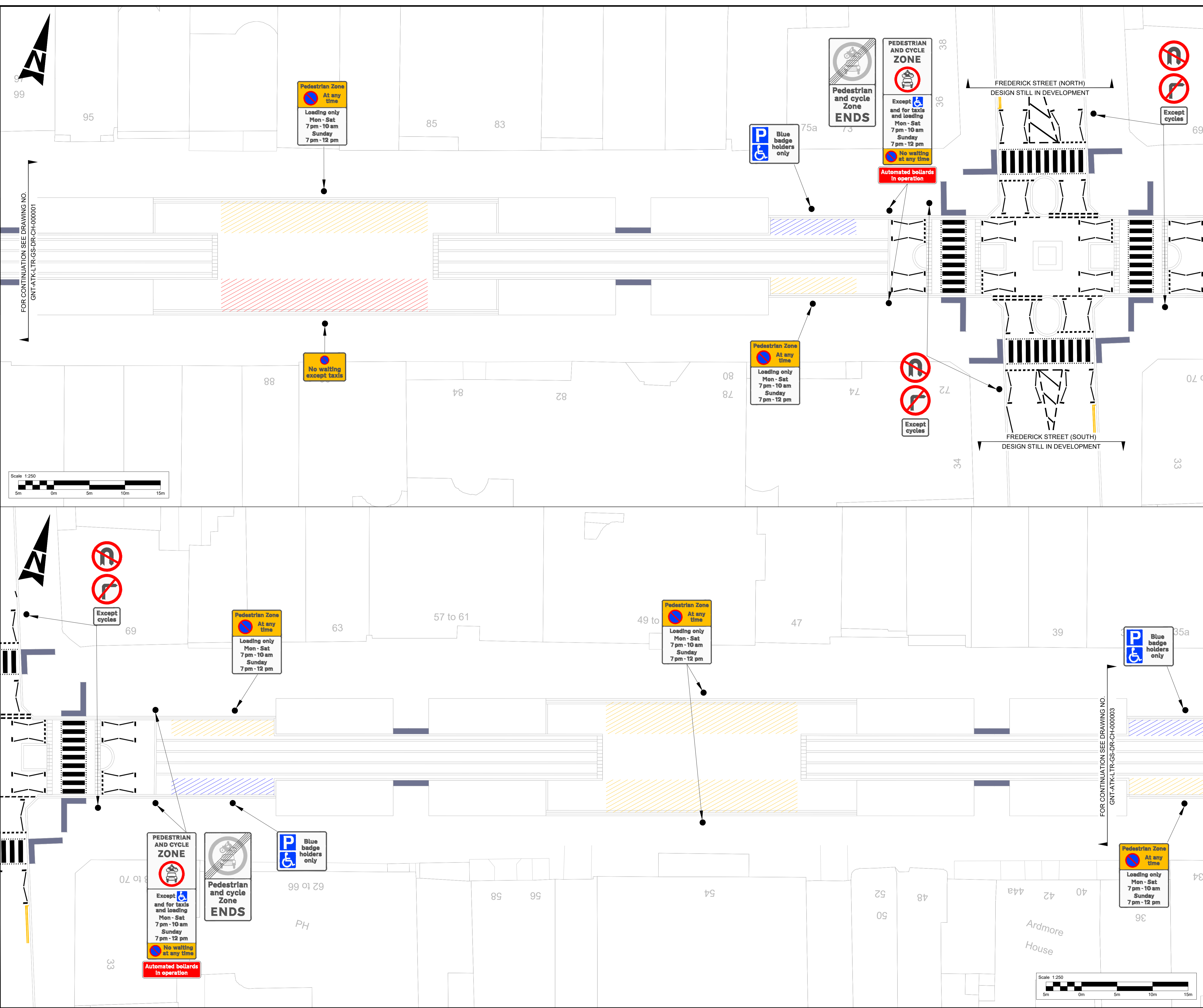
Drawing Title
**BLOCK A
CHARLOTTE SQUARE TO CASTLE STREET
INDICATIVE SIGNAGE STRATEGY
RIBA STAGE 3**

| | | | | | |
|---------------|----------------------|------------|--------|------------------|-----------------|
| Project | GNT - ATK - LTR - GS | Originator | ATK | Volume | DR - CH - 00001 |
| Location | GS | Type | DR | Role | CH |
| Original Size | A1 | Scale | 1:250 | Project Ref. No. | g208834 |
| | | Sheet | 1 of 3 | Rev. | C01 |

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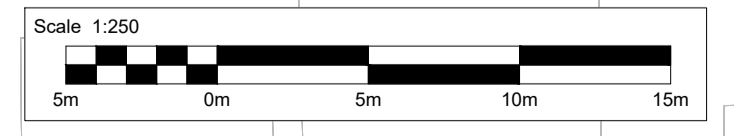
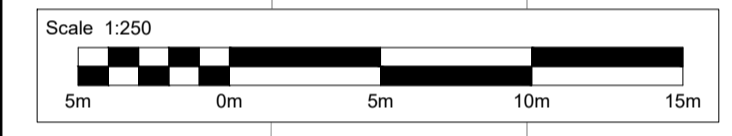


KEY:

- LOADING BAYS
- BLUE BADGE PARKING
- TAXI RANKS
- PARKING
- TACTILE PAVING
- PROPOSED CYCLE TRACK
- ROAD MARKINGS
- SIGN POST

NOTES:

- THE DETAILS SHOWN IN THIS DRAWING WILL BE SUBJECT TO FURTHER DEVELOPMENT AND SITE SURVEYS TO BE UNDERTAKEN IN STAGE 4.
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- ADVANCEMENT OF THE GNT DESIGN MAY REQUIRE 'TIE-IN' CHANGES TO SIGNALS INFRASTRUCTURE AND STREET GEOMETRY OF QUEEN STREET AND THE JUNCTION APPROACHES FROM QUEEN STREET GARDENS, HOWEVER, THIS IS CURRENTLY OUTWITH THE PROJECT'S STUDY AREA. THIS WILL BE REVIEWED FURTHER AT RIBA STAGE 4, WHERE IT WILL AGREE HOW ANY JUNCTION UPGRADES, IF THEY ARE DEEMED NECESSARY, WILL BE TAKEN FORWARD.

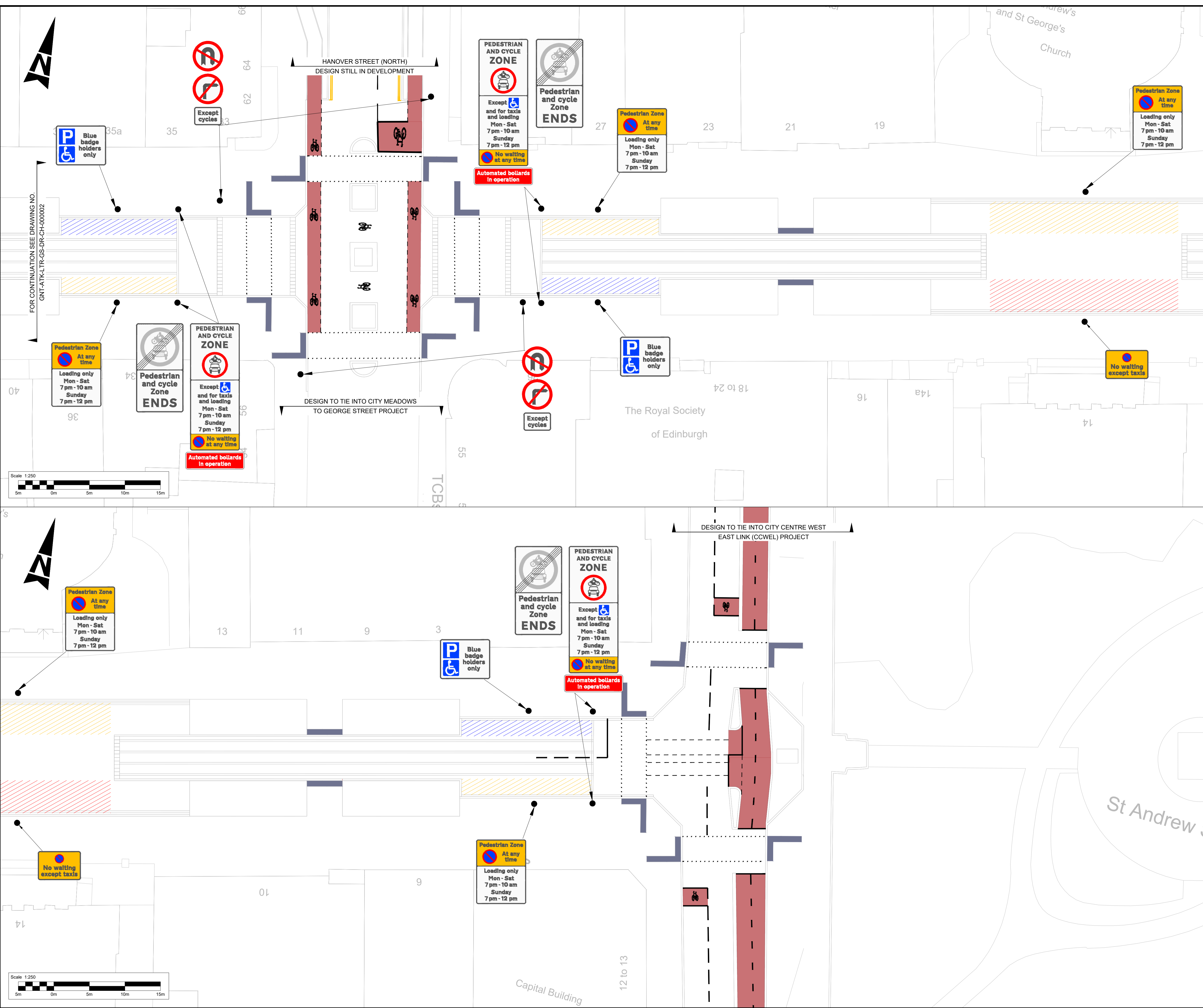


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| STAGE 3 FINAL ISSUE | | | | | | |
| Status | Revision | Drawn | Checked | Reviewed | Authorised | Issue Date |
| A1 | C01 | GM | CP | RC | RC | 31/05/23 |
| Drawing Suitability | | | | | | Status |
| APPROVED - PUBLISHED | | | | | | A1 |
| | | Canning Exchange 10 Canning Street Edinburgh EH3 8EG Tel: +44 (0)1312 215700 Fax: +44 (0)1312 215751 www.atkinsglobal.com | | | | |
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| Project Title | | | | | | |
| George Street First New Town Redevelopment | | | | | | |
| Drawing Title | | | | | | |
| BLOCK B & C CASTLE STREET TO HANOVER STREET INDICATIVE SIGNAGE STRATEGY RIBA STAGE 3 | | | | | | |
| Drawing Number | | | | | | |
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KEY:

- LOADING BAYS
- BLUE BADGE PARKING
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| FOR REVIEW / COMMENT | S3 | P01 | GM | CP | RC | RC | 09/05/23 |
| STAGE 3 FINAL ISSUE | A1 | C01 | GM | CP | RC | RC | 31/05/23 |

APPROVED - PUBLISHED A1

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EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Project Title
George Street First New Town Redevelopment

Drawing Title
**BLOCK D
HANOVER STREET TO ST ANDREWS SQ
INDICATIVE SIGNAGE STRATEGY
RIBA STAGE 3**

| | | | | |
|-------------------|--------------|--------------------------|---------------|----------|
| Original Size: A1 | Scale: 1:250 | Project Ref. No: g208834 | Sheet: 3 of 3 | Rev: C01 |
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GEORGE STREET AND FIRST NEW TOWN

Committee Submission



THE VALUE OF STREET TREES

Social Benefits

- improving human health and wellbeing, both physical and mental
- encouraging outdoor activity and social cohesion
- reducing noise pollution
- improving educational outcomes
- providing a link with both the past and the future

Environmental Benefits

- moderating temperature and reducing the urban heat island effect
- airborne pollutant-removal and better urban air quality
- reducing flooding by intercepting rainfall and maintaining soil permeability
- providing habitat for urban flora and fauna, improving local biodiversity
- forming green corridors which connect greenspaces and enhance the green-blue network
- carbon capture including increased soil carbon

Economic Benefits

- increased property prices
- increased consumer spending
- reduced healthcare spend

Urban Design Benefits

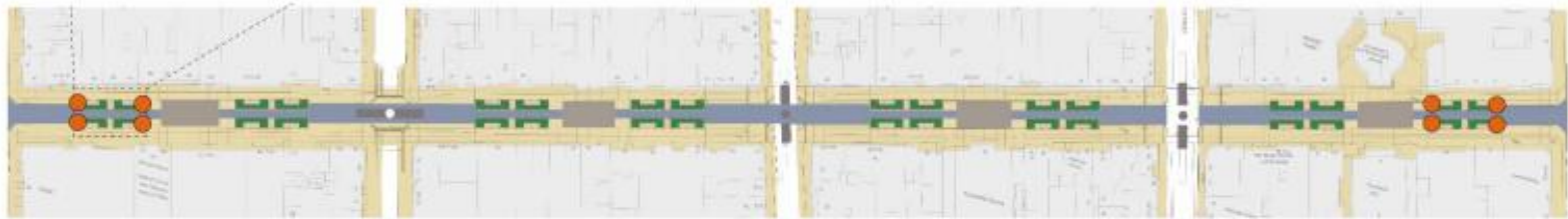
- creating beautiful and appealing places
- providing landmarks
- complementing the architecture
- defining boundaries
- connecting spaces
- providing windbreaks
- providing shade and shelter.



A research study by Natural England estimated that for every £1 spent on tree planting yielded a savings of £7 (potential £2.1 billion nationally) in terms of air pollution removal, carbon sequestration and reducing the amount of water going into drains.

POTENTIAL TREE LOCATION

Gateway trees at either end of George Street



Option 1
8 trees total



Option 2
16 trees total



Tree location contingent on utility review to be undertaken at Stage 4

TREE HEIGHTS

Building height up to 20.0m

Tree height up to 6.0 – 8.0m
(mature height)

Tree height at planting
Up to 3.5 – 4.0m
(Extra heavy standard)

All tree forms to be root trained and maintained so the mature height does not exceed 6.0 – 8.0m



TREE FORMS



Specimen

Pros:

- Statement tree
- Seasonal interest

Cons:

- May obstruct vista views
- Too dense foliage

Species:

- Ulmus 'New Horizon'
- Platanus x hispanica



Columnar / fastigiata

Pros:

- Maintain unobstructed eye-level views
- Provide benefits of larger trees but can fit into smaller landscapes
- Narrower form and easy to maintain
- Statement tree with interesting forms and textures
- Seasonal interest
- More sparse foliage

Cons:

- More prone to storm damage

Species:

- Carpinus betulus 'Fastigiata'
- Betula pendula
- Populus nigra



Pleached

Pros:

- Classical and formal style

Cons:

- Require a lot more maintenance

Species:

- Carpinus betulus
- Fagus sylvatica
- Tilia platyphyllos



Rounded

Pros:

- More sparse but rounded crown

Cons:

- May obstruct vista views

Species:

- Acer campestre
- Acer planatoides
- Quercus macrocarpa

All tree forms to be root trained and maintained so the mature height does not exceed 6.0 – 8.0m

TREE VIEWS

View taken from Charlotte Sq towards George Street

Option 1: potential no. 4 trees



TREE VIEWS

View taken from Charlotte Sq towards George Street

Option 2: potential no. 8 trees



Tree location contained to landscaped seating areas



TREE VIEWS

View taken from Castle St towards Charlotte Sq



TREE VIEWS

View taken from Hanover St towards St Andrews Sq



Key heritage buildings unobstructed by the tree location

Tree location contained to landscaped seating areas



TREE VIEWS

Bird's eye view towards the St Andrew's & St George's West Church



Central Spaces – Previous Proposal



Granite setts in central zones and Scoutmoor Yorkstone slabs in footways

*granite specification for the central zones still under review

Central Spaces – Indicative Proposal



Option 2: Granite setts in central zones and Scoutmoor Yorkstone slabs in footways

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Transport and Environment Committee

10.00am, Thursday, 15 June 2023

Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction

| | |
|--------------------------------|---|
| Executive/routine Wards | Executive 14 - Craightinny/Duddingston 17 - Portobello/Craigmillar |
| Council Commitments | |

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1. Notes the work undertaken to develop and evaluate options for medium term improvements to safety for people walking, wheeling and cycling at the junction of Portobello High Street, Inchview Terrace and Sir Harry Lauder Road;
 - 1.1.2. Approves proceeding with the design and implementation of Option 3, as described within the report; and
 - 1.1.3. Notes that longer term improvements will be considered as part of the citywide review of safety at major junctions.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Senior Manager – Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction

2. Executive Summary

- 2.1 This report sets out the options that have been developed and evaluated for medium term improvements to safety for people walking, wheeling and cycling at the junction (of Portobello High Street/Inchview Terrace/Sir Harry Lauder Road) and seeks approval to proceed with the design and implementation of a preferred option.

3. Background

- 3.1 On [14 October 2021](#), Committee approved the implementation of short term improvements to safety for people walking, wheeling and cycling at the junction. Those improvements were implemented in summer 2022 and remain in place.
- 3.2 Committee has received regular updates on the work to develop more substantive, medium term improvements. Longer term improvements will be considered as part of the citywide review of safety at major junctions, as instructed by Committee on [12 November 2020](#).
- 3.3 The purpose of this report is to provide detail on the medium term options and recommend the preferred option to be implemented.
- 3.4 On [20 April 2023](#), Committee received an update on the citywide review of safety at major junctions. Longer term improvements for this junction will form part of the next steps of this work.

4. Main report

Short Term Improvements

- 4.1 As part of the short term improvements, the left turn filter lane from Portobello High Street into Sir Harry Lauder Road is temporarily closed to all traffic and a Temporary Traffic Regulation Order (TTRO) is in place, prohibiting Heavy Good Vehicles (HGVs) from turning left onto Sir Harry Lauder Road. A signed diversion route is in place for this HGV traffic.
- 4.2 The TTRO is due to expire on 3 October 2023. However, as the TTRO has been promoted because of the likelihood of danger to the public, it is permissible to extend the duration of the TTRO while this danger remains, thereby allowing sufficient time for medium term improvements to be developed and implemented.
- 4.3 A plan showing the current road layout is provided in Appendix 1.

Medium Term Improvements

- 4.4 Four options for medium term improvements have been developed. In general, each successive option increases the degree of physical change at the junction and the level of improvement to infrastructure for people walking, wheeling and cycling. All options have been developed with a view to the potential for further changes to be implemented in the future, as part of the citywide review of safety at major junctions.

Option 1 – Do Minimum

- 4.5 This option would make the minimum changes necessary to the junction to permanently remove the left turn filter lane from Portobello High Street onto Sir Harry Lauder Road and reinstate the left turn onto Sir Harry Lauder Road for HGVs. It would also alter pedestrian crossing facilities across Sir Harry Lauder Road and Portobello High Street to accommodate this, but without making any substantial improvements.
- 4.6 Other than reducing the risk of conflicts between cyclists proceeding straight ahead towards Inchview Terrace and vehicles turning left onto Sir Harry Lauder Road, due to the permanent removal of the filter lane, this option would provide minimal improvement for people walking, wheeling and cycling.

Option 2 – Segregated Cycle Route with Two Phase Crossing

- 4.7 This option would remove the following left turn filter lanes at the junction:
 - 4.7.1 From Portobello High Street into Sir Harry Lauder Road;
 - 4.7.2 From Sir Harry Lauder Road into Inchview Terrace; and
 - 4.7.3 From King's Road into Portobello High Street.

- 4.8 The left turn filter lane from Inchview Terrace into Seafield Road East would remain.
- 4.9 A segregated cycle route between Portobello High Street and Inchview Terrace, incorporating a two stage controlled crossing across Sir Harry Lauder Road, would be introduced. The number of pedestrian crossing stages required to cross Portobello High Street, Sir Harry Lauder Road, Inchview Terrace and King's Road would all be reduced by one, when compared to Option 1.

Option 3 – Segregated Cycle Route with Single Phase Crossing (3+1 Traffic Lanes)

- 4.10 This option would also provide a segregated cycle route between Portobello High Street and Inchview Terrace, however the controlled crossing across Sir Harry Lauder Road would operate as a single stage. The number of pedestrian crossing stages required to cross Portobello High Street, Sir Harry Lauder Road, Inchview Terrace and King's Road would all be reduced by one, when compared to Option 2.
- 4.11 To allow a single stage crossing across Sir Harry Lauder Road to be introduced, it would be necessary to reduce the current number of traffic lanes from five to four. Under this option, this would be achieved by retaining three northbound traffic lanes, including a dedicated right turn lane, and reducing the southbound exit from the junction to a single lane.
- 4.12 When compared to two stage crossings, single stage crossings may appear to improve crossing provision for those using it, however this may not always be the case. Single stage crossings require an all stop phase for traffic to be incorporated into the traffic signal phasing cycle. This phasing cycle will generally take two minutes to complete at a major junction. Therefore, if a pedestrian requires to use the three single stage crossings at the junction, they may have to wait for up to six minutes; whereas two stage crossings can offer additional opportunities to cross during the signal phasing cycle.
- 4.13 Single stage crossings are, however, safer as they do not require people to wait in a vulnerable position on a central island in the middle of the road. They are also the preferred option set out within the Edinburgh Street Design Guidance (ESDG) which states that designs should '*Provide direct crossings and avoid staged crossing arrangements if possible...ensure that the pedestrian/cycle environment is uninterrupted and easy to use*'.

Option 4 – Segregated Cycle Route with Single Phase Crossing (2+2 Traffic Lanes)

- 4.14 This option is the Concept Design previously reported to Committee. It is similar to Option 3 but achieves the necessary reduction in traffic lanes on Sir Harry Lauder Road by removing the northbound dedicated right turn lane, while retaining two southbound lanes.

- 4.15 Removal of the right turn lane places this junction arm in conflict with Seafield Road East. As the speed limit of Seafield Road East and Sir Harry Lauder Road is currently 40mph, separate traffic signal staging would be required for these arms. However, design work is currently underway to reduce the speed limits on both roads to 30mph. At lower speeds the two phases can run together, allowing right turns to be made in gaps in oncoming traffic. However, due to the high volume of right turning traffic, is likely that the northbound outside traffic lane will regularly become blocked by queues of traffic waiting to turn right.
- 4.16 Plans showing the proposed road layouts for the above four options are provided in Appendix 2. A comparison of the pedestrian and cycle facilities that would be provided under each option is provided in Table 1 below:

| Option | Segregated Cycle Route – Portobello High Street to Inchview Terrace | Controlled Crossing – Sir Harry Lauder Road | Controlled Crossing - Portobello High Street | Controlled Crossing – Inchview Terrace | Controlled Crossing – King’s Road | Controlled Crossing – Seafield Road East |
|------------------------------|---|---|--|--|-----------------------------------|--|
| Original Layout | No | Pedestrian only, four stages | Pedestrian only, four stages | Pedestrian only, four stages | Pedestrian only, three stages | Pedestrian only, three stages |
| Existing Layout (short term) | No | Pedestrian only, three stages | Pedestrian only, three stages | Pedestrian only, four stages | Pedestrian only, three stages | Pedestrian only, three stages |
| 1 | No | Pedestrian only, three stages | Pedestrian only, three stages | Pedestrian only, four stages | Pedestrian only, three stages | Pedestrian only, three stages |
| 2 | Yes | Pedestrian and cyclist, two stages | Pedestrian only, two stages | Pedestrian only, three stages | Pedestrian only, two stages | Pedestrian only, three stages |
| 3 | Yes | Pedestrian and cyclist, single stage | Pedestrian only, single stage | Pedestrian only, two stages | Pedestrian only, single stage | Pedestrian only, three stages |
| 4 | Yes | Pedestrian and cyclist, single stage | Pedestrian only, single stage | Pedestrian only, two stages | Pedestrian only, single stage | Pedestrian only, three stages |

Table 1 Comparison of Pedestrian and Cycle Facilities

Traffic Modelling

- 4.17 Traffic modelling has been undertaken to evaluate the potential impacts of each option on other transport modes.
- 4.18 In addition to the traffic modelling, movements by pedestrians and cyclists crossing each road at the junction were counted (the figures may therefore include pedestrians and cyclists crossing more than one road). In the morning

weekday peak traffic period (08:00-09:00), 157 pedestrians and cyclists were counted crossing, and 237 were counted in the evening period (17:00-18:00). Movements of cyclists cycling through the junction were also counted. In the morning period, 42 cyclists were counted cycling on the road through the junction, and 74 were counted in the evening.

- 4.19 To allow for uncertainty caused by the pandemic, traffic modelling was undertaken using both pre- and post-pandemic traffic data (2019 and 2022 respectively). The higher traffic volumes recorded in the former provide a worst case traffic impact scenario, while the 2022 volumes represent the ‘new normal’. For simplicity, only traffic modelling results using 2022 traffic volumes are presented within the report. However, corresponding results using 2019 traffic volumes are presented in Appendix 3. It should be noted that both sets of results predict impacts during the morning and evening weekday peak traffic periods and that impacts at other times will be reduced.
- 4.20 Analysis of the options focused on three key modelling outputs: motor vehicle traffic throughput, maximum queue lengths and journey times in the morning and evening peak periods.
- 4.21 The predicted impacts on overall traffic throughput for each of the four medium term options, in the am and pm peak traffic periods, is shown in Table 2 below.

| Peak Period | Base (vehs/hr) | 1: Do-Minimum | 2: Segregated Cycle Route with Two Phase Crossing | 3: Segregated Cycle Route with Single Phase Crossing (3+1 Traffic Lanes) | 4: Segregated Cycle Route with Single Phase Crossing (2+2 Traffic Lanes) |
|---------------------|----------------|---------------|---|--|--|
| AM (08.00-09.00) | 2,882 | 2,879 (0%) | 2,905 (1%) | 2,612 (-9%) | 2,244 (-22%) |
| PM (17.00-18.00) | 3,261 | 3,260 (0%) | 3,230 (-1%) | 2,762 (-15%) | 2,426 (-26%) |

Table 2 Predicted Overall Traffic Throughput (2022 Figures)

- 4.22 In general, as the degree of physical change at the junction and the level of improvement to infrastructure for people walking, wheeling and cycling increases, the predicted overall traffic throughput decreases.
- 4.23 The exception to this is Option 4, which mostly has a significantly greater predicted impact on motor vehicle traffic than Option 3, with only a marginal improvement in facilities for people walking, wheeling and cycling.
- 4.24 The predicted average vehicle journey time changes on each approach are shown in Table 3 below, with public transport corridors displayed in bold.

| Approach | Peak Period | Base Journey Time (m:s) | 1: Do-Minimum | 2: Segregated Cycle Route with Two Phase Crossing | 3: Segregated Cycle Route with Single Phase Crossing (3+1 Traffic Lanes) | 4: Segregated Cycle Route with Single Phase Crossing (2+2 Traffic Lanes) |
|------------------------------------|-------------|-------------------------|------------------|---|--|--|
| Sir Harry Lauder Road | AM | 0:56 | No change | +1:01 | +3:07 | +3:06 |
| | PM | 0:56 | No change | +0:23 | +2:23 | +5:55 |
| Sir Harry Lauder Road – right turn | AM | 1:22 | No change | +0:34 | +2:23 | Approach Lane removed |
| | PM | 1:55 | No change | +0:24 | +3:23 | Approach Lane removed |
| Inchview Terrace | AM | 1:22 | -0:26 | +0:35 | +2:41 | +2:40 |
| | PM | 1:23 | No change | +0:46 | +2:36 | +2:40 |
| Seafield Road East | AM | 0:57 | No change | -0:02 | +0:12 | +11:28 |
| | PM | 1:02 | No change | +0:04 | +5:05 | +5:32 |
| Seafield Road East – right turn | AM | 1:30 | No change | +0:02 | +0:50 | +7:20 |
| | PM | 1:27 | No change | No change | +4:53 | +3:30 |
| King's Road | AM | 1:47 | No change | +0:01 | +0:01 | +0:01 |
| | PM | 2:43 | No change | -0:08 | -0:04 | -0:04 |
| Portobello High Street | AM | 1:05 | +0:01 | +0:19 | +3:53 | +3:42 |
| | PM | 1:09 | +0:01 | +0:23 | +2:07 | +6:44 |

Table 3 Predicted Journey Times Changes (2022 Figures)

- 4.25 Both Inchview Terrace and Portobello High Street serve as public transport corridors and journey time increases on these roads would negatively impact on several scheduled bus services.
- 4.26 Options 1 and 2 are predicted to have minimal impact on vehicle journey times while Options 3 and 4 will have a greater impact. For example, under Option 3 buses on Portobello High Street are predicted to experience journey time increases (i.e. on top of current journey times) of three minutes and 53 seconds in the morning peak period. Option 4 could result in bus journey time increases of up to six minutes and 44 seconds in the evening peak period.
- 4.27 Traffic modelling has been used to predict impacts based on maximising the overall motor traffic efficiency of each option. There may be scope during detailed design to provide for increased priority for public transport routes passing through the junction. This could include measures such as additional signals green time for the bus corridors, or utilising bus detection measures which could prioritise green time when buses are detected on approaches. However, this would be at the expense of reducing overall motor traffic efficiency and it could also lead to general traffic using different routes through

the junction so they can benefit from reduced queuing on the public transport corridors.

- 4.28 The Council has been awarded Sustrans Places for Everyone funding to develop concept designs for town centre improvements for Portobello in line with the Council’s 20-Minute Neighbourhood Strategy. The project will aim for the town centre to be a more liveable place (with less car dependence, better active travel provision and higher quality public spaces) which may have the result of reducing the amount of traffic using the High Street. The traffic modelling work does not take account of this, as work is currently at an early stage and the potential impacts are not yet possible to predict. However, any traffic reduction as a result of the 20-minute neighbourhood changes could partly mitigate the predicted impacts on motor traffic, including buses.
- 4.29 A key Council objective is to cut car kilometres travelled by 30% by 2030. The impact of this has not been considered within the traffic modelling work undertaken for each option. While this reduction may not be achieved uniformly across the whole of the city’s network, any reduction in current traffic levels at the junction would mitigate the predicted increases to journey times for motor traffic.
- 4.30 A summary of the impact of each option on motor traffic and people walking, wheeling and cycling is provided in Table 4 below:

| | |
|--|---|
| 1: Do-Minimum | <ul style="list-style-type: none"> • The identified accident risk (conflict between cyclists heading straight ahead and traffic turning left from Portobello High Street to Sir Harry Lauder Road) has been mitigated against, with minimal intervention. • Minimal improvement for people walking, wheeling and cycling. • Almost no impact on motor traffic. |
| 2: Segregated Cycle Route with Two Phase Crossing | <ul style="list-style-type: none"> • Segregated cycle route through the junction (from Portobello High Street to Inchview Terrace). • Two stage pedestrian and cycle crossing across Sir Harry Lauder Road. • Multi-stage pedestrian crossings retained on all other arms. • Marginal impact on motor traffic if using 2022 traffic levels. |
| 3: Segregated Cycle Route with Single Phase Crossing (3+1 Traffic Lanes) | <ul style="list-style-type: none"> • Segregated cycle route through the junction (from Portobello High Street to Inchview Terrace). • Single stage pedestrian and cycle crossing across Sir Harry Lauder Road. • Single stage pedestrian crossings on all other arms except Seafield Road East. • Predicted reduction in traffic throughput of between 9% and 15% during peak traffic periods, using 2022 traffic levels, with consequent increases in queue lengths and journey times. • Potential for some strategic or local traffic re-routeing, resulting in adverse impacts on alternative routes. |
| 4: Segregated Cycle Route with Single Phase Crossing (2+2 Traffic Lanes) | <ul style="list-style-type: none"> • Segregated cycle route through the junction (from Portobello High Street to Inchview Terrace). • Single stage pedestrian and cycle crossing across Sir Harry Lauder Road. • Single stage pedestrian crossings on all other arms except Seafield Road East. • Predicted reduction in traffic throughput of between 22% and 26% during peak traffic periods, using 2022 traffic levels, with consequent increases in queue lengths and journey times. |

| | |
|--|---|
| | <ul style="list-style-type: none"> • Potential for significant strategic or local traffic re-routeing, resulting in adverse impacts on alternative routes. |
|--|---|

Table 4 Summary of Impacts on Users

- 4.31 A report containing further details of the traffic modelling and its outputs is provided in Appendix 4.

Proposed Way Forward

- 4.32 Traffic modelling output and feedback from the key stakeholder group which was set up for the project has been carefully considered, with the aim of identifying a solution that achieves the best balance between reducing the risk of further serious or fatal collisions involving people walking, wheeling or cycling and reducing the impact on other transport modes (particularly public transport). Following this, it is recommended that Option 3 is taken forward for design and delivery.

5. Next Steps

- 5.1 If Committee approve the recommendations, detailed design work will be undertaken for the preferred option and a contractor will then be procured to undertake construction. It is expected that delivery of the improvements would take place in summer 2024.
- 5.2 Longer term improvements will be considered as part of the citywide review of safety at major junctions that was instructed by Committee on 12 November 2020. An update on this was reported to Committee on [20 April 2023](#).

6. Financial impact

- 6.1 The medium-term improvements will be funded from the block allocation for Road Safety within the Council's Transport Capital Investment Programme. A detailed cost estimate will be prepared for the preferred option as part of the design process. Initial estimates, for budgetary purposes only, are approximately £150,000 - £200,000 for Option One and approximately £750,000 - £1,000,000 for Options Two, Three or Four.

7. Stakeholder/Community Impact

- 7.1 A key stakeholder group, involving the Convener of Transport and Environment, local Ward members, representatives of local Community Councils, Spokes, Spokes Party and Lothian Buses, has met with officers on two occasions since the implementation of the short term improvements in summer 2022.

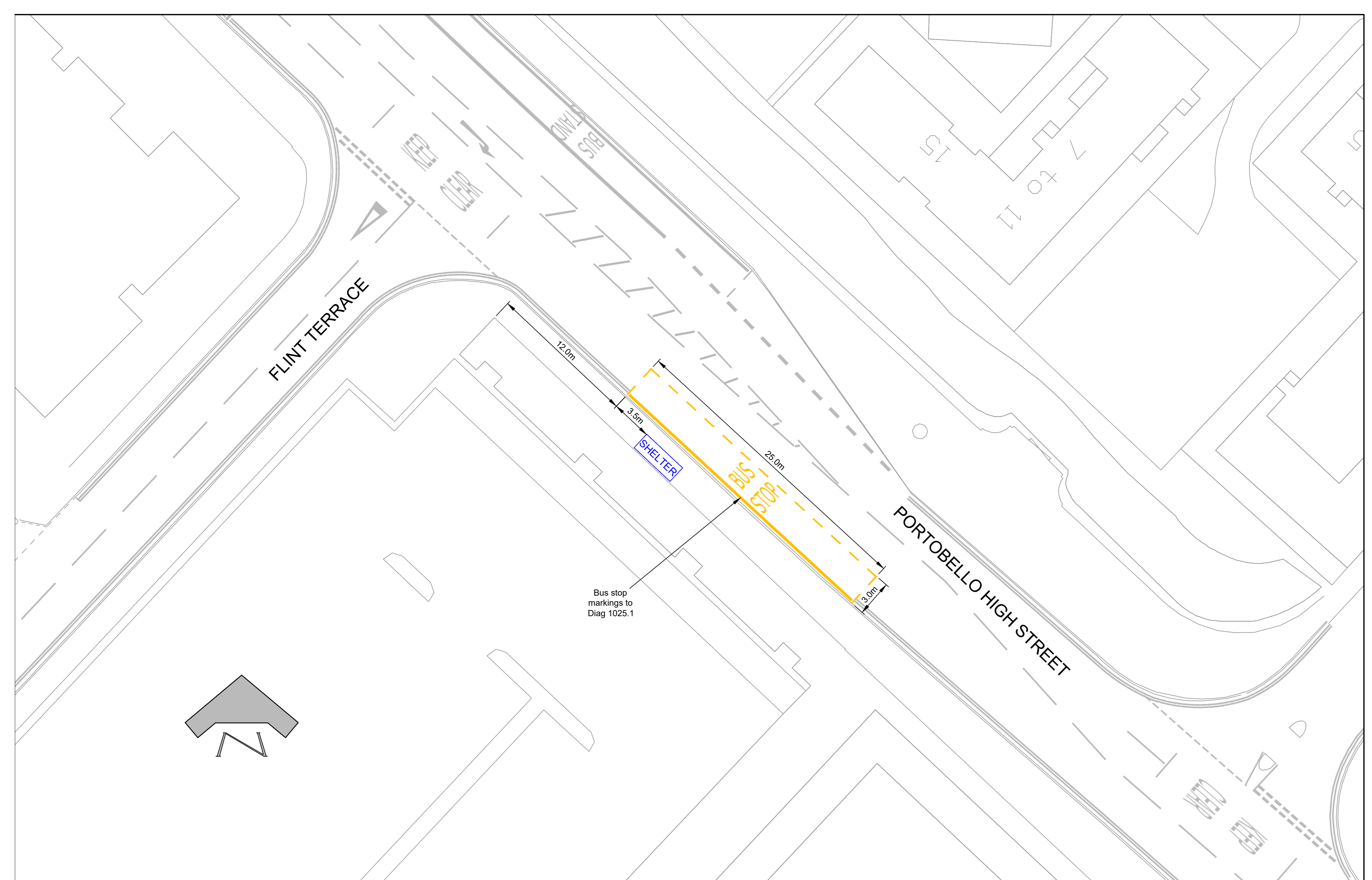
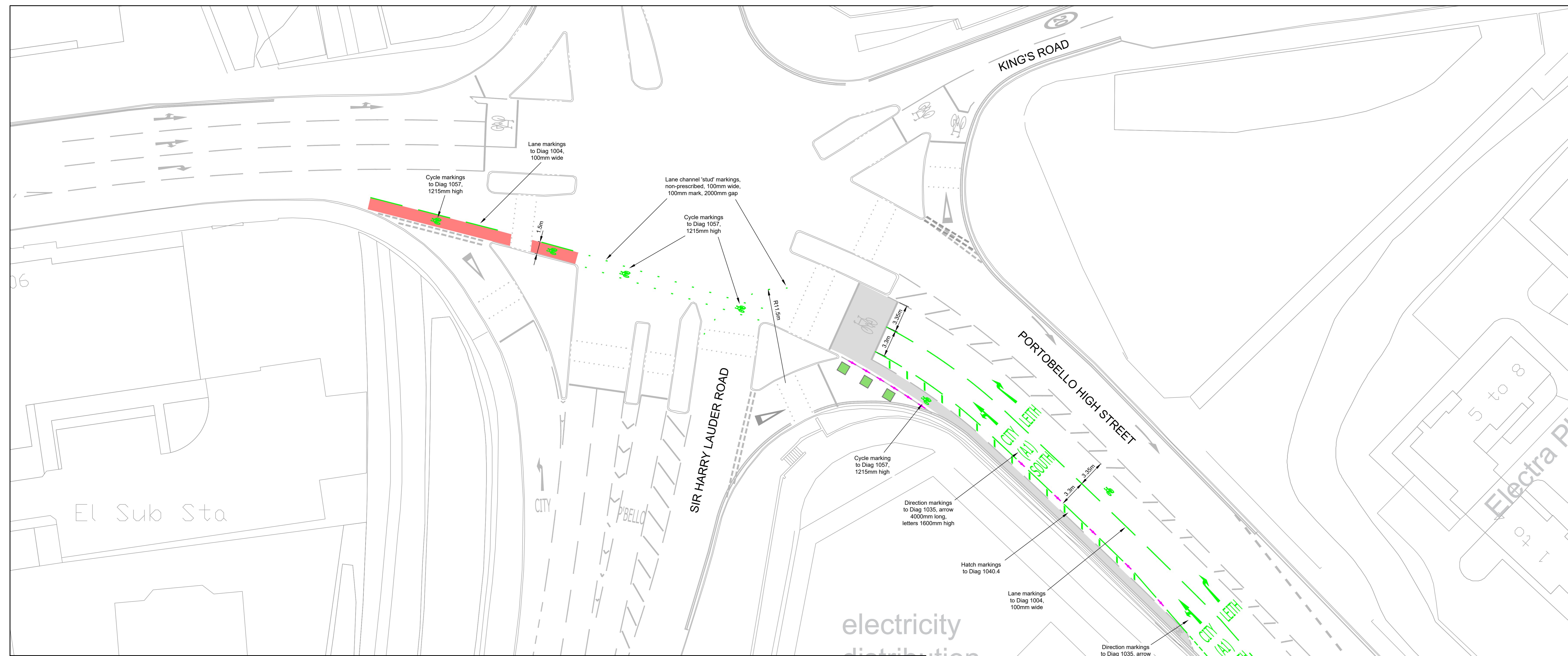
- 7.2 Delivery of the medium-term proposals will require the promotion of Traffic Orders. The statutory process for this includes advertising the proposals to allow those potentially affected to comment or object formally.
- 7.3 The improvements will help achieve the targets of the [Draft Road Safety Action Plan for Edinburgh to 2030](#), which includes a target of zero road fatalities by 2030 and at least a 50% reduction on people seriously injured on the roads

8. Background reading/external references

- 8.1 Updates to Transport and Environment Committee on:
 - 8.1.1 [12 November 2020](#);
 - 8.1.2 [14 October 2021](#);
 - 8.1.3 [8 December 2022](#); and
 - 8.1.4 [2 February 2023](#).
- 8.2 [Draft Road Safety Action Plan for Edinburgh to 2030](#)

9. Appendices

- 9.1 Appendix 1 – Plan showing Current Road Layout
- 9.2 Appendix 2 – Plans of Four Options
- 9.3 Appendix 3 – Traffic Throughput and Journey Times using 2019 Figures
- 9.4 Appendix 4 – Traffic Modelling Report



NOTES:

1. All drawings are to be read in conjunction with relevant Specification and all other drawings.
2. All dimensions and levels to be checked on site and any discrepancies identified prior to the commencement of the works.
3. All dimensions in millimetres unless otherwise noted.
4. All levels in metres unless otherwise noted.
5. The Specification is The Specification for Highway Works.
6. Traffic signs and road markings as per the Traffic Signs Regulations and General Directions 2016.
7. Refer to Appendices 12.1 and 12.3.

KEY:

- White road markings
- Yellow road markings
- Red-coloured surfacing (shown for context)
- Planter (supplied by the City of Edinburgh Council)
- Temporary kerb & wand (supplied by the City of Edinburgh Council)
- SHELTER Bus shelter (shown for context)

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| A | Road markings added | AP | Dec 22 | SMS |
| REVISION | DETAILS | BY | DATE | CHECKED |

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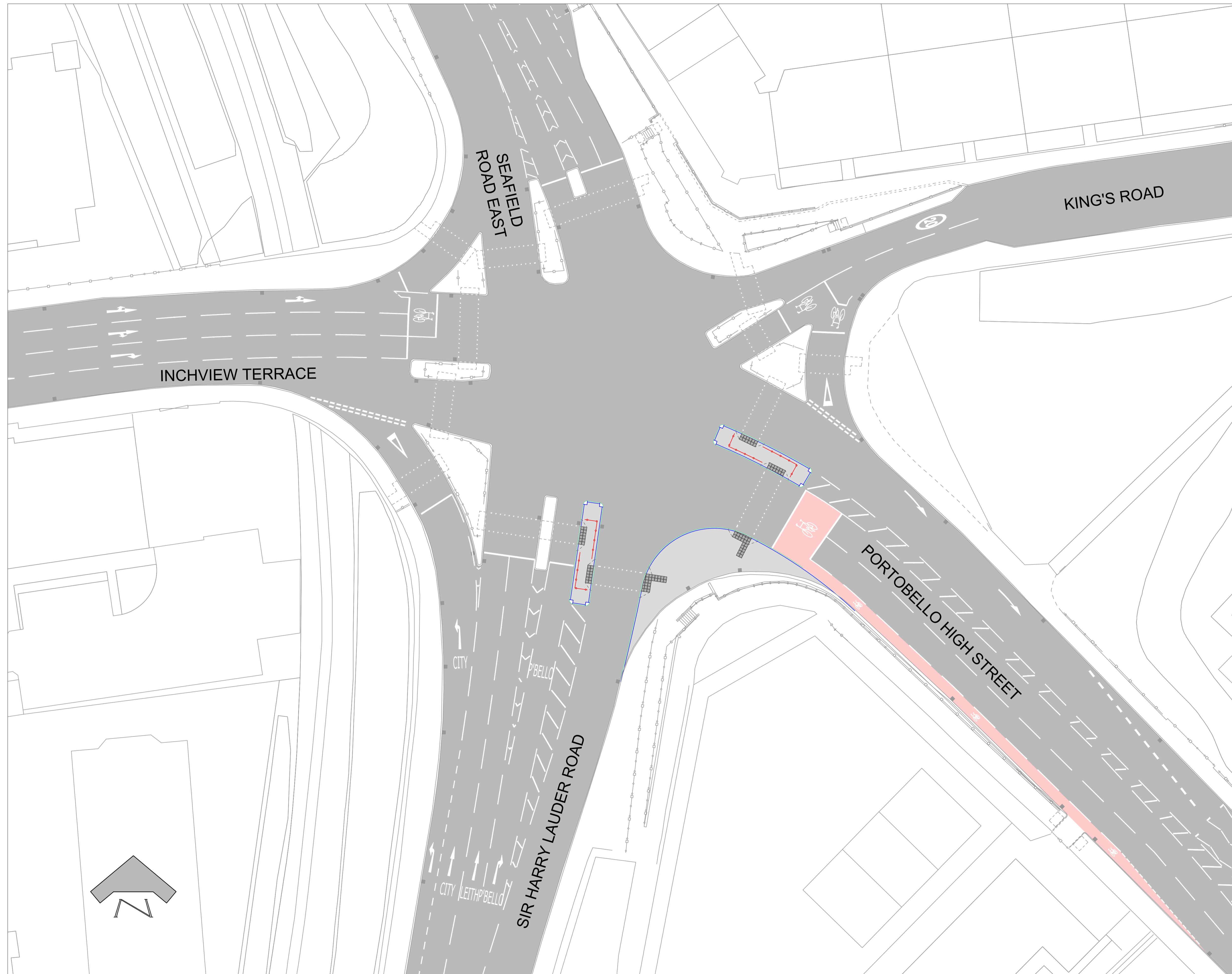
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Edinburgh, EH8 8BG
Telephone: 0131 200 2000

PLACE MANAGEMENT
ROADS AND TRANSPORT INFRASTRUCTURE
TRANSPORT CONTRACTS AND DESIGN

Portobello High Street /
Sir Harry Lauder Road Junction
Banned Turn for Vehicles >7.5 Tonnes
Traffic Signs and Road Markings

Date: March 2022
Scale: 1:200 @A0
Job No. 000029
Drawn by: A Parkinson
Checked by: T Booth

NOTES:



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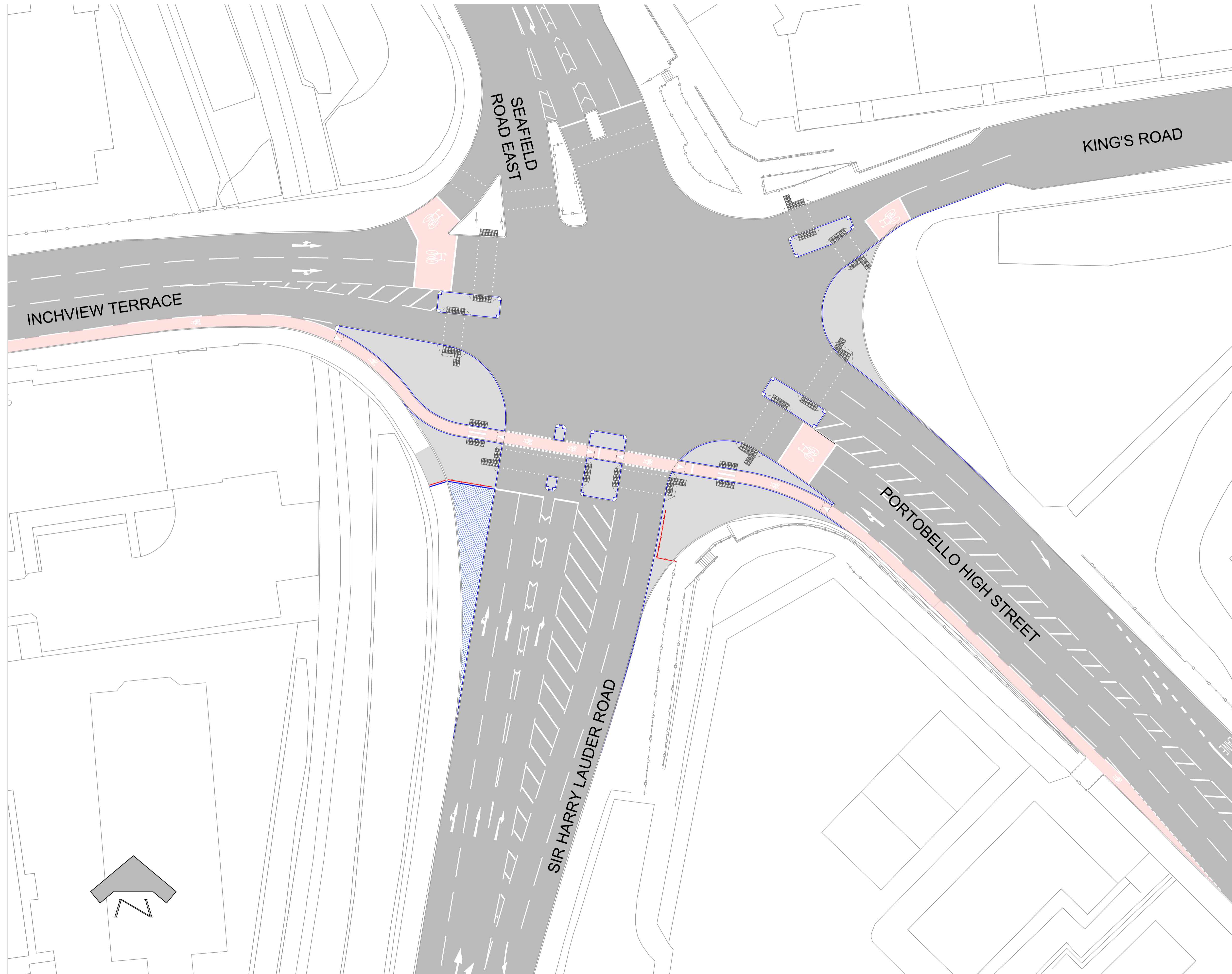
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| The City of Edinburgh Council Waverley Court 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000 | OPERATIONAL SERVICES ROADS AND INFRASTRUCTURE TRANSPORT CONTRACTS AND DESIGN |
|---|--|

Sir Harry Lauder Road/
Portobello High Street Junction
Phase 2
Option 1

| | | |
|------------------|-----------------|-----------------------|
| Date: May 2023 | Job No.: 000029 | Drawn by: A Parkinson |
| Scale: 1:250 @A1 | Checked by: SH | |

Drawing Name: © 000 Transport Design & Delivery TCD/000029/2/21 Portobello High Street Junction (A1) Part 2/21
 Author: © 000 Transport Design & Delivery TCD/000029/2/21 Portobello High Street Junction (A1) Part 2/21
 Date: 05/05/2023
 Scale: 1:250 @A1
 File: TCD/000029/2/21/000029/2/21.dwg

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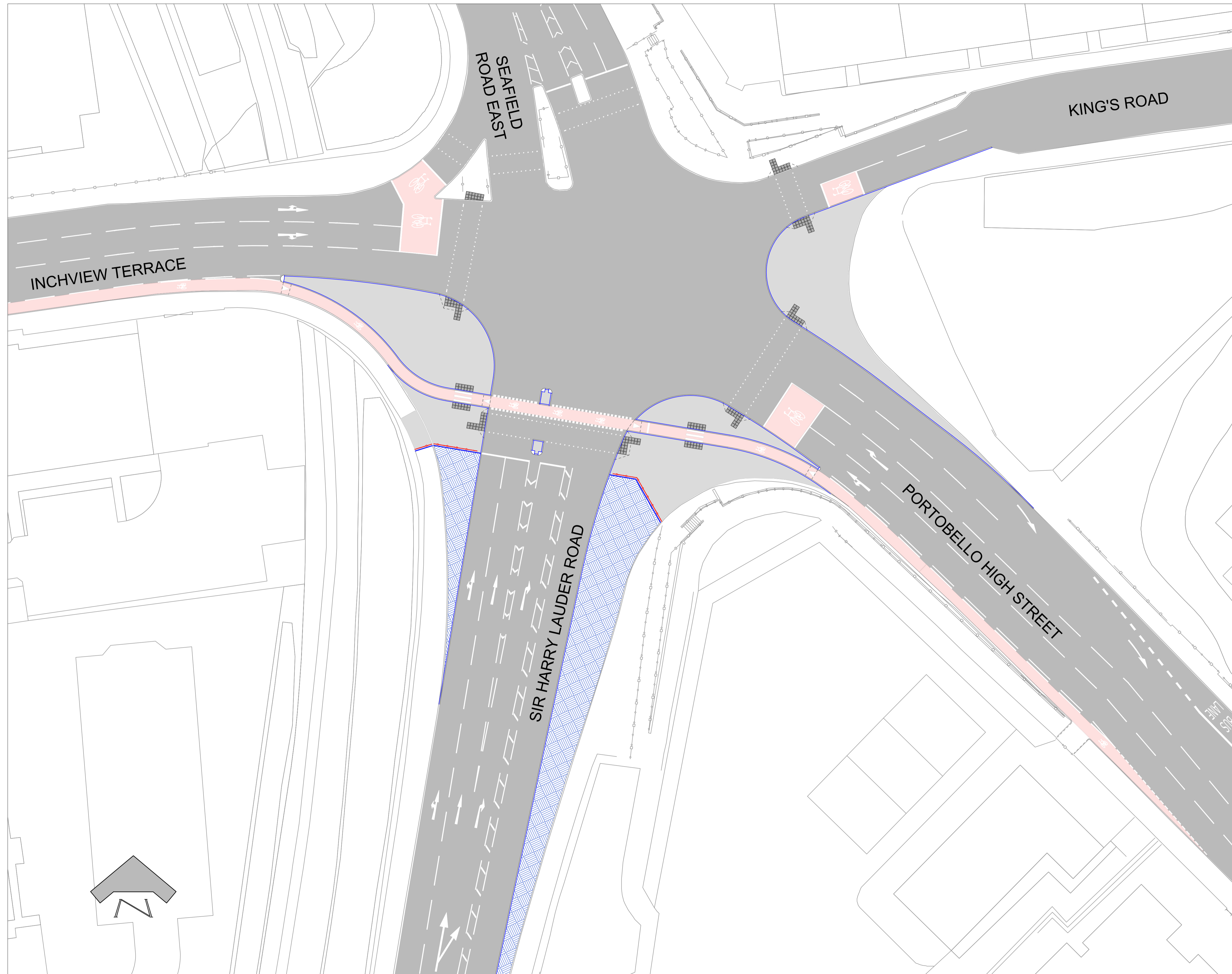
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Portobello High Street/
 Sir Harry Lauder Road Junction
 Phase 2
 Option 2

Date: May 2023
 Scale: 1:250 @A1
 Job No.: 000029
 Drawn by: A Parkinson
 Checked by: SH

Drawing Name: © 2022 Transport Design & Delivery/TCD/000029/2/22/Portobello High Street Junction (at) TCD/000029/2/22/Option 2
 Author: © 2022 Transport Design & Delivery/TCD/000029/2/22/Portobello High Street Junction (at) TCD/000029/2/22/Option 2
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Portobello High Street/
Sir Harry Lauder Road Junction
Phase 2
Option 3

Date: May 2023 Job No.: 000029 Drawn by: A Parkinson
Scale: 1:250 @A1 Checked by: SH

Appendix 3: Traffic Throughput and Journey Times using 2019 Traffic Figures

The predicted impacts on overall traffic throughput for each of the four medium term options using the 2019 traffic data, is shown in Table A1 below.

| Peak Period | Base (vehs/hr) | 1: Do-Minimum | 2: Segregated Cycle Route with Two Phase Crossing | 3: Segregated Cycle Route with Single Phase Crossing (3+1 Traffic Lanes) | 4: Segregated Cycle Route with Single Phase Crossing (2+2 Traffic Lanes) |
|---------------------|----------------|---------------|---|--|--|
| AM (08.00-09.00) | 3400 | 3379 (-1%) | 3145 (-8%) | 2755 (-19%) | 2276 (-33%) |
| PM (17.00-18.00) | 3575 | 3560 (0%) | 3496 (-2%) | 2879 (-19%) | 2462 (-31%) |

Table A1 Predicted Overall Traffic Throughput (2019 Figures)

The predicted average vehicle journey time changes on each approach using the 2019 traffic data, are shown in Table A2 below, with bus corridors displayed in bold.

| Approach | Peak Period | Base Journey Time (m:s) | 1: Do-Minimum | 2: Segregated Cycle Route with Two Phase Crossing | 3: Segregated Cycle Route with Single Phase Crossing (3+1 Traffic Lanes) | 4: Segregated Cycle Route with Single Phase Crossing (2+2 Traffic Lanes) |
|------------------------------------|-------------|-------------------------|---------------|---|--|--|
| Sir Harry Lauder Road | AM | 0:59 | -0:01 | +2:17 | +2:53 | +3:00 |
| | PM | 1:00 | -0:02 | +1:22 | +3:38 | +3:34 |
| Sir Harry Lauder Road – right turn | AM | 1:26 | -0:05 | +2:04 | +2:12 | Approach lane removed |
| | PM | 2:39 | +0:18 | +0:49 | +4:18 | Approach lane removed |
| Inchview Terrace | AM | 1:24 | +0:12 | +4:02 | +4:58 | +6:03 |
| | PM | 1:34 | -0:09 | +0:54 | +2:38 | +2:32 |
| Seafield Road East | AM | 0:59 | -0:02 | -0:06 | +0:49 | +10:50 |
| | PM | 1:09 | +0:02 | +0:11 | +4:12 | +5:24 |
| Seafield Road East – right turn | AM | 1:28 | -0:10 | -0:08 | +0:45 | +6:47 |
| | PM | 1:09 | +0:15 | +0:15 | +4:08 | +4:12 |
| King's Road | AM | 2:00 | -0:21 | -0:10 | +0:06 | -0:06 |
| | PM | 1:43 | +0:35 | +0:30 | +1:05 | +0:47 |
| Portobello High Street | AM | 1:51 | -0:26 | +1:35 | +3:23 | +3:06 |
| | PM | 1:14 | -0:01 | +0:28 | +3:34 | +6:37 |

Table A2 Predicted Journey Times Changes (2019 Figures)



King's Road Junction Modelling

Medium Term Options

Draft

02 June 2023

The City of Edinburgh Council

King's Road Junction Modelling

Project No: BESP0024
 Document Title: King's Road Junction Modelling
 Document No.: 1
 Revision: 1
 Document Status: Final
 Date: 02 June 2023
 Client Name: The City of Edinburgh Council
 Client No: 7357
 Project Manager: Lewis Murray-Zmijewski
 Author: Lewis Murray-Zmijewski
 File Name: Final Report King's Road Junction Modelling of Medium Term Options

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Document history and status

| Revision | Date | Description | Author | Checked | Reviewed | Approved |
|----------|----------|--------------|--------|---------|----------|----------|
| 1 | 12.05.23 | Draft Report | LMZ | GD | LMZ | GD |
| 2 | 02.06.23 | Final Report | LMZ | GD | LMZ | GD |
| | | | | | | |
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1. Introduction

1.1 Introduction

Recent cycling fatalities at the King's Road junction with Portobello High Street, Sir Harry Lauder Road, Inchview Terrace and Seafield Road East has prompted a safety review of the junction in order to better cater for vulnerable users. The review consists of short, medium and long term measures to improve safety for cyclists and pedestrians.

Jacobs were previously commissioned by City of Edinburgh Council (the Council) in 2021 to undertake a VISSIM traffic modelling assessment of short term options. This is summarised in the "*Draft King's Road Junction Modelling of Safety Improvements_updated*" report and recommended closing the left turn filter lane from Portobello High Street to Sir Harry Lauder Road, which has since been implemented on street.

The short term safety improvement measures were a temporary fix and there is a need to implement more permanent physical changes to the junction in the medium term that can easily transition into a long term solution. This report, and associated traffic modelling, assesses proposed medium term options that have been developed by the Council.

A new VISSIM microsimulation model of the King's Road junction was developed as part of the appraisal of the short term safety improvement options. This traffic model will again be used to assess the medium term options and will focus on the impact on general traffic operation as a result of the safety improvements. Jacobs will not provide any recommendations as to the safety benefits/disbenefits of the options.

The cycling fatalities occurred on the Portobello High Street approach to the junction, and both were a result of the conflict between the straight ahead cycle movement and left turning vehicles. As shown in Figure 1.1.

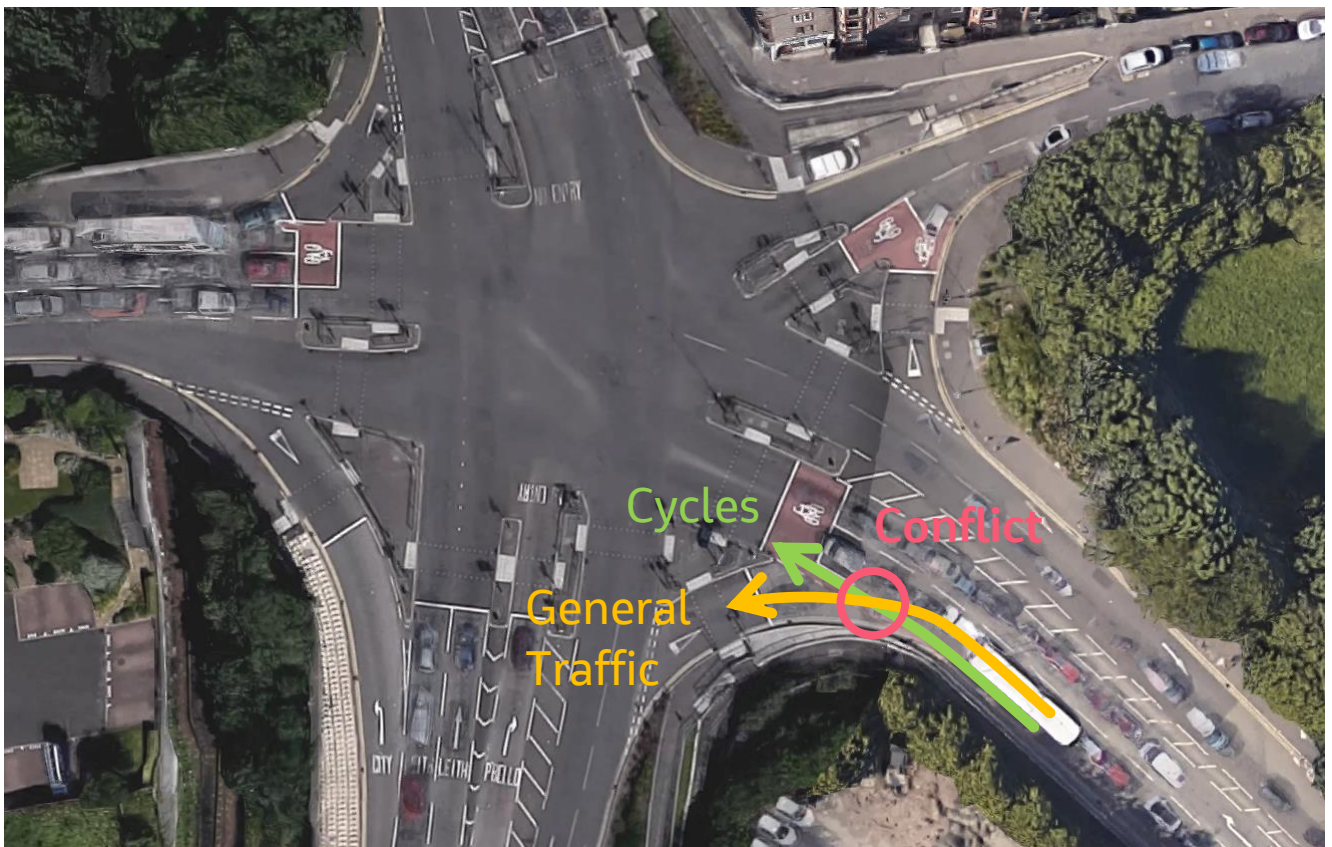


Figure 1.1: Cycling/Vehicle Conflict

1.2 Strategic Function

The King's Road junction is one of the busiest junctions in the city of Edinburgh with around 3,500 vehicles per hour passing through the junction during peak times. The junction is located on the A199 Seafield Road East which is the key route from the A1 to the north of the city. Sir Harry Lauder Road was constructed as the Portobello Bypass and it is important that it continues to operate effectively as such to keep traffic volumes on Portobello High Street to a minimum.

Recent work undertaken by the Council, in developing Edinburgh's Circulation Plan, has identified Primary, Secondary and Local road networks. As shown in Figure 1.2, the study categorised three of the roads feeding into King's Road junction (Sir Harry Lauder Road, Seafield Road East and Inchview Terrace) as being Primary. This recognises that in the short and medium term, traffic volumes on these corridors are likely remain high. While significant traffic reduction (a target of 30%) is possible through the city centre and in local neighbourhoods, displaced traffic has the potential to result in much lower levels of traffic reduction on Primary corridors such as the A199.

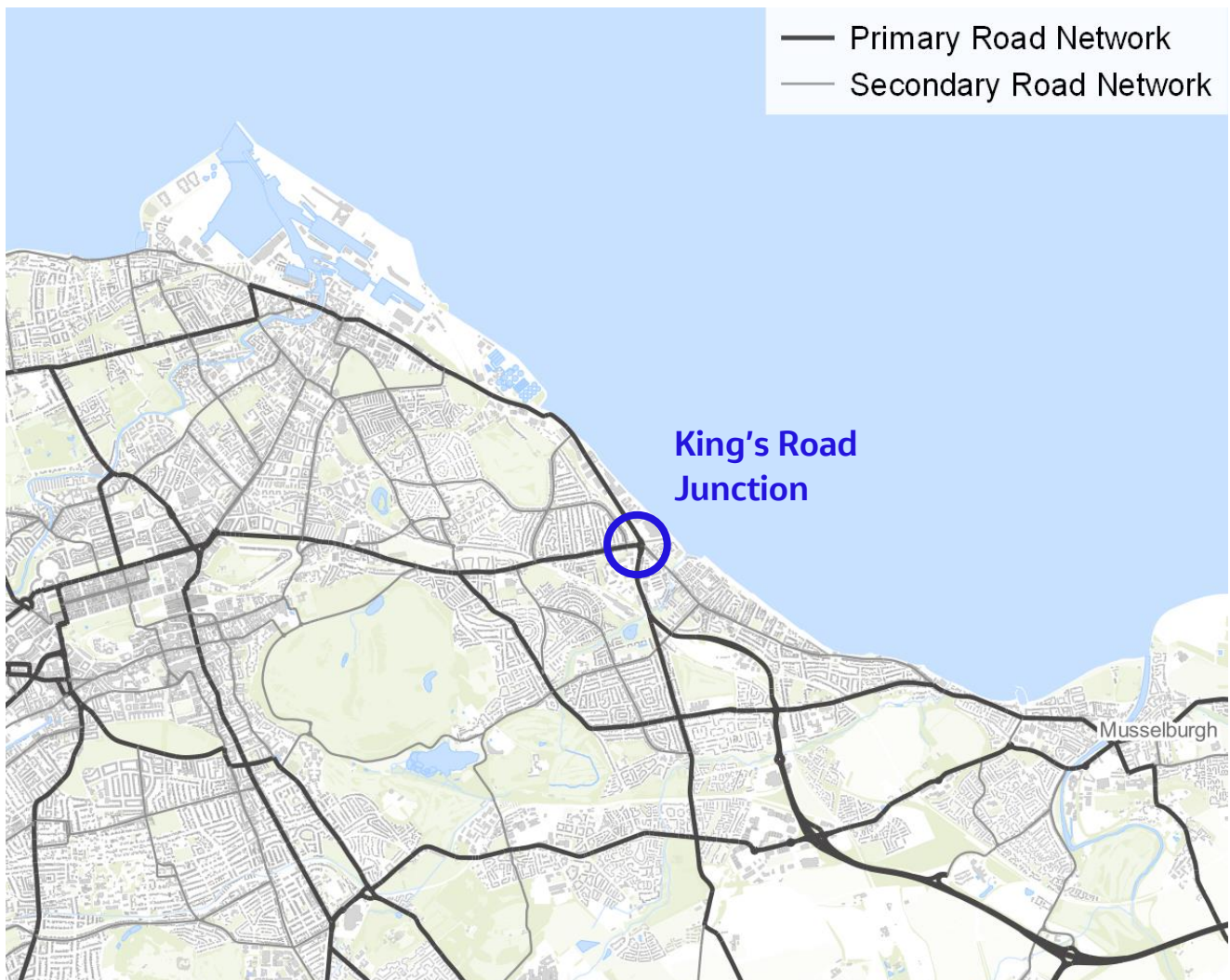


Figure 1.2: Edinburgh's Circulation Plan General Traffic Network

2. VISSIM Model Development

2.1 Model Description

A bespoke microsimulation (VISSIM) Base model of the King's Road junction has been developed to assess the impact of the safety improvement options on general traffic.

The model includes the five approach arms to the junction: King's Road, Portobello High Street, Sir Harry Lauder Road, Inchview Terrace and Seafield Road East. The basic VISSIM model is shown in Figure 2.1 with a 3D animation of the traffic model over a Microsoft Bing© background mapping in Figure 2.2 below.

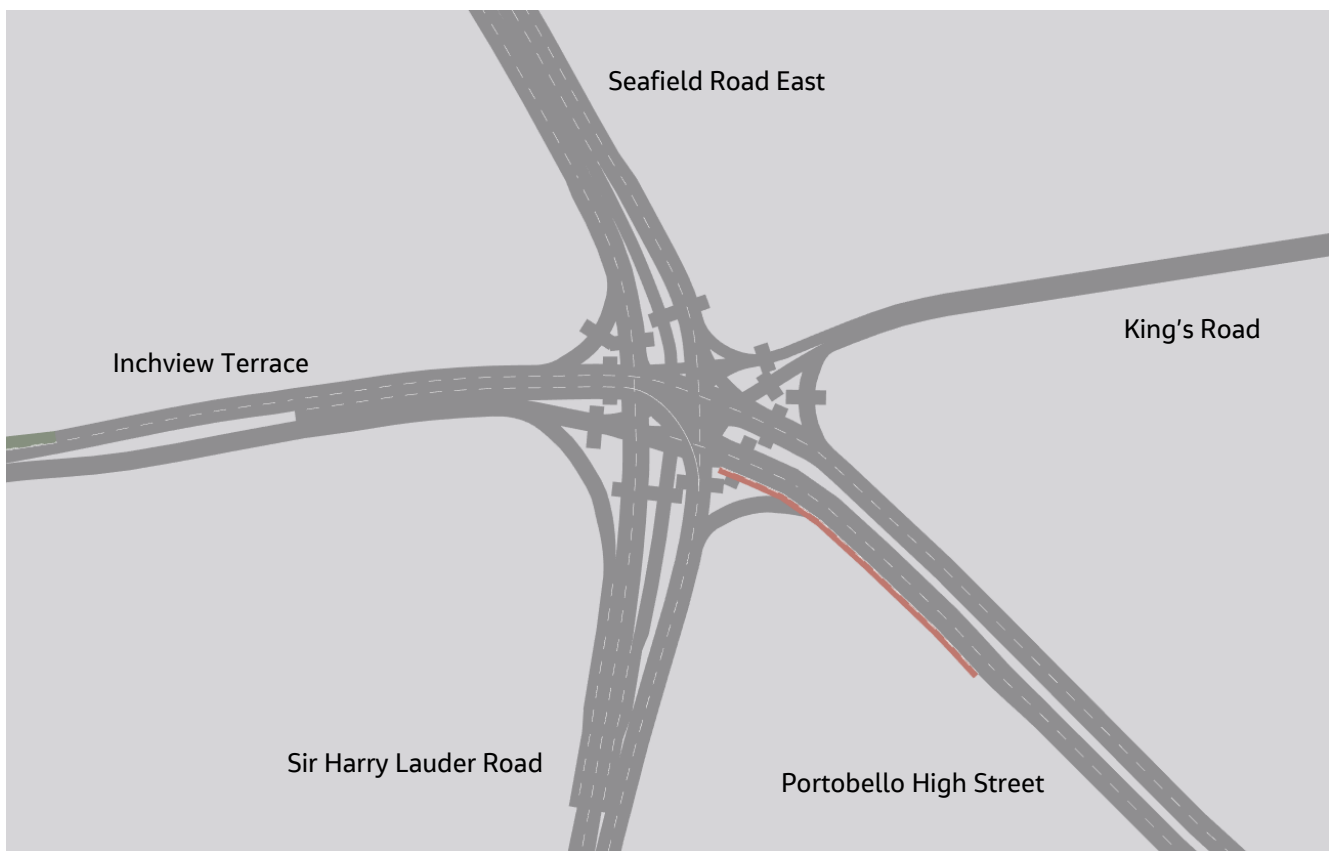


Figure 2.1: Base Model Network



Figure 2.2: 3D Representation of Base Model

Options are anticipated to impact on general traffic capacity and may result in significant queues developing. Therefore, modelling was undertaken at the two busiest times of the day:

- AM peak hour (0800-0900) with a one hour warm up period, and;
- PM peak (1700-1800) with a one hour warm up period.

The model was calibrated using observed junction turning count data from 2019. The COVID-19 pandemic has significantly impacted travel patterns and reduced traffic volumes in Edinburgh. Using traffic count information pre COVID-19, when traffic volumes were greater than current levels, allows for the worse case traffic impacts to be assessed.

The observed traffic data allowed for six vehicle types to be modelled: car, taxi, LGV, HGV, bus/coach and cycles. The vehicle demands were modelled in 15 minute intervals for each vehicle type in the morning peak (07:00-09:00) and the evening peak (16:00-18:00). This provided an accurate demand profile to ensure the correct demands throughout the peak periods were represented and the resulting queuing captured in sufficient detail.

Traffic signal timings at the King's Road junction were provided by the Council for all approach arms and pedestrian crossings. The model replicates the method of control specified in the controller configuration supplied by the Council. A Vehicle Actuated Program (VAP) logic was developed to ensure the staging, minimum/maximum green and intergreen timings in the model simulated the configuration of the on-site traffic signal controller. The on-site and modelled controllers allocate green time within the traffic signal cycle according to demand levels on the approaching arms.

2.2 Base Model Calibration

The VISSIM Base model of the King's Road junction was calibrated using the 2019 junction turning count data. Modelled traffic flows were compared to the count data using GEH, which is a statistic that demonstrates the goodness of fit between the two pieces of data. A GEH value of <5 indicates a good match, GEH 5 to 10 an adequate match and >10 a poor match.

Table 2.1 outlines the excellent fit between observed and modelled traffic flows. All turning movements through the junction for all vehicle types have a GEH less than 5. Full calibration results are presented in Appendix A.

Table 2.1: Traffic Flow Calibration Summary

| Vehicle Type | AM peak (07:00-09:00) | | PM peak (16:00-18:00) | |
|-----------------|-----------------------|--|-----------------------|--|
| | GEH < 5 | | GEH < 5 | |
| Cars | 100% | | 100% | |
| Taxis | 100% | | 100% | |
| LGV | 100% | | 100% | |
| HGV | 100% | | 100% | |
| Buses & Coaches | 100% | | 100% | |
| Cycles | 100% | | 100% | |

2.3 Base Model Validation

The Base model was validated against maximum traffic queues on the approach arms to King's Road junction. Comparison of observed queues and modelled queues provide a good indication that the network, traffic signal and count data used to develop the model are resulting in the same network impacts to those observed.

No observed queue information was readily available at the King's Road junction. However, the Council advised queue estimates from past experience of the junction's operation during the peak periods. These maximum queue length estimates are provided in Table 2.2 alongside the model maximum lengths. Note: estimates were not provided for the King's Road approach as there is no significant queuing on this arm.

Table 2.2: Maximum Queue Length Validation Summary (metres)

| Approach | AM (07:00-09:00) Max Queue | | PM (16:00-18:00) Max Queue | |
|------------------------|----------------------------|--------------|----------------------------|--------------|
| | Observed (m) | Modelled (m) | Observed (m) | Modelled (m) |
| Seafield Road | 140 | 114 | 140 | 164 |
| King's Road | Not provided | 20 | Not provided | 27 |
| Portobello High Street | 220 | 201 | 220 | 191 |
| Sir Harry Lauder Road | 190 | 180 | 190 | 132 |
| Inchview Terrace | 110 | 154 | 110 | 184 |

2.4 2022 Scenario

Additional observed traffic count data was collected in June 2022 at King's Road junction. The 2022 traffic volumes are lower than in 2019 at this location, and for the medium term options, the 2022 data will be used as a second appraisal scenario. 2019 traffic volumes will be used to determine the traffic impacts if demands return to those pre-pandemic, while 2022 volumes will be used to assess impacts if a 'new normal' has been reached in terms of traffic demands.

3. Medium Term Options

The four medium term options are described in the following section of this report. In general, the options gradually increase the degree of physical change at the junction and the level of cycle and pedestrian safety improvement provided.

3.1 Option 1: Do-Minimum

The first option makes the short term safety improvement solution permanent. It removes the left turn filter lane from Portobello High Street to Sir Harry Lauder Road and declutters the associated pedestrian crossing traffic signal poles at this location.

This option removes the identified risk of left turning traffic conflicting with cycles but does not improve the junction for cycles or pedestrians at any other location of the junction.

The proposed layout for Option 1 is shown in Figure 3.1.

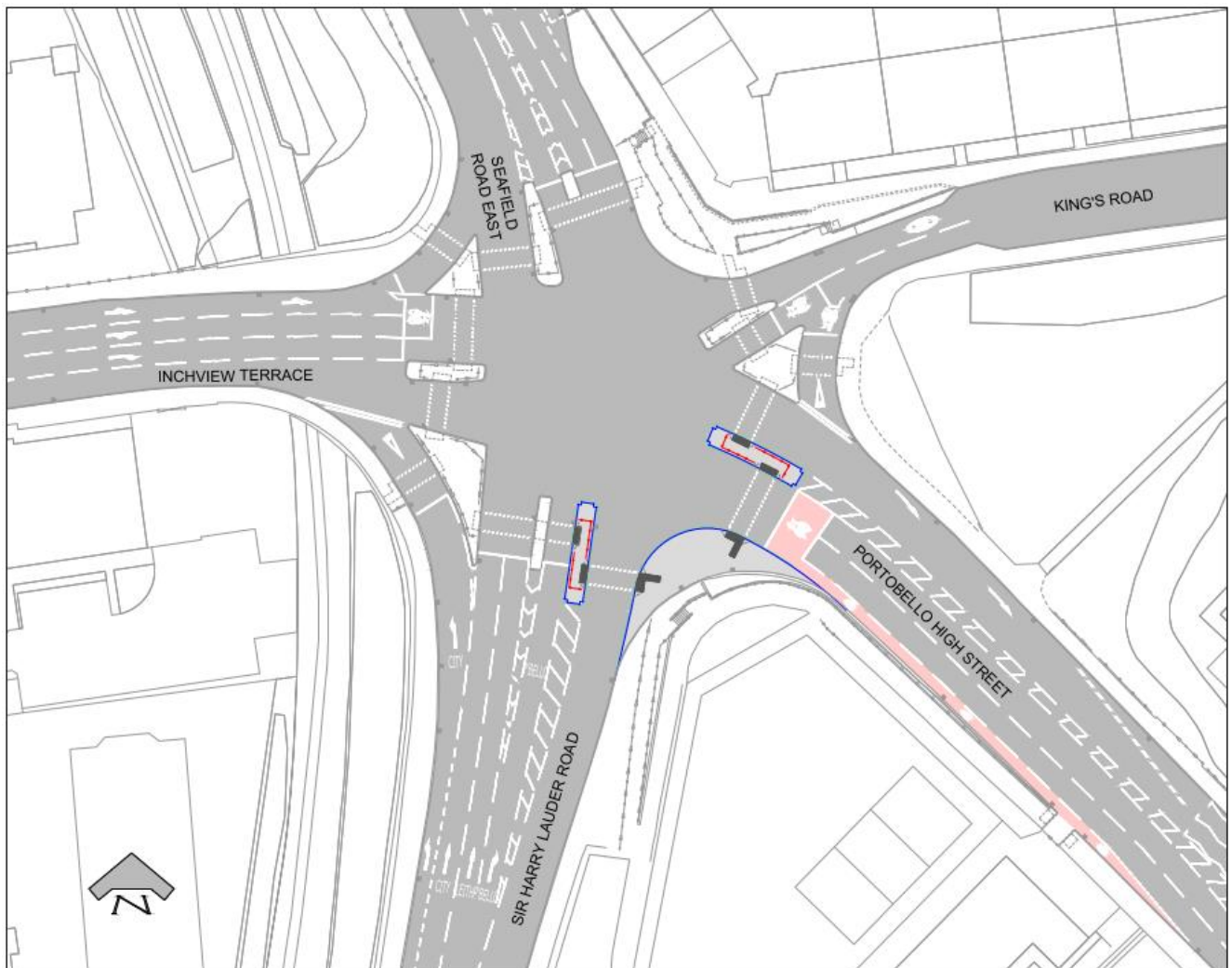


Figure 3.1: Option 1 – Do-Minimum

3.2 Option 2: Segregated Cycle Route with Two Phase Crossings

Option 2 removes the left turn filter lanes from Portobello High Street, Sir Harry Lauder Road, Inchview Terrace and King's Road, as well as the flare lane from Inchview Terrace. These changes allow for a designated cycle lane from Portobello High Street to Inchview Terrace.

Removal of the left turn filters reduces the number of crossings for pedestrians and cycles, but two phase crossings over the five junction arms are retained. The island on Sir Harry Lauder Road has been increased to 5m in width to safely stack cycles.

The proposed layout for Option 2 is shown in Figure 3.2.

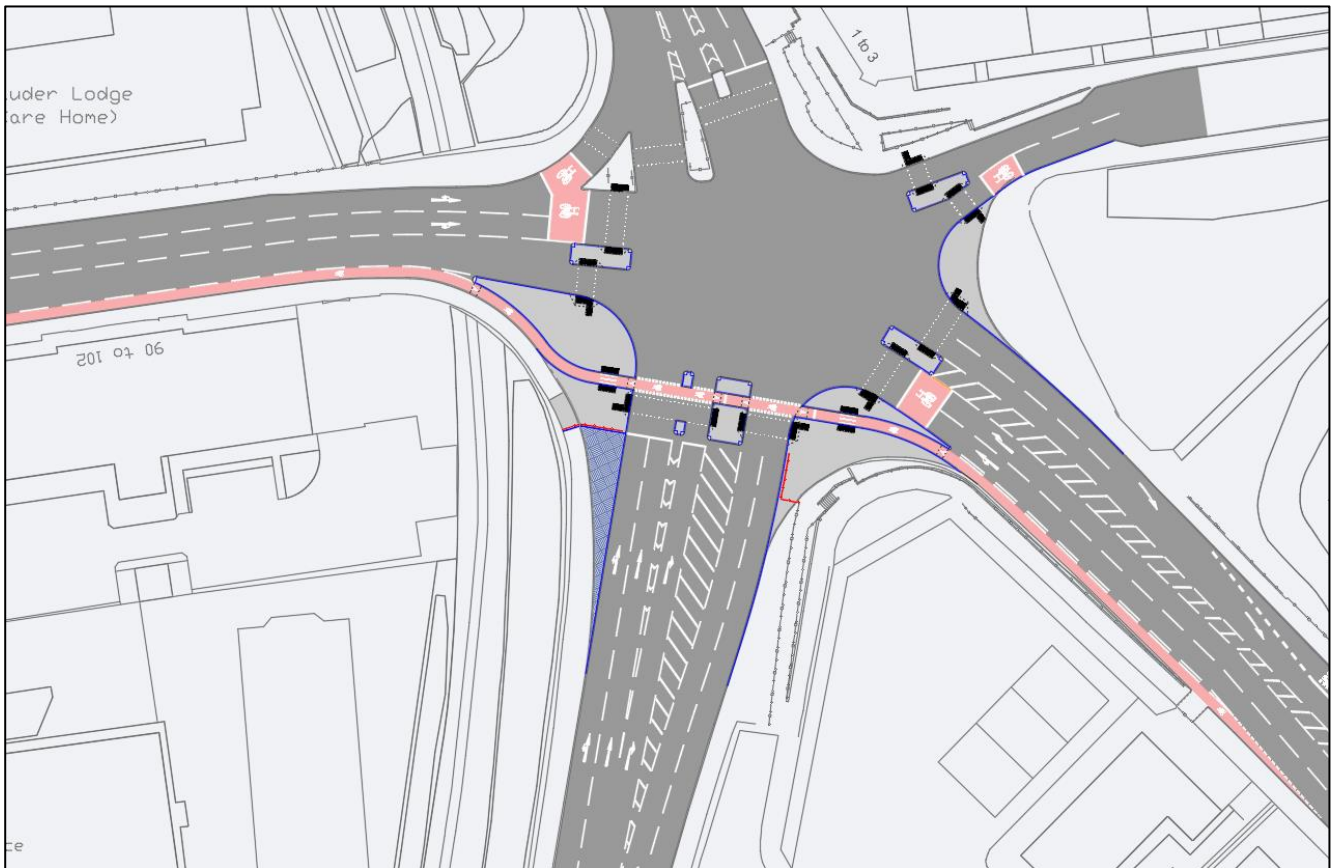


Figure 3.2: Option 2 – Segregated Cycle Route with Two Phase Crossings

3.3 Option 3: Segregated Cycle Route with Single Phase Crossings (3+1 Traffic Lanes)

Option 3 proposes the same lane removals as in Option 2 and also includes single crossings over Portobello High Street, Sir Harry Lauder Road, Inchview Terrace and King's Road. The designated cycle lane from Portobello High Street to Inchview Terrace is retained, but due to the crossing width exceeding the desired maximum of 15m, a southbound lane on Sir Harry Lauder Road is required to be removed.

In comparison to two phase crossings, single crossings may appear to improve crossing provision for cycles and pedestrians, however, this is not always the case. Single crossings require a general traffic all stop phase in the traffic signal cycle, which occurs once every two minutes. If needing to cross multiple arms [e.g. Portobello High Street (eastern side) to Seafield Road East (western side)] a pedestrian would be required to wait up to six minutes (three crossings). Whereas two phase crossings offer more opportunities throughout the two minute signal cycle to cross sections of each junction arm.

The proposed layout for Option 3 is shown in Figure 3.3.

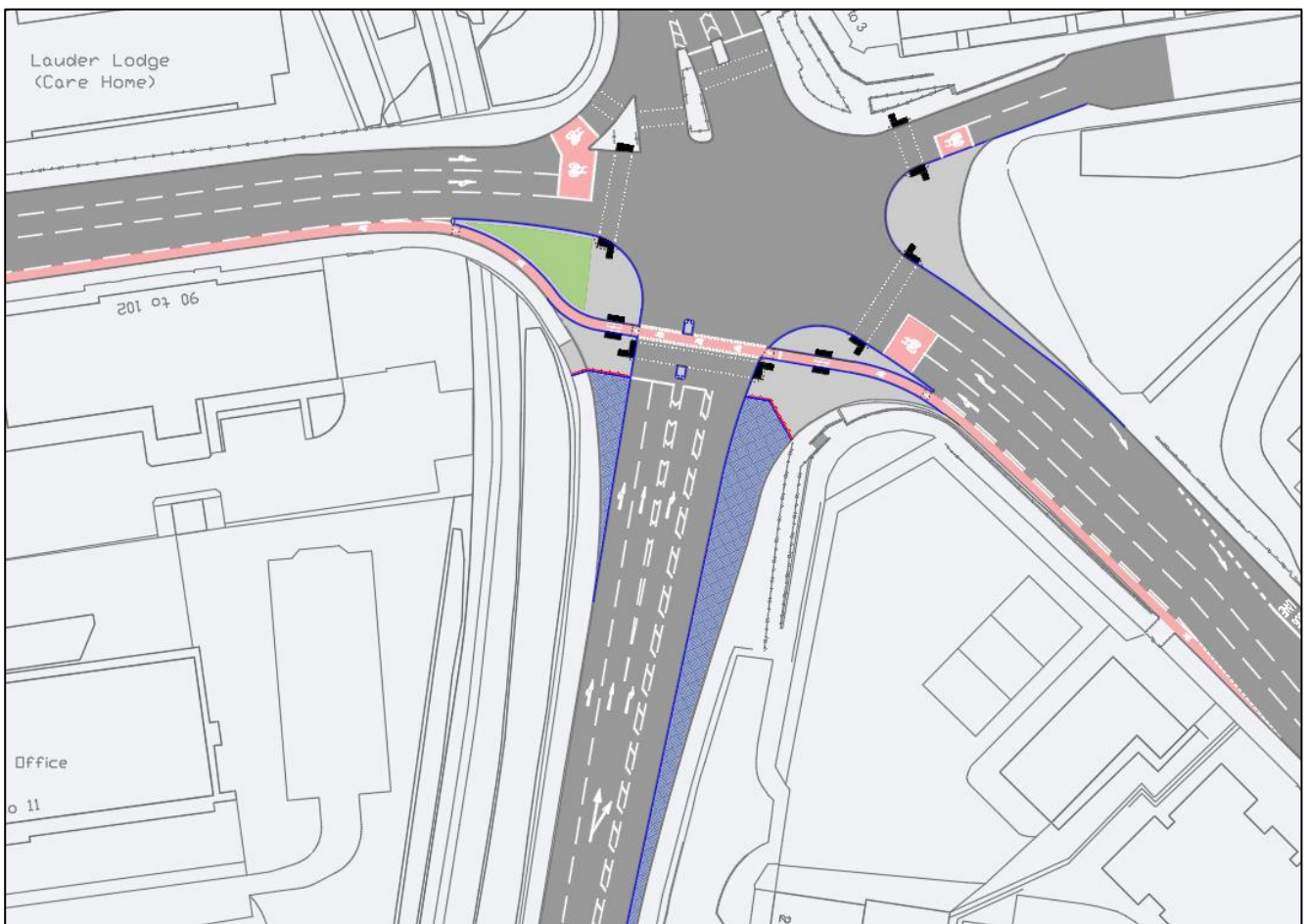


Figure 3.3: Option 3 – Segregated Cycle Route with Single Phase Crossings (3+1 Traffic Lanes)

3.4 Option 4: Segregated Cycle Route with Single Phase Crossings (2+2 Traffic Lanes)

The final option is similar to Option 3 but removes the third northbound lane from Sir Harry Lauder Road and retains two southbound lanes. This option provides more capacity southbound on Sir Harry Lauder Road but reduces northbound capacity.

In addition, removal of the right turn lane from Sir Harry Lauder Road places this junction arm in conflict with Seafield Road East and these two junction arms are required to be separated in the traffic signal staging. Currently, and in Options 1-3, these junction arms operate at the same stage during the traffic signal cycle.

The proposed layout for Option 4 is shown in Figure 3.4.

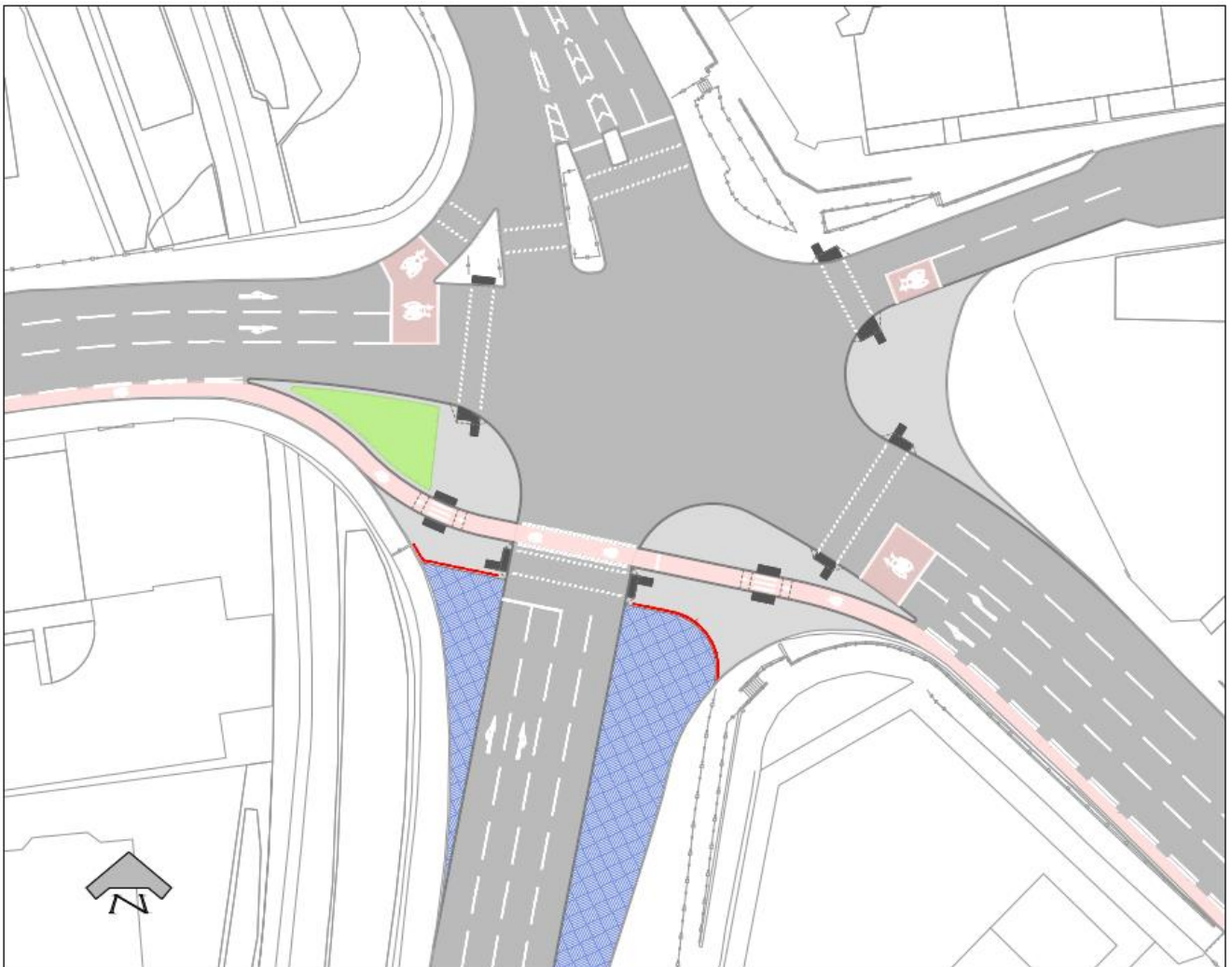


Figure 3.4: Option 4 – Segregated Cycle Route with Single Phase Crossings (2+2 Traffic Lanes)

4. Modelling Results

4.1 Introduction

The key findings from the traffic modelling of the proposed medium term options are highlighted in this section of the report. Analysis of the options focuses on three key modelling outputs:

- **Junction throughput** – the impacts on the number of vehicles able to pass through the junction from each approach arm under the different option proposals.
- **Maximum queue lengths** – the potential queue lengths on each junction arm as a result of the different option proposals.
- **Journey times** – journey times on approach to King's Road junction. Time taken to travel 200m on King's Road approach and 300m on all other approaches.

As previously mentioned in Chapter 2, modelling was undertaken for two different traffic demand scenarios: 2019 and 2022. A comparison of the traffic flows (Car, Taxi, LGV, HGV and Bus) in the AM (08:00-09:00) and PM (17:00-18:00) peak hours is shown in Table 4.1.

Table 4.1: 2019 and 2022 Observed Traffic Volumes

| Approach | AM (08:00-09:00) | | PM (17:00-18:00) | |
|------------------------|------------------|-------------|------------------|-------------|
| | 2019 | 2022 | 2019 | 2022 |
| Seafield Road East | 768 | 645 | 1039 | 864 |
| King's Road | 29 | 20 | 39 | 28 |
| Portobello High Street | 768 | 570 | 574 | 521 |
| Sir Harry Lauder Road | 1193 | 1068 | 1158 | 1071 |
| Inchview Terrace | 626 | 565 | 831 | 815 |
| JUNCTION TOTAL | 3384 | 2868 | 3541 | 3299 |

Note that the observed traffic volumes listed in the table above will differ slightly from the those shown in the Base models.

4.2 Junction Throughput

4.2.1 AM Model Analysis

Modelled throughput from the four medium term options are shown in Table 4.2 below for the 2019 AM peak hour. The percentage change from the Base model is shown in brackets for reference.

Table 4.2: AM 2019 Modelled Throughput

| Approach | Base | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------|-------------|-------------------|------------------------|---------------------------|---------------------------|
| Seafield Road East | 757 | 767 (+1%) | 767 (+1%) | 763 (+1%) | 377 (-50%) |
| King's Road | 29 | 27 (-7%) | 27 (-7%) | 27 (-7%) | 29 (0%) |
| Portobello High Street | 775 | 766 (-1%) | 719 (-7%) | 523 (-33%) | 536 (-31%) |
| Sir Harry Lauder Road | 1218 | 1193 (-2%) | 1189 (-2%) | 1057 (-13%) | 1004 (-18%) |
| Inchview Terrace | 621 | 626 (+1%) | 443 (-29%) | 385 (-38%) | 330 (-47%) |
| JUNCTION TOTAL | 3400 | 3379 (-1%) | 3145 (-8%) | 2755 (-19%) | 2276 (-33%) |

Option 1 has little impact on traffic throughput with only slight variations (positive and negative) across the junction arms due to minor adjustments to traffic signals to cater for the removal of the Portobello High Street to Sir Harry Lauder Road left turn filter lane.

Overall junction throughput reduces further under Option 2, primarily as a result of the removal of the flare lane from Inchview Terrace (-178 vehicles).

Implementing single crossings under Option 3 requires a traffic all stop signal phase for pedestrians and cycles to safely cross the junction. This reduces available green time from all junction arms, with the exception of King's Road that already operates on minimum green time due to low traffic volumes. Changes to traffic signal green time significantly reduces throughput from Sir Harry Lauder Road, Portobello High Street and Inchview Terrace. Seafield Road East is not impacted as this junction arm operates at the same time as Sir Harry Lauder Road, which has greater traffic volumes.

Removal of the right turn lane from Sir Harry Lauder to Portobello High Street/King's Road under Option 4 places these movements in conflict with those from Seafield Road East. Separating the two movements in the traffic signal staging further reduces capacity in addition to a traffic all stop phase for the single crossings to safely operate. With the exception of King's Road, all junction arms are significantly impacted in terms of throughput.

Modelling of the options was also undertaken under a second demand scenario using observed flows from 2022. Table 4.3 shows modelling throughput for the AM peak hour based on the 2022 traffic counts.

Table 4.3: AM 2022 Modelled Throughput

| Approach | Base | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------|-------------|------------------|------------------------|---------------------------|---------------------------|
| Seafield Road East | 649 | 649 (0%) | 649 (0%) | 654 (+1%) | 366 (-44%) |
| King's Road | 22 | 22 (0%) | 22 (0%) | 22 (0%) | 22 (0%) |
| Portobello High Street | 573 | 570 (-1%) | 576 (1%) | 525 (-8%) | 549 (-4%) |
| Sir Harry Lauder Road | 1070 | 1070 (0%) | 1118 (4%) | 1018 (-5%) | 987 (-8%) |
| Inchview Terrace | 568 | 568 (0%) | 540 (-5%) | 393 (-31%) | 320 (-44%) |
| JUNCTION TOTAL | 2882 | 2879 (0%) | 2905 (1%) | 2612 (-9%) | 2244 (-22%) |

2022 traffic demands in the AM at this junction are approximately 15% less than in 2019. Therefore, there is a reduced level of impact as a result of the four options modelled. As in 2019, there is still limited impact under Option 1 with negligible changes in throughput modelled.

The lane removal from Inchview Terrace in Option 2 has less of a bearing under the 2022 scenario. The additional green time required to make up for the lane reduction can be recouped from the other junction arms that require less green time/capacity.

For Option 3, the lower traffic demand in 2022 allow for tweaks to traffic signal timings to be made, noticeably reducing the impacts on Portobello High Street and Sir Harry Lauder Road. Although a significant reduction in throughput is still anticipated from Inchview Terrace.

Impacts under Option 4 reduce in line with the overall reduction in traffic demand. However, throughput is still in excess of -40% from Inchview Terrace and Seafield Road East.

4.2.2 PM Model Analysis

Modelled throughput from the four medium term options are shown in Table 4.4 below for the 2019 PM peak hour.

Table 4.4: PM 2019 Modelled Throughput

| Approach | Base | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------|-------------|------------------|------------------------|---------------------------|---------------------------|
| Seafield Road East | 1020 | 1030 (+1%) | 1029 (+1%) | 787 (-23%) | 659 (-35%) |
| King's Road | 37 | 38 (+3%) | 38 (+3%) | 38 (+3%) | 37 (0%) |
| Portobello High Street | 563 | 564 (0%) | 559 (-1%) | 547 (-3%) | 419 (-26%) |
| Sir Harry Lauder Road | 1137 | 1099 (-3%) | 1066 (-6%) | 880 (-23%) | 696 (-39%) |
| Inchview Terrace | 818 | 829 (+1%) | 804 (-2%) | 627 (-23%) | 651 (-20%) |
| JUNCTION TOTAL | 3575 | 3560 (0%) | 3496 (-2%) | 2879 (-19%) | 2462 (-31%) |

In terms of overall throughput, the options perform similarly in the PM peak hour as they did in the AM. A slight improvement was modelled under Options 1 and 2 where Seafield Road East and Sir Harry Lauder Road can operate at the same time. These are the junction arms with the highest traffic volumes so maximising green time for this traffic signal phase has a double benefit in terms of throughput.

The throughput impacts in the PM also tend to be more uniformly distributed across the junction arms compared to the AM. With the exception of King's Road, impacts are fairly balanced whereas in the AM they were more significantly felt on Inchview Terrace and Seafield Road East (in Option 3 and Option 4).

The PM peak hour modelled throughput under the 2022 demands scenario for the four options are shown below in Table 4.5.

Table 4.5: PM 2022 Modelled Throughput

| Approach | Base | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------|-------------|------------------|------------------------|---------------------------|---------------------------|
| Seafield Road East | 869 | 869 (0%) | 868 (0%) | 689 (-21%) | 652 (-25%) |
| King's Road | 28 | 28 (0%) | 28 (0%) | 28 (0%) | 28 (0%) |
| Portobello High Street | 512 | 511 (0%) | 511 (0%) | 497 (-3%) | 421 (-18%) |
| Sir Harry Lauder Road | 1033 | 1033 (0%) | 1028 (0%) | 895 (-13%) | 671 (-35%) |
| Inchview Terrace | 819 | 819 (0%) | 795 (-3%) | 653 (-20%) | 654 (-20%) |
| JUNCTION TOTAL | 3261 | 3260 (0%) | 3230 (-1%) | 2762 (-15%) | 2426 (-26%) |

For the PM peak hour, observed traffic volumes at King's Road junction are approximately 7% less in 2022 compared to 2019. Under 2019 demands, Options 1 and 2 performed to a similar level as the Base and this is still the case assuming 2022 demands.

Throughput impacts under the 2022 scenario for Options 3 and 4 reduced by 4% and 5% respectively, which is in line with the observed traffic volumes. However, throughput is still in excess of -20% on a number of junction arms.

4.3 Queue Lengths

The analysis in this section of the report examines the potential queue lengths that might occur if the different junction options are implemented and traffic demands remain constant. In reality, if extensive queues were to arise vehicles would likely divert by an alternative route or travel at a different time of day to avoid the busiest

periods of the day. The analysis also does not take account of mode shift to public transport/active travel or traffic 'evaporation' where people choose not to travel at all. Conversely, it does not consider potential future traffic growth as a result of new development or induced traffic from possible neighbouring road closures or other restrictions.

4.3.1 AM Model Analysis

The potential AM additional queue lengths under the four options are displayed in Tables 4.6 and 4.7 respectively for the 2019 and 2022 demand scenarios. The queue lengths shown are on top of existing queues observed on street and are calculated by multiplying the change in throughput by an assumed average vehicle length of 5m (including the gap between vehicles).

Table 4.6: AM 2019 Modelled Queue Lengths

| Approach | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------|---------------|------------------------|---------------------------|---------------------------|
| Seafield Road East | -50m | -50m | -30m | +1900m |
| King's Road | +10m | +10m | +10m | 0m |
| Portobello High Street | +45m | +280m | +1260m | +1195m |
| Sir Harry Lauder Road | +125m | +145m | +805m | +1070m |
| Inchview Terrace | -25m | +890m | +1180m | +1455m |

Table 4.7: AM 2022 Modelled Queue Lengths

| Approach | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------|---------------|------------------------|---------------------------|---------------------------|
| Seafield Road East | 0m | 0m | -25m | +1415m |
| King's Road | 0m | 0m | 0m | 0m |
| Portobello High Street | 0m | +15m | +240m | +120m |
| Sir Harry Lauder Road | 0m | -240m | +260m | +415m |
| Inchview Terrace | +15m | +140m | +875m | +1240m |

Option 1 has limited impact on queues under both demand scenarios. Option 2 could lead to significant queues if assuming 2019 demands only. 280m back from the junction on Portobello High Street is approximately to Fishwives' Causeway, while an 890m queue on Inchview Terrace would tailback passed Craiginny Crescent.

Modelled queue lengths for Option 3 and Option 4 are in excess of 1195m on Portobello High Street, 805m on Sir Harry Lauder Road and 1180m on Inchview Terrace, using 2019 demands. These additional queue lengths drop below 420m on Portobello High Street and Sir Harry Lauder Road if 2022 demands are modelled. However, queues on Inchview Terrace are anticipated to be greater than 875m even assuming 2022 traffic levels.

The additional queue lengths for Option 4 (the longest modelled queue lengths) in the AM peak hour are displayed diagrammatically in Figure 4.1 below. The image shows queues from both demand scenarios with 2019 shown in blue and 2022 in red.



Figure 4.1: AM Option 4 Modelled Queue Lengths

4.3.2 PM Model Analysis

The potential PM queue lengths under the four options are displayed in Tables 4.8 and 4.9 respectively for the 2019 and 2022 demand scenarios. As with the AM, the queue lengths shown are in addition to existing queues observed on street and are calculated by multiplying the change in throughput by an assumed average vehicle length of 5m (including the gap between vehicles).

Table 4.8: PM 2019 Modelled Queue Lengths

| Approach | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------|---------------|------------------------|---------------------------|---------------------------|
| Seafield Road East | -50m | -45m | +1165m | +1805m |
| King's Road | -5m | -5m | -5m | 0m |
| Portobello High Street | +5m | +20m | +80m | +720m |
| Sir Harry Lauder Road | +190m | +355m | +1285m | +2205m |
| Inchview Terrace | -55m | +70m | +955m | +835m |

Table 4.9: PM 2022 Modelled Queue Lengths

| Approach | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------|---------------|------------------------|---------------------------|---------------------------|
| Seafield Road East | 0m | +5m | +900m | +1085m |
| King's Road | 0m | 0m | 0m | 0m |
| Portobello High Street | -5m | +5m | +75m | +455m |
| Sir Harry Lauder Road | 0m | +25m | +690m | +1810m |
| Inchview Terrace | 0m | +120m | +830m | +825m |

The 355m long additional queue (Option 2 2019) on Sir Harry Lauder Road is the only significant queue modelled for Options 1 and 2 in either of the demand scenarios. This queue would extend passed the junction with Fishwives Causeway.

For Option 3 and Option 4, modelled queues on Portobello High Street, Sir Harry Lauder Road and Inchview Terrace are greater than 690m in both the 2019 and 2022 scenarios, with four instances of queues exceeding 1100m assuming 2019 traffic volumes.

Queue lengths for Option 4 on Portobello High Street were modelled at over 720m under the 2019 scenario and over 455m under the 2022 scenario. The latter propagates back from the junction passed Adelphi Place.

The additional queue lengths modelled in the PM Option 4 under both scenarios are displayed diagrammatically in Figure 4.2 below. The 2019 demand scenario is shown in blue and the 2022 scenario in red.



Figure 4.2: PM Option 4 Modelled Queue Lengths

4.4 Average Journey Times

Journey times for all vehicle types (Car, Taxi, LGV, HGV and Bus) were recorded as part of the modelling assessment. The average time taken to travel 300m (200m for King's Road) on approach to the King's Road junction from each junction arm is analysed in this section of the report.

Note this is not the total time on approach to the junction, and if queues extend beyond 300m then delays encountered prior to this will not be taken into account in the model journey times.

4.4.1 AM Model Analysis

Modelled journey times for all vehicle types averaged across the AM peak hour are displayed in Table 4.10 below. The table shows journey times for the four medium term options under the 2019 demand scenario. The times are shown in minutes:seconds with the Base model included for reference.

Table 4.10: AM 2019 Average Journey Times

| Approach | Base | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------------------|------|---------------|------------------------|---------------------------|------------------------------|
| Sir Harry Lauder Road | 0:59 | 0:58 | 3:16 | 3:52 | 3:59 |
| Sir Harry Lauder Road – right turn | 1:26 | 1:21 | 3:30 | 3:38 | <i>Approach lane removed</i> |
| Inchview Terrace | 1:24 | 1:36 | 5:26 | 6:22 | 7:27 |
| Seafield Road East | 0:59 | 0:57 | 0:53 | 1:48 | 11:49 |
| Seafield Road East – right turn | 1:28 | 1:18 | 1:20 | 2:13 | 8:15 |
| King's Road | 2:00 | 1:39 | 1:50 | 2:06 | 1:54 |
| Portobello High Street | 1:51 | 1:25 | 3:26 | 5:14 | 4:57 |

In general, as the level of change to the junction layout increases through the options, so do the approach times to the junction. Approach times in Option 1 are similar to the Base model with only a few seconds difference on all junction arms. The first noteworthy impacts occur under Option 2, with approach times increasing by over four minutes on Inchview Terrace, over two minutes on Sir Harry Lauder Road and one and a half minutes on Portobello High Street.

Approach times increase under Option 3 with almost five minutes additional delay on Inchview Terrace, almost three minutes on Sir Harry Lauder Road and over three minutes on Portobello High Street.

Delays continue to increase on Inchview Terrace and Sir Harry Lauder Road in Option 4. In addition, the necessary changes to the traffic signal staging under this option also now impact vehicles approaching the junction on Seafield Road East. Significant journey times were modelled on this arm, increasing from around one and a half minutes in the Base to over eleven and a half minutes.

Average approach times were also extracted from the 2022 traffic demand models. Table 4.11 below shows the modelled approach times on each junction arm, averaged across the AM peak hour assuming the 2022 demand scenario. The journey times displayed are in minutes:seconds.

Table 4.11: AM 2022 Average Journey Times

| Approach | Base | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------------------|------|---------------|------------------------|---------------------------|------------------------------|
| Sir Harry Lauder Road | 0:56 | 0:56 | 1:57 | 4:03 | 4:02 |
| Sir Harry Lauder Road – right turn | 1:22 | 1:22 | 1:56 | 3:45 | <i>Approach lane removed</i> |
| Inchview Terrace | 1:22 | 1:22 | 3:16 | 6:08 | 7:48 |
| Seafield Road East | 0:57 | 0:57 | 0:55 | 1:09 | 12:25 |
| Seafield Road East – right turn | 1:30 | 1:30 | 1:32 | 2:20 | 8:50 |
| King's Road | 1:47 | 1:47 | 1:48 | 1:48 | 1:48 |
| Portobello High Street | 1:05 | 1:06 | 1:24 | 4:58 | 4:57 |

Due to the short length of the journey time routes, approach times under the 2022 scenario perform to a similar level as the 2019 scenario. Indicating that for most options queues are extending more than 300m.

The only option that has noticeably reduced approach times under the 2022 scenario compared to 2019 is Option 2. Delays on Inchview Terrace reduce by approximately two minutes, one to one and a half minutes on Sir Harry Lauder Road and two minutes on Portobello High Street.

4.4.2 PM Model Analysis

Average PM peak hour modelled journey times are shown in Table 4.12 for the 2019 demand scenario. The times are displayed in minutes:seconds for the Base model and the four medium term options.

Table 4.12: PM 2019 Average Journey Times

| Approach | Base | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------------------|------|---------------|------------------------|---------------------------|------------------------------|
| Sir Harry Lauder Road | 1:00 | 0:58 | 2:22 | 4:38 | 4:34 |
| Sir Harry Lauder Road – right turn | 2:39 | 2:57 | 3:28 | 6:57 | <i>Approach lane removed</i> |
| Inchview Terrace | 1:34 | 1:25 | 2:28 | 4:12 | 4:06 |
| Seafield Road East | 1:09 | 1:11 | 1:20 | 5:21 | 6:33 |
| Seafield Road East – right turn | 1:09 | 1:24 | 1:24 | 5:17 | 5:21 |
| King's Road | 1:43 | 2:18 | 2:13 | 2:48 | 2:30 |
| Portobello High Street | 1:14 | 1:13 | 1:42 | 4:48 | 7:51 |

As with the AM peak, approach times generally increase as the level of intervention increases through the options and Option 1 performs similar to the Base model. More meaningful delays were modelled in Option 2 with vehicles on Inchview Terrace and straight ahead/left turning vehicles from Sir Harry Lauder Road facing additional delays over one minute. Vehicles approaching the junction on King's Road and Portobello High Street are delayed around 30 seconds from the Base model.

Removal of a southbound lane from Seafield Road East to Sir Harry Lauder in Options 3 leads to increased approach times from this arm. Modelling of Option 3 resulted in delays over four minutes on Seafield Road East and approach times increase between one minute and over four minutes on all other junction approach arms. These delays increase further to over five minutes under Option 4 for Seafield Road East and between one minute to six and half minutes on the other junction arms.

Table 4.13 below shows average approach times for the 2022 traffic demand scenario on each junction arm, averaged across the PM peak hour. The journey times displayed are in minutes:seconds.

Table 4.13: PM 2022 Average Journey Times

| Approach | Base | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|------------------------------------|------|---------------|------------------------|---------------------------|------------------------------|
| Sir Harry Lauder Road | 0:56 | 0:56 | 1:19 | 3:19 | 6:51 |
| Sir Harry Lauder Road – right turn | 1:55 | 1:55 | 2:19 | 5:28 | <i>Approach lane removed</i> |
| Inchview Terrace | 1:23 | 1:23 | 2:09 | 3:59 | 4:03 |
| Seafield Road East | 1:02 | 1:02 | 1:06 | 6:07 | 6:34 |
| Seafield Road East – right turn | 1:27 | 1:27 | 1:27 | 6:20 | 4:57 |
| King's Road | 2:43 | 2:43 | 2:35 | 2:39 | 2:39 |
| Portobello High Street | 1:09 | 1:10 | 1:32 | 3:16 | 7:53 |

Modelling of the 2022 demand scenario in the PM peak demonstrated almost no change between the Base and Option 1, as was the case with 2019 demands. Approach times in Option 2 are also similar to the Base with the maximum additional delays around 45 seconds on Inchview Terrace, which is a slight improvement compared to the 2019 demand scenario.

There are also minor approach time improvements for Option 3 using 2022 demands compared to 2019, with delays on five approaches improving by over one minute. Although approach times are still up to five minutes longer under Option 3 compared to the equivalent Base model.

Overall, there is no significant improvement for approach times under Option 4 when 2022 traffic data is used instead of 2019. Additional delays on all junction arms (excluding King's Road) were modelled to be between three and a half to six and a half minutes.

4.5 Impacts on Public Transport

King's Road junction is on a key public transport corridor with several buses per hour travelling in both directions between Portobello High Street and Inchview Terrace. Therefore, it is important to consider the impacts of the different option proposals on buses.

Table 4.14 summarises the modelling outputs from both the 2019 and 2022 demand scenarios on Portobello High Street for the AM and PM peak hours. The analysis focuses on the two key impacts on buses: the additional queue lengths on each junction arm and the additional delay on each approach.

Table 4.14: Portobello High Street Public Transport Impacts

| | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|--|---------------|------------------------|---------------------------|---------------------------|
| AM (08:00-09:00) | | | | |
| 2019 Additional Queue Lengths | +45m | +280m | +1260m | +1195m |
| 2022 Additional Queue Lengths | 0m | +15m | +240m | +120m |
| 2019 Additional Delay on 300m Approach | -26 seconds | +1 minute 35 seconds | +3 minutes 23 seconds | +3 minutes 6 seconds |
| 2022 Additional Delay on 300m Approach | +1 second | +19 seconds | +3 minutes 53 seconds | +3 minutes 52 seconds |
| PM (17:00-18:00) | | | | |
| 2019 Additional Queue Lengths | +5m | +20m | +80m | +720m |
| 2022 Additional Queue Lengths | -5m | +5m | +75m | +455m |
| 2019 Additional Delay on 300m Approach | -1 second | +28 seconds | +3 minutes 34 seconds | +6 minutes 37 seconds |
| 2022 Additional Delay on 300m Approach | +1 second | +23 seconds | +2 minutes 7 seconds | +6 minutes 44 seconds |

On Portobello High Street there is a bus lane approximately 150m back from the junction and due to queues, buses currently struggle to enter this lane and the bus stops located within it. The extensive queues modelled in Option 4 in both peaks and under both demand scenarios are likely to be unacceptable. The queue length in the AM Option 3 2019 demand scenario is also likely to be unacceptable.

The additional delays of over three minutes to travel 300m on approach to the junction modelled in Options 3 and 4 are likely to be faced with opposition from bus operators.

For the AM and PM peak hours Table 4.15 summarises the modelling outputs on Inchview Terrace from both the 2019 and 2022 demand scenarios. The analysis focuses on the two key impacts on buses: the additional queue lengths on each junction arm and the additional delay on each approach.

Table 4.15: Inchview Terrace Public Transport Impacts

| | 1: Do-Minimum | 2: Two Phase Crossings | 3: Single Crossings (3+1) | 4: Single Crossings (2+2) |
|--|---------------|------------------------|---------------------------|---------------------------|
| AM (08:00-09:00) | | | | |
| 2019 Additional Queue Lengths | -25m | +890m | +1180m | +1455m |
| 2022 Additional Queue Lengths | +15m | +140m | +875m | +1240m |
| 2019 Additional Delay on 300m Approach | +12 seconds | +4 minutes 2 seconds | +4 minutes 58 seconds | +6 minutes 3 seconds |
| 2022 Additional Delay on 300m Approach | 0 seconds | +1 minute 54 seconds | +3 minutes 46 seconds | +6 minutes 26 seconds |
| PM (17:00-18:00) | | | | |
| 2019 Additional Queue Lengths | -55m | +70m | +955m | +835m |
| 2022 Additional Queue Lengths | 0m | +120m | +830m | +825m |
| 2019 Additional Delay on 300m Approach | -9 seconds | +54 seconds | +2 minutes 38 seconds | +2 minutes 32 seconds |
| 2022 Additional Delay on 300m Approach | 0 seconds | +46 seconds | +2 minutes 36 seconds | +2 minutes 40 seconds |

The bus lane on Inchview Terrace begins approximately 330m in advance of the King's Road junction. Slight queues are already observed on street and it is anticipated that any additional queues of around 200m-250m is likely to prevent buses entering the bus lane. Queues far exceeding this were modelled in Options 3 and 4 in both demand scenarios, as well as AM Option 2 2019 scenario. This alongside the extra delays faced on approach to the junction are likely to be challenged by bus operators.

5. Summary

5.1 General Summary

Recent cycling fatalities on the Portobello High Street approach to the King's Road junction has led to a safety review of the junction to improve provision for vulnerable users. Jacobs have modelled the emerging medium term options using VISSIM microsimulation software in order to assess the potential impacts on general traffic and public transport of the proposed safety improvements.

Four medium term options have been developed by the Council. As the degree of cycle and pedestrian safety infrastructure increases through the options, so do the impacts on general traffic and public transport. The four options are summarised below:

- **Option 1: Do-Minimum** – removing the left turn filter lane from Portobello High Street to Sir Harry Lauder Road
- **Option 2: Segregated Cycle Route with Two Phase Crossing** – removing the left turn filter lanes from King's Road, Portobello High Street and Sir Harry Lauder Road and removal of the flare lane on Inchview Terrace in order to implement a designated cycle lane (including crossing) from Portobello High Street to Inchview Terrace
- **Option 3: Segregated Cycle Route with Single Phase Crossing (3+1 Traffic Lanes)** – as Option 2 but with single crossings instead of two phase crossings for pedestrians and cycles over King's Road, Portobello High Street, Sir Harry Lauder Road and Inchview Terrace
- **Option 4: Segregated Cycle Route with Single Phase Crossing (2+2 Traffic Lanes)** – as Option 3 but with only two lanes northbound on Sir Harry Lauder Road to provide more southbound capacity. The northbound right turn lane from Sir Harry Lauder Road is also removed

Modelling of the four options was undertaken in the AM and PM peak hours using two demand scenarios: 2019 which assumes traffic volumes will return to those pre-pandemic and 2022 assuming a 'new normal' has been reached in terms of traffic demands (future traffic growth or reduction was not assessed). Analysis focused on three modelling outputs: junction throughput, queue lengths and approach times to the junction, and highlighted key impacts on public transport services.

5.2 Option Performance Summary

One of the most evident outcomes from the modelling of the options is that Option 4 is unlikely to be deliverable in the near future assuming 2019 or 2022 traffic volumes. Under both demand scenarios, overall throughput reduces by over 22%, additional queue lengths can exceed 1400m and approach times can be in excess of eight minutes to travel 300m. This degree of impact on general traffic and bus services is unlikely to be acceptable in the medium term and therefore, it is not recommended to implement Option 4.

Another clear outcome from the modelling analysis is that Option 1 has minimal impact on general traffic and public transport under either demand scenario. The overall junction throughput does not reduce by more than 1%, additional queue lengths are all under 200m and approach times fluctuate by only a few seconds depending on the junction arm. In terms of traffic impacts, Option 1 could be implemented but it would be the role of decisionmakers to determine if the level of pedestrian and cycle safety infrastructure is sufficient in this option.

Option 2 is the next best performing option in terms of traffic impacts with only Inchview Terrace in the AM peak significantly affected. Assuming 2019 traffic demands, this arm of the junction has 29% less throughput, additional queues of 890m and around four minutes extra delay, which would all impact buses services on this corridor. However, these impacts reduce under the 2022 scenario with only a 5% reduction in throughput, 140m additional queues and around two minutes delay. To implement Option 2, it is likely that bus services on

Inchview Terrace would need to be monitored (particularly in the AM) and mitigation measures applied if significant delays to buses were observed.

The performance of Option 3 is more sensitive to the two different demand scenarios. Under the 2019 scenario, overall junction throughput reduces by 19%, with some queues exceeding 2000m and delays increase by more than four-five minutes on some junction arms. However, under the 2022 scenario overall throughput is -9% in the AM and -15% in the PM, with all queues under 900m. To implement Option 3, it is likely that strong support for the cycle and pedestrian safety improvements would be needed as there are likely to be significant impacts on general traffic and public transport. The level of these impacts, and deliverability of the scheme, will be dependent on future traffic volumes and whether they are likely to increase or decrease in the medium to long term.

Recent work undertaken by the Council, in developing Edinburgh's Circulation Plan, has identified the A199 Seafield Road East/Sir Harry Lauder Road as a Primary corridor and a key component of Edinburgh's strategic general traffic network. While significant traffic reduction (a target of 30%) is possible through the city centre and in local neighbourhoods, displaced traffic has the potential to result in much lower levels of traffic reduction on the A199 corridor. As such, any design for the King's Road junction must seek to minimise capacity reductions on this core route to avoid traffic rerouting back towards Portobello High Street and enabling more ambitious traffic reduction targets in neighbouring communities, which will derive greater benefit. However, the prioritisation of the A199 corridor cannot come at the expense of Inchview Terrace and Portobello High Street as this is an important public transport connection between Portobello and the east of the city. Therefore, at this complex junction with several competing needs, it is recommended that potential solutions for the King's Road junction aim to retain capacity where possible.

Appendix A. Full Calibration Results – Traffic Flows

King's Road Junction Modelling

| Time | From | To | Taxis | | | | Cars | | | | LGV | | | |
|-------------|----------------------------------|----------------------------------|----------|----------|------------|------|----------|----------|------------|------|----------|----------|------------|------|
| | | | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH |
| 07:00-07:15 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 13 | 12 | -1 | 0.28 | 4 | 4 | 0 | 0 |
| 07:00-07:15 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 49 | 49 | 0 | 0 | 13 | 13 | 0 | 0 |
| 07:00-07:15 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 0 |
| 07:00-07:15 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| 07:00-07:15 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | Portobello High Street | Seafield Road East | 0 | 0 | 0 | 0 | 58 | 55 | -3 | 0.4 | 17 | 16 | -1 | 0.25 |
| 07:00-07:15 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 3 | 3 | 0 | 0 |
| 07:00-07:15 | Portobello High Street | Inchview Terrace/Portobello Road | 2 | 2 | 0 | 0 | 40 | 38 | -2 | 0.32 | 8 | 8 | 0 | 0 |
| 07:00-07:15 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 154 | 150 | -4 | 0.32 | 27 | 26 | -1 | 0.19 |
| 07:00-07:15 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 1 | 1 | 0 | 0 |
| 07:00-07:15 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 40 | 39 | -1 | 0.16 | 13 | 13 | 0 | 0 |
| 07:00-07:15 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 2 | 0 | 0 |
| 07:00-07:15 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-07:15 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 33 | 31 | -2 | 0.35 | 6 | 6 | 0 | 0 |
| 07:00-07:15 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 4 | 4 | 0 | 0 |
| 07:15-07:30 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 83 | 80 | -3 | 0.33 | 21 | 21 | 0 | 0 |
| 07:15-07:30 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 6 | 5 | -1 | 0.43 | 2 | 2 | 0 | 0 |
| 07:15-07:30 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | Portobello High Street | Seafield Road East | 0 | 0 | 0 | 0 | 80 | 78 | -2 | 0.23 | 18 | 18 | 0 | 0 |
| 07:15-07:30 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 | 1 | 0 | -1 | 1.41 |
| 07:15-07:30 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 21 | 21 | 0 | 0 | 2 | 2 | 0 | 0 |
| 07:15-07:30 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 12 | 12 | 0 | 0 |
| 07:15-07:30 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 168 | 168 | 0 | 0 | 33 | 33 | 0 | 0 |
| 07:15-07:30 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 12 | 11 | -1 | 0.29 | 5 | 5 | 0 | 0 |
| 07:15-07:30 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 75 | 74 | -1 | 0.12 | 25 | 25 | 0 | 0 |
| 07:15-07:30 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 3 | 3 | 0 | 0 |
| 07:15-07:30 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15-07:30 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 16 | 15 | -1 | 0.25 | 4 | 4 | 0 | 0 |
| 07:15-07:30 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 43 | 43 | 0 | 0 | 6 | 6 | 0 | 0 |
| 07:15-07:30 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| 07:30-07:45 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 4 | 4 | 0 | 0 |
| 07:30-07:45 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 95 | 94 | -1 | 0.1 | 10 | 10 | 0 | 0 |
| 07:30-07:45 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 4 | 4 | 0 | 0 |
| 07:30-07:45 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 07:30-07:45 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | Portobello High Street | Seafield Road East | 0 | 0 | 0 | 0 | 66 | 68 | 2 | 0.24 | 8 | 9 | 1 | 0.34 |
| 07:30-07:45 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 5 | 5 | 0 | 0 |
| 07:30-07:45 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 70 | 67 | -3 | 0.36 | 12 | 12 | 0 | 0 |
| 07:30-07:45 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 155 | 152 | -3 | 0.24 | 28 | 28 | 0 | 0 |
| 07:30-07:45 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0.53 | 5 | 5 | 0 | 0 |
| 07:30-07:45 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 109 | 108 | -1 | 0.1 | 28 | 28 | 0 | 0 |
| 07:30-07:45 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 2 | 2 | 0 | 0 |
| 07:30-07:45 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30-07:45 | Inchview Terrace/Portobello Road | Portobello High Street | 1 | 1 | 0 | 0 | 20 | 21 | 1 | 0.22 | 9 | 9 | 0 | 0 |
| 07:30-07:45 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 65 | 66 | 1 | 0.12 | 11 | 11 | 0 | 0 |
| 07:30-07:45 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45-08:00 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45-08:00 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 4 | 3 | -1 | 0.53 | 1 | 1 | 0 | 0 |
| 07:45-08:00 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 20 | 20 | 0 | 0 | 6 | 6 | 0 | 0 |
| 07:45-08:00 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 103 | 103 | 0 | 0 | 24 | 24 | 0 | 0 |
| 07:45-08:00 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 2 | 2 | 0 | 0 |
| 07:45-08:00 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45-08:00 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45-08:00 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 07:45-08:00 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45-08:00 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45-08:00 | Portobello High Street | Seafield Road East | 2 | 1 | -1 | 0.82 | 65 | 51 | -14 | 1.84 | 7 | 5 | -2 | 0.82 |
| 07:45-08:00 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 |
| 07:45-08:00 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45-08:00 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 19 | 14 | -5 | 1.23 | 3 | 3 | 0 | 0 |
| 07:45-08:00 | Portobello High Street | Inchview Terrace/Portobello Road | 4 | 3 | -1 | 0.53 | 81 | 60 | -21 | 2.5 | 20 | 15 | -5 | 1.2 |
| 07:45-08:00 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 153 | 153 | 0 | 0 | 23 | 23 | 0 | 0 |
| 07:45-08:00 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45-08:00 | Sir Harry Lauder Road | Portobello High Street | 1 | 1 | 0 | 0 | 17 | 17 | 0 | 0 | 5 | 5 | 0 | 0 |
| 07:45-08:00 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45-08:00 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 87 | 88 | 1 | 0.11 | 32 | 32 | 0 | 0 |
| 07:45-08:00 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 3 | 3 | 0 | 0 |
| 07:45-08:00 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| 07:45-08:00 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 32 | 30 | -2 | 0.36 | 7 | 7 | 0 | 0 |
| 07:45-08:00 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 88 | 85 | -3 | 0.32 | 8 | 8 | 0 | 0 |
| 07:45-08:00 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table A.1 Validation to Traffic Flows - Taxis, Cars and LGV - 07:00-08:00

| Time | From | To | Taxis | | | | Cars | | | | LGV | | | |
|-------------|----------------------------------|----------------------------------|----------|----------|------------|------|----------|----------|------------|------|----------|----------|------------|------|
| | | | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH |
| 08:00-08:15 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1.41 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 11 | 11 | 0 | 0 |
| 08:00-08:15 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 136 | 138 | 2 | 0.17 | 19 | 19 | 0 | 0 |
| 08:00-08:15 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 4 | 4 | 0 | 0 |
| 08:00-08:15 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 1 | -1 | 0.82 | 1 | 1 | 0 | 0 |
| 08:00-08:15 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Portobello High Street | Seafield Road East | 0 | 1 | 1 | 1.41 | 57 | 57 | 0 | 0 | 6 | 6 | 0 | 0 |
| 08:00-08:15 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 | 1 | 0 | -1 | 1.41 |
| 08:00-08:15 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 14 | 15 | 1 | 0.26 | 4 | 2 | -2 | 1.15 |
| 08:00-08:15 | Portobello High Street | Inchview Terrace/Portobello Road | 2 | 2 | 0 | 0 | 61 | 66 | 5 | 0.63 | 14 | 15 | 1 | 0.26 |
| 08:00-08:15 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 150 | 152 | 2 | 0.16 | 21 | 21 | 0 | 0 |
| 08:00-08:15 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 12 | 11 | -1 | 0.29 | 3 | 3 | 0 | 0 |
| 08:00-08:15 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 91 | 91 | 0 | 0 | 13 | 14 | 1 | 0.27 |
| 08:00-08:15 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 9 | 8 | -1 | 0.34 | 1 | 1 | 0 | 0 |
| 08:00-08:15 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 33 | 33 | 0 | 0 | 5 | 5 | 0 | 0 |
| 08:00-08:15 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 2 | 2 | 0 | 0 | 60 | 62 | 2 | 0.26 | 8 | 8 | 0 | 0 |
| 08:00-08:15 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 27 | 27 | 0 | 0 | 3 | 3 | 0 | 0 |
| 08:15-08:30 | Seafield Road East | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 111 | 110 | -1 | 0.1 | 19 | 19 | 0 | 0 |
| 08:15-08:30 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 10 | 11 | 1 | 0.31 | 3 | 3 | 0 | 0 |
| 08:15-08:30 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Portobello High Street | Seafield Road East | 0 | 0 | 0 | 0 | 87 | 74 | -13 | 1.45 | 8 | 7 | -1 | 0.37 |
| 08:15-08:30 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 |
| 08:15-08:30 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 29 | 21 | -8 | 1.6 | 2 | 4 | 2 | 1.15 |
| 08:15-08:30 | Portobello High Street | Inchview Terrace/Portobello Road | 2 | 2 | 0 | 0 | 77 | 66 | -11 | 1.3 | 7 | 8 | 1 | 0.37 |
| 08:15-08:30 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 119 | 119 | 0 | 0 | 15 | 16 | 1 | 0.25 |
| 08:15-08:30 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 13 | 14 | 1 | 0.27 | 7 | 6 | -1 | 0.39 |
| 08:15-08:30 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 84 | 83 | -1 | 0.11 | 18 | 18 | 0 | 0 |
| 08:15-08:30 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:15-08:30 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Inchview Terrace/Portobello Road | Portobello High Street | 2 | 2 | 0 | 0 | 34 | 34 | 0 | 0 | 6 | 6 | 0 | 0 |
| 08:15-08:30 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 102 | 97 | -5 | 0.5 | 17 | 16 | -1 | 0.25 |
| 08:15-08:30 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 25 | 24 | -1 | 0.2 | 6 | 6 | 0 | 0 |
| 08:30-08:45 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 92 | 92 | 0 | 0 | 16 | 16 | 0 | 0 |
| 08:30-08:45 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 7 | 6 | -1 | 0.39 | 3 | 3 | 0 | 0 |
| 08:30-08:45 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:30-08:45 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:30-08:45 | Portobello High Street | Seafield Road East | 1 | 1 | 0 | 0 | 67 | 65 | -2 | 0.25 | 5 | 6 | 1 | 0.43 |
| 08:30-08:45 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 |
| 08:30-08:45 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 14 | 19 | 5 | 1.23 | 3 | 2 | -1 | 0.63 |
| 08:30-08:45 | Portobello High Street | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 63 | 62 | -1 | 0.13 | 14 | 10 | -4 | 1.15 |
| 08:30-08:45 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 139 | 139 | 0 | 0 | 17 | 16 | -1 | 0.25 |
| 08:30-08:45 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:30-08:45 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 18 | 17 | -1 | 0.24 | 5 | 5 | 0 | 0 |
| 08:30-08:45 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 89 | 88 | -1 | 0.11 | 12 | 12 | 0 | 0 |
| 08:30-08:45 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 6 | 6 | 0 | 0 |
| 08:30-08:45 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Inchview Terrace/Portobello Road | Portobello High Street | 2 | 2 | 0 | 0 | 41 | 42 | 1 | 0.16 | 5 | 5 | 0 | 0 |
| 08:30-08:45 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 69 | 72 | 3 | 0.36 | 13 | 14 | 1 | 0.27 |
| 08:30-08:45 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 28 | 28 | 0 | 0 | 3 | 4 | 1 | 0.53 |
| 08:45-09:00 | Seafield Road East | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 112 | 106 | -6 | 0.57 | 10 | 10 | 0 | 0 |
| 08:45-09:00 | Seafield Road East | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 2 | 2 | 0 | 0 |
| 08:45-09:00 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:45-09:00 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Portobello High Street | Seafield Road East | 2 | 1 | -1 | 0.82 | 62 | 62 | 0 | 0 | 9 | 6 | -3 | 1.1 |
| 08:45-09:00 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 24 | 16 | -8 | 1.79 | 4 | 4 | 0 | 0 |
| 08:45-09:00 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 1 | 1 | 1.41 | 71 | 56 | -15 | 1.88 | 9 | 12 | 3 | 0.93 |
| 08:45-09:00 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 129 | 121 | -8 | 0.72 | 30 | 29 | -1 | 0.18 |
| 08:45-09:00 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 30 | 28 | -2 | 0.37 | 3 | 3 | 0 | 0 |
| 08:45-09:00 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 80 | 80 | 0 | 0 | 18 | 17 | -1 | 0.24 |
| 08:45-09:00 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 6 | 6 | 0 | 0 |
| 08:45-09:00 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| 08:45-09:00 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 42 | 39 | -3 | 0.47 | 7 | 6 | -1 | 0.39 |
| 08:45-09:00 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 64 | 62 | -2 | 0.25 | 15 | 14 | -1 | 0.26 |
| 08:45-09:00 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table A.3 Validation to Traffic Flows - Taxis, Cars and LGV - 08:00-09:00

| Time | From | To | HGV | | | | Bus+Coach | | | | Cycles | | | |
|-------------|----------------------------------|----------------------------------|----------|----------|------------|------|-----------|----------|------------|------|----------|----------|------------|------|
| | | | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH |
| 08:00-08:15 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Seafield Road East | Sir Harry Lauder Road | 8 | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Seafield Road East | Inchview Terrace/Portobello Road | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | King's Road | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Portobello High Street | Seafield Road East | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Portobello High Street | King's Road | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Portobello High Street | Sir Harry Lauder Road | 2 | 1 | -1 | 0.82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 5 | 4 | -1 | 0.47 | 0 | 1 | 1 | 1.41 |
| 08:00-08:15 | Sir Harry Lauder Road | Seafield Road East | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:00-08:15 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Sir Harry Lauder Road | Portobello High Street | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Inchview Terrace/Portobello Road | Seafield Road East | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0.63 |
| 08:00-08:15 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 2 | 2 | 0 | 0 |
| 08:00-08:15 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00-08:15 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Seafield Road East | Portobello High Street | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Seafield Road East | Sir Harry Lauder Road | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Seafield Road East | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:15-08:30 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| 08:15-08:30 | Portobello High Street | Seafield Road East | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Portobello High Street | Sir Harry Lauder Road | 0 | 1 | 1 | 1.41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 9 | 6 | -3 | 1.1 | 3 | 2 | -1 | 0.63 |
| 08:15-08:30 | Sir Harry Lauder Road | Seafield Road East | 14 | 13 | -1 | 0.27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Sir Harry Lauder Road | Portobello High Street | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:15-08:30 | Inchview Terrace/Portobello Road | Portobello High Street | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15-08:30 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Seafield Road East | Sir Harry Lauder Road | 8 | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:30-08:45 | Portobello High Street | Seafield Road East | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Portobello High Street | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Portobello High Street | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 5 | 6 | 1 | 0.43 | 1 | 1 | 0 | 0 |
| 08:30-08:45 | Sir Harry Lauder Road | Seafield Road East | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Sir Harry Lauder Road | Portobello High Street | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 3 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:30-08:45 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30-08:45 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Seafield Road East | Portobello High Street | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Seafield Road East | Sir Harry Lauder Road | 10 | 9 | -1 | 0.32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Seafield Road East | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 7 | 6 | -1 | 0.39 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Portobello High Street | Seafield Road East | 0 | 1 | 1 | 1.41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Portobello High Street | Sir Harry Lauder Road | 2 | 1 | -1 | 0.82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Portobello High Street | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 3 | 2 | -1 | 0.63 |
| 08:45-09:00 | Sir Harry Lauder Road | Seafield Road East | 5 | 5 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:45-09:00 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Sir Harry Lauder Road | Portobello High Street | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 5 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Inchview Terrace/Portobello Road | Portobello High Street | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:45-09:00 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45-09:00 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table A.4 Validation to Traffic Flows - HGV, Bus&Coach, Cycles - 08:00-09:00

| Time | From | To | Taxis | | | | Cars | | | | LGV | | | |
|-------------|----------------------------------|----------------------------------|----------|----------|------------|------|----------|----------|------------|------|----------|----------|------------|------|
| | | | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH |
| 16:00-16:15 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Seafield Road East | Portobello High Street | 1 | 1 | 0 | 0 | 52 | 49 | -3 | 0.42 | 7 | 7 | 0 | 0 |
| 16:00-16:15 | Seafield Road East | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 139 | 133 | -6 | 0.51 | 25 | 23 | -2 | 0.41 |
| 16:00-16:15 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 4 | 4 | 0 | 0 |
| 16:00-16:15 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Portobello High Street | Seafield Road East | 1 | 1 | 0 | 0 | 44 | 40 | -4 | 0.62 | 7 | 6 | -1 | 0.39 |
| 16:00-16:15 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 2 | 0 | -2 | 2 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 33 | 24 | -9 | 1.69 | 2 | 2 | 0 | 0 |
| 16:00-16:15 | Portobello High Street | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 47 | 39 | -8 | 1.22 | 7 | 6 | -1 | 0.39 |
| 16:00-16:15 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 99 | 96 | -3 | 0.3 | 13 | 12 | -1 | 0.28 |
| 16:00-16:15 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 |
| 16:00-16:15 | Sir Harry Lauder Road | Portobello High Street | 1 | 1 | 0 | 0 | 35 | 33 | -2 | 0.34 | 2 | 2 | 0 | 0 |
| 16:00-16:15 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 77 | 75 | -2 | 0.23 | 9 | 9 | 0 | 0 |
| 16:00-16:15 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Inchview Terrace/Portobello Road | Portobello High Street | 1 | 1 | 0 | 0 | 85 | 82 | -3 | 0.33 | 10 | 10 | 0 | 0 |
| 16:00-16:15 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 89 | 85 | -4 | 0.43 | 13 | 12 | -1 | 0.28 |
| 16:00-16:15 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 43 | 44 | 1 | 0.15 | 9 | 9 | 0 | 0 |
| 16:15-16:30 | Seafield Road East | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 135 | 134 | -1 | 0.09 | 23 | 23 | 0 | 0 |
| 16:15-16:30 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 9 | 8 | -1 | 0.34 | 1 | 1 | 0 | 0 |
| 16:15-16:30 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| 16:15-16:30 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Portobello High Street | Seafield Road East | 2 | 1 | -1 | 0.82 | 42 | 35 | -7 | 1.13 | 6 | 5 | -1 | 0.43 |
| 16:15-16:30 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 25 | 24 | -1 | 0.2 | 7 | 4 | -3 | 1.28 |
| 16:15-16:30 | Portobello High Street | Inchview Terrace/Portobello Road | 2 | 1 | -1 | 0.82 | 42 | 32 | -10 | 1.64 | 6 | 5 | -1 | 0.43 |
| 16:15-16:30 | Sir Harry Lauder Road | Seafield Road East | 1 | 1 | 0 | 0 | 109 | 108 | -1 | 0.1 | 17 | 17 | 0 | 0 |
| 16:15-16:30 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 4 | 3 | -1 | 0.53 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 45 | 40 | -5 | 0.77 | 4 | 3 | -1 | 0.53 |
| 16:15-16:30 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 84 | 85 | 1 | 0.11 | 10 | 10 | 0 | 0 |
| 16:15-16:30 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 2 | 2 | 0 | 0 |
| 16:15-16:30 | Inchview Terrace/Portobello Road | King's Road | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Inchview Terrace/Portobello Road | Portobello High Street | 4 | 4 | 0 | 0 | 71 | 69 | -2 | 0.24 | 15 | 14 | -1 | 0.26 |
| 16:15-16:30 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 84 | 83 | -1 | 0.11 | 19 | 20 | 1 | 0.23 |
| 16:15-16:30 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 54 | 52 | -2 | 0.27 | 6 | 6 | 0 | 0 |
| 16:30-16:45 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 157 | 157 | 0 | 0 | 18 | 18 | 0 | 0 |
| 16:30-16:45 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 2 | 2 | 0 | 0 |
| 16:30-16:45 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | King's Road | Portobello High Street | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | King's Road | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 6 | 6 | 0 | 0 | 1 | 1 | 0 | 0 |
| 16:30-16:45 | Portobello High Street | Seafield Road East | 2 | 2 | 0 | 0 | 26 | 23 | -3 | 0.61 | 5 | 5 | 0 | 0 |
| 16:30-16:45 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 | 1 | 0 | -1 | 1.41 |
| 16:30-16:45 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Portobello High Street | Sir Harry Lauder Road | 1 | 0 | -1 | 1.41 | 31 | 21 | -10 | 1.96 | 2 | 3 | 1 | 0.63 |
| 16:30-16:45 | Portobello High Street | Inchview Terrace/Portobello Road | 4 | 3 | -1 | 0.53 | 40 | 34 | -6 | 0.99 | 2 | 3 | 1 | 0.63 |
| 16:30-16:45 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 60 | 60 | 0 | 0 | 6 | 6 | 0 | 0 |
| 16:30-16:45 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 31 | 33 | 2 | 0.35 | 3 | 4 | 1 | 0.53 |
| 16:30-16:45 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 38 | 38 | 0 | 0 | 8 | 8 | 0 | 0 |
| 16:30-16:45 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 2 | 2 | 0 | 0 |
| 16:30-16:45 | Inchview Terrace/Portobello Road | King's Road | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Inchview Terrace/Portobello Road | Portobello High Street | 5 | 5 | 0 | 0 | 81 | 82 | 1 | 0.11 | 13 | 13 | 0 | 0 |
| 16:30-16:45 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 77 | 80 | 3 | 0.34 | 15 | 15 | 0 | 0 |
| 16:30-16:45 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 99 | 100 | 1 | 0.1 | 6 | 6 | 0 | 0 |
| 16:45-17:00 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 137 | 141 | 4 | 0.34 | 13 | 14 | 1 | 0.27 |
| 16:45-17:00 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 2 | 0 | 0 |
| 16:45-17:00 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Portobello High Street | Seafield Road East | 5 | 3 | -2 | 1 | 36 | 27 | -9 | 1.6 | 9 | 5 | -4 | 1.51 |
| 16:45-17:00 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Portobello High Street | Sir Harry Lauder Road | 0 | 1 | 1 | 1.41 | 19 | 24 | 5 | 1.08 | 2 | 2 | 0 | 0 |
| 16:45-17:00 | Portobello High Street | Inchview Terrace/Portobello Road | 2 | 3 | 1 | 0.63 | 39 | 31 | -8 | 1.35 | 2 | 1 | -1 | 0.82 |
| 16:45-17:00 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 67 | 69 | 2 | 0.24 | 6 | 6 | 0 | 0 |
| 16:45-17:00 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 26 | 27 | 1 | 0.19 | 5 | 5 | 0 | 0 |
| 16:45-17:00 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 43 | 42 | -1 | 0.15 | 8 | 8 | 0 | 0 |
| 16:45-17:00 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 1 | 1 | 0 | 0 |
| 16:45-17:00 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 69 | 69 | 0 | 0 | 13 | 12 | -1 | 0.28 |
| 16:45-17:00 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 63 | 62 | -1 | 0.13 | 19 | 19 | 0 | 0 |
| 16:45-17:00 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table A.5 Validation to Traffic Flows - Taxis, Cars and LGV - 16:00-17:00

| Time | From | To | HGV | | | | Bus+Coach | | | | Cycles | | | |
|-------------|----------------------------------|----------------------------------|----------|----------|------------|------|-----------|----------|------------|------|----------|----------|------------|------|
| | | | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH |
| 16:00-16:15 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 |
| 16:00-16:15 | Seafield Road East | Sir Harry Lauder Road | 5 | 5 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Seafield Road East | Inchview Terrace/Portobello Road | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Portobello High Street | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 4 | 3 | -1 | 0.53 | 1 | 1 | 0 | 0 |
| 16:00-16:15 | Sir Harry Lauder Road | Seafield Road East | 7 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 16:00-16:15 | Inchview Terrace/Portobello Road | Seafield Road East | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Inchview Terrace/Portobello Road | Portobello High Street | 2 | 2 | 0 | 0 | 4 | 4 | 0 | 0 | 1 | 1 | 0 | 0 |
| 16:00-16:15 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-16:15 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Seafield Road East | Sir Harry Lauder Road | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Portobello High Street | Seafield Road East | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 5 | 3 | -2 | 1 | 1 | 0 | -1 | 1.41 |
| 16:15-16:30 | Sir Harry Lauder Road | Seafield Road East | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Sir Harry Lauder Road | Portobello High Street | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Inchview Terrace/Portobello Road | Portobello High Street | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 3 | -1 | 0.53 |
| 16:15-16:30 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15-16:30 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Seafield Road East | Sir Harry Lauder Road | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 16:30-16:45 | Portobello High Street | Seafield Road East | 1 | 0 | -1 | 1.41 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Portobello High Street | Inchview Terrace/Portobello Road | 1 | 0 | -1 | 1.41 | 3 | 3 | 0 | 0 | 3 | 2 | -1 | 0.63 |
| 16:30-16:45 | Sir Harry Lauder Road | Seafield Road East | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Inchview Terrace/Portobello Road | King's Road | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 5 | 4 | -1 | 0.47 | 1 | 2 | 1 | 0.82 |
| 16:30-16:45 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30-16:45 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Seafield Road East | Sir Harry Lauder Road | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Seafield Road East | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Portobello High Street | Seafield Road East | 0 | 1 | 1 | 1.41 | 0 | 1 | 1 | 1.41 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1.41 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 1 | 1 | 1.41 | 5 | 4 | -1 | 0.47 | 1 | 2 | 1 | 0.82 |
| 16:45-17:00 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Sir Harry Lauder Road | Portobello High Street | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | -1 | 0.47 | 0.47 |
| 16:45-17:00 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 1 | 1 | 0 | 0 |
| 16:45-17:00 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 1 | 1 | 1.41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45-17:00 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table A.6 Validation to Traffic Flows – HGV, Bus&Coach, Cycles - 16:00-17:00

King's Road Junction Modelling

| Time | From | To | Taxis | | | | Cars | | | | LGV | | | |
|-------------|----------------------------------|----------------------------------|----------|----------|------------|------|----------|----------|------------|------|----------|----------|------------|------|
| | | | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH |
| 17:00-17:15 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Seafield Road East | Portobello High Street | 1 | 1 | 0 | 0 | 71 | 70 | -1 | 0.12 | 6 | 6 | 0 | 0 |
| 17:00-17:15 | Seafield Road East | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 163 | 157 | -6 | 0.47 | 17 | 16 | -1 | 0.25 |
| 17:00-17:15 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 2 | 2 | 0 | 0 |
| 17:00-17:15 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:00-17:15 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:00-17:15 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Portobello High Street | Seafield Road East | 1 | 3 | 2 | 1.41 | 52 | 35 | -17 | 2.58 | 5 | 7 | 2 | 0.82 |
| 17:00-17:15 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 31 | 20 | -11 | 2.18 | 1 | 2 | 1 | 0.82 |
| 17:00-17:15 | Portobello High Street | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 46 | 36 | -10 | 1.56 | 8 | 2 | -6 | 2.68 |
| 17:00-17:15 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 117 | 113 | -4 | 0.37 | 10 | 10 | 0 | 0 |
| 17:00-17:15 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 28 | 27 | -1 | 0.19 | 1 | 1 | 0 | 0 |
| 17:00-17:15 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 85 | 85 | 0 | 0 | 7 | 7 | 0 | 0 |
| 17:00-17:15 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:00-17:15 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 88 | 89 | 1 | 0.11 | 8 | 9 | 1 | 0.34 |
| 17:00-17:15 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 74 | 74 | 0 | 0 | 12 | 12 | 0 | 0 |
| 17:00-17:15 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 |
| 17:15-17:30 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 68 | 70 | 2 | 0.24 | 2 | 2 | 0 | 0 |
| 17:15-17:30 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 154 | 157 | 3 | 0.24 | 15 | 16 | 1 | 0.25 |
| 17:15-17:30 | Seafield Road East | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:15-17:30 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Portobello High Street | Seafield Road East | 5 | 1 | -4 | 2.31 | 60 | 37 | -23 | 3.3 | 0 | 4 | 4 | 2.83 |
| 17:15-17:30 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 25 | 22 | -3 | 0.62 | 2 | 1 | -1 | 0.82 |
| 17:15-17:30 | Portobello High Street | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 35 | 35 | 0 | 0 | 9 | 6 | -3 | 1.1 |
| 17:15-17:30 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 168 | 166 | -2 | 0.15 | 15 | 15 | 0 | 0 |
| 17:15-17:30 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 35 | 33 | -2 | 0.34 | 3 | 3 | 0 | 0 |
| 17:15-17:30 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 84 | 84 | 0 | 0 | 8 | 8 | 0 | 0 |
| 17:15-17:30 | Inchview Terrace/Portobello Road | Seafield Road East | 3 | 3 | 0 | 0 | 7 | 7 | 0 | 0 | 4 | 3 | -1 | 0.53 |
| 17:15-17:30 | Inchview Terrace/Portobello Road | King's Road | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:15-17:30 | Inchview Terrace/Portobello Road | Portobello High Street | 2 | 2 | 0 | 0 | 73 | 70 | -3 | 0.35 | 5 | 4 | -1 | 0.47 |
| 17:15-17:30 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 92 | 87 | -5 | 0.53 | 11 | 10 | -1 | 0.31 |
| 17:15-17:30 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 53 | 51 | -2 | 0.28 | 2 | 2 | 0 | 0 |
| 17:30-17:45 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 154 | 153 | -1 | 0.08 | 11 | 11 | 0 | 0 |
| 17:30-17:45 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:30-17:45 | King's Road | Inchview Terrace/Portobello Road | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Portobello High Street | Seafield Road East | 1 | 4 | 3 | 1.9 | 40 | 49 | 9 | 1.35 | 4 | 0 | -4 | 2.83 |
| 17:30-17:45 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 17 | 22 | 5 | 1.13 | 0 | 2 | 2 | 2 |
| 17:30-17:45 | Portobello High Street | Inchview Terrace/Portobello Road | 2 | 0 | -2 | 2 | 49 | 32 | -17 | 2.67 | 5 | 8 | 3 | 1.18 |
| 17:30-17:45 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 141 | 143 | 2 | 0.17 | 6 | 6 | 0 | 0 |
| 17:30-17:45 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:30-17:45 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 40 | 38 | -2 | 0.32 | 2 | 1 | -1 | 0.82 |
| 17:30-17:45 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 105 | 105 | 0 | 0 | 9 | 9 | 0 | 0 |
| 17:30-17:45 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 2 | 2 | 0 | 0 |
| 17:30-17:45 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Inchview Terrace/Portobello Road | Portobello High Street | 1 | 1 | 0 | 0 | 87 | 83 | -4 | 0.43 | 8 | 8 | 0 | 0 |
| 17:30-17:45 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 96 | 93 | -3 | 0.31 | 7 | 7 | 0 | 0 |
| 17:30-17:45 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 68 | 65 | -3 | 0.37 | 13 | 12 | -1 | 0.28 |
| 17:45-18:00 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 170 | 163 | -7 | 0.54 | 15 | 14 | -1 | 0.26 |
| 17:45-18:00 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 7 | 6 | -1 | 0.39 | 1 | 1 | 0 | 0 |
| 17:45-18:00 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Portobello High Street | Seafield Road East | 0 | 1 | 1 | 1.41 | 45 | 33 | -12 | 1.92 | 5 | 2 | -3 | 1.6 |
| 17:45-18:00 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 36 | 12 | -24 | 4.9 | 1 | 1 | 0 | 0 |
| 17:45-18:00 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 1 | 1 | 1.41 | 53 | 26 | -27 | 4.3 | 6 | 4 | -2 | 0.89 |
| 17:45-18:00 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 123 | 119 | -4 | 0.36 | 3 | 3 | 0 | 0 |
| 17:45-18:00 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 49 | 36 | -13 | 1.99 | 1 | 1 | 0 | 0 |
| 17:45-18:00 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 77 | 75 | -2 | 0.23 | 9 | 9 | 0 | 0 |
| 17:45-18:00 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:45-18:00 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Inchview Terrace/Portobello Road | Portobello High Street | 3 | 3 | 0 | 0 | 70 | 70 | 0 | 0 | 7 | 6 | -1 | 0.39 |
| 17:45-18:00 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 76 | 76 | 0 | 0 | 8 | 8 | 0 | 0 |
| 17:45-18:00 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table A.7 Validation to Traffic Flows - Taxis, Cars and LGV - 17:00-18:00

King's Road Junction Modelling

| Time | From | To | HGV | | | | Bus+Coach | | | | Cycles | | | |
|-------------|----------------------------------|----------------------------------|----------|----------|------------|------|-----------|----------|------------|------|----------|----------|------------|------|
| | | | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH | Observed | Modelled | Difference | GEH |
| 17:00-17:15 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:00-17:15 | Portobello High Street | Seafield Road East | 1 | 0 | -1 | 1.41 | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Portobello High Street | Inchview Terrace/Portobello Road | 1 | 0 | -1 | 1.41 | 3 | 4 | 1 | 0.53 | 0 | 1 | 1 | 1.41 |
| 17:00-17:15 | Sir Harry Lauder Road | Seafield Road East | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Sir Harry Lauder Road | Portobello High Street | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Sir Harry Lauder Road | Sir Harry Lauder Road | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0.82 |
| 17:00-17:15 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 0.47 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00-17:15 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Seafield Road East | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| 17:15-17:30 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| 17:15-17:30 | Portobello High Street | Seafield Road East | 0 | 1 | 1 | 1.41 | 0 | 1 | 1 | 1.41 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1.41 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 4 | 2 | -2 | 1.15 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Sir Harry Lauder Road | Seafield Road East | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Sir Harry Lauder Road | Portobello High Street | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15-17:30 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | -1 | 0.63 |
| 17:15-17:30 | Inchview Terrace/Portobello Road | Portobello High Street | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 5 | 5 | 0 | 0 |
| 17:15-17:30 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
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| 17:30-17:45 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
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| 17:30-17:45 | Seafield Road East | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Portobello High Street | Seafield Road East | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 4 | 3 | -1 | 0.53 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Sir Harry Lauder Road | Seafield Road East | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Sir Harry Lauder Road | Portobello High Street | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
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| 17:30-17:45 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0.53 |
| 17:30-17:45 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 5 | 5 | 0 | 0 |
| 17:30-17:45 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30-17:45 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Seafield Road East | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Seafield Road East | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Seafield Road East | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Seafield Road East | Sir Harry Lauder Road | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Seafield Road East | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | King's Road | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| 17:45-18:00 | King's Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | King's Road | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | King's Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | King's Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Portobello High Street | Seafield Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 1.41 |
| 17:45-18:00 | Portobello High Street | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Portobello High Street | Portobello High Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Portobello High Street | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Portobello High Street | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 5 | 2 | -3 | 1.6 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Sir Harry Lauder Road | Seafield Road East | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Sir Harry Lauder Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Sir Harry Lauder Road | Portobello High Street | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Sir Harry Lauder Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Sir Harry Lauder Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Inchview Terrace/Portobello Road | Seafield Road East | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Inchview Terrace/Portobello Road | King's Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | -2 | 1 |
| 17:45-18:00 | Inchview Terrace/Portobello Road | Portobello High Street | 0 | 0 | 0 | 0 | 3 | 2 | -1 | 0.63 | 4 | 4 | 0 | 0 |
| 17:45-18:00 | Inchview Terrace/Portobello Road | Sir Harry Lauder Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45-18:00 | Inchview Terrace/Portobello Road | Inchview Terrace/Portobello Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table A.8 Validation to Traffic Flows – HGV, Bus&Coach, Cycles - 17:00-18:00

Transport and Environment Committee

10.00am, Thursday, 8 December 2022

Maintenance of footways and cycleways

| | |
|---|----------------|
| Executive/routine Wards Council Commitments | Routine All |
|---|----------------|

1. Recommendations

- 1.1 Transport and Environment Committee is asked to note the contents of this report, and specifically:
 - 1.1.1 Plans for the introduction of dedicated resources for year-round maintenance of the dedicated path and cycleway network; and
 - 1.1.2 The operational approach that is now being deployed and the increase in machinery being dedicated to pavement sweeping.

Paul Lawrence

Executive Director of Place

Contact: Murray Black, Neighbourhood Environmental Service Manager

E-mail: murray.black@edinburgh.gov.uk

Maintenance of footways and cycleways

2. Executive Summary

- 2.1 This report responds to a request from Committee in December 2022 to explore the possibility of changing the Council's approach to maintenance of footways and cycleways.
- 2.2 The report also sets out the operational changes in the street care service (formerly street cleansing) following the allocation of additional investment in the Council's budget for 2023/24.

3. Background

- 3.1 On [8 December 2022](#), Transport and Environment Committee received a report on the maintenance of footways and cycleways in the city.
- 3.2 This report outlined a trial that was being undertaken in the North West of the city which provided a dedicated maintenance team in respect of what is considered to be the off road path and cycleway network. Committee requested officers to give consideration to extending the trial across all four Locality areas.
- 3.3 The actions agreed by Committee were:
 - 3.3.1 To provide a pathway and cycleway maintenance team in other localities, following the trial of a dedicated team in the North-West Locality;
 - 3.3.2 To employ this team to take a more proactive approach to leaf sweeping in leaf fall season;
 - 3.3.3 To reallocate a share of road gritting resource to path and cycleway gritting; and
 - 3.3.4 Along with the associated equalities impact and financial implications, to provide a brief report in advance of summer recess in summer 2023.
- 3.4 On [20 April 2023](#), Committee received an update on Street Cleansing performance which set out proposals to spend additional funding (£2.74m) allocated to delivering improvements in the cleansing service as part of the Council's budget in 2023/24.
- 3.5 As set out report in April 2023, all roads and footways are zoned in respect of the Code of Practice on Litter and Refuse (CoPLAR). Zoning applies to any land or roads under the direct control of the Council. As such pathways and cycleways are included, alongside roads and pavements. Zoning is undertaken on the basis of

footfall/usage levels and allows the service to base operational plans, specifically the schedule of sweeping, on this. Whilst sweeping removes litter, it is also effective at removing detritus (defined as decaying organic material) and therefore removing growth medium for weeds.

- 3.6 This allowed for the purchase of additional compact sweepers which, outwith the winter season, maintain roads and pavements from a litter and detritus perspective. In the winter season, they are also available for the dedicated gritting of footways and cycleways when weather determines. In 2022/23, these additional compact sweepers enabled additional coverage of cycleway and footway routes in the North of the city, beyond those which had previously been treated (including three dedicated Travelling Safely routes and two dedicated cycleways).

4. Main report

Resources to tackle approach roads and rural roads

- 4.1 To improve cleanliness on approach roads and rural roads, as well as improving the appearance of the main routes into the city (including pathways and cycleways), some of the additional funding received in 2023/24 has been allocated towards recruiting additional staff and investing in equipment. Resourcing and equipment requirements have been defined and recruitment is due to commence in June with a view to having dedicated staff in place ahead of leaf fall season.
- 4.2 Rather than being exclusively responsible for the cleaning of a route, the team will be multi disciplinary and tasked with litter picking, sweeping, verge, pathway edge, and hedge maintenance. The activities of this team will be complimented by more specialist resources within the wider team, specifically forestry and large mechanical sweeping as and when the need arises. The staff in these teams will also complement existing resources deployed during leaf fall season.

Pedestrian and Mechanical Sweepers

- 4.3 It is intended to purchase pedestrian sweepers, which are fully electric walk behind sweepers which can deploy a weed brush in addition to the normal sweeping brush. These machines come equipped with a vacuum attachment to tackle problematic issues such as cigarette litter and also have a spray lance. Two of these sweepers have already been received and will be deployed initially in the city centre and further machines will be brought in over the course of 2023.
- 4.4 In addition, an increase in the number of compact mechanical sweepers allows for more formal scheduling and routing for sweepers. The introduction of these formalised routes was delayed primarily due to COVID-19, but they will be introduced over the course of 2023.
- 4.5 The regularity of the sweeping regime will be determined by the zones within CoPLAR. High footfall areas such as Zones 1 and 2 will be maintained by manual sweeping during the day and mechanical sweeping at night. Other zones, mainly residential, will be covered by crew vans undertaking what the service refers to as

blitzing. An example of this is shown in the image below which was taken in the Hutchison area of the city.



Removal of weeds

- 4.6 A further element in respect of maintenance of footways and cycleways is the removal of weeds. Whilst the measures outlined in 4.3 will assist in respect of removing weeds and growth medium, removing weeds through sweeping means alone is not sufficient.
- 4.7 Whilst glyphosate continues to be licensed for use, there are a growing number of areas in the city requesting no chemical treatment. Officers recognise that chemical treatment needs to reduce and continue to consider non-chemical alternatives such as hot water and thermal lances alongside increased sweeping and, where appropriate, mulching and hand weeding.
- 4.8 It is intended to bring forward a report to Committee in September 2023 on the options to reduce reliance on chemical treatment and outline what this will require from both a staffing and financial perspective. This will also set out whether a degree of increased tolerance to weeds might be required.

Gritting

- 4.9 In terms of gritting operations, paragraph 3.6 sets out some of the changes that have already been made to provide improved winter weather coverage on the path and cycleway network. To support this, £0.5m has been transferred from the winter weather budget to street care (£0.3m in 2021/22, and £0.2m in 2023/24). This is recurring funding.

- 4.10 The wider Neighbourhood Environmental Services team, specifically staff from cleansing and grounds maintenance, also provide support in respect of gritting pathways, particularly to care homes and doctors surgeries when the need arises.
- 4.11 The Council has a duty to ensure that the Priority One road network ((primarily routes which are considered A roads and the bus network) is gritted to ensure that people who are using public transport are able to travel. Any reduction in the existing gritting budget would have a direct consequence of not being able to treat the Priority One network to current levels.
- 4.12 The approach set out in this report in respect of path and cycleway gritting allows other teams to focus on road gritting.

5. Next Steps

- 5.1 Recruitment will commence in June 2023 for the team to tackle approach and rural roads, as set out above. It is hoped that recruitment will conclude by the end of the summer but in advance of leaf fall season as this is the best period for maintenance of hedgerows and overgrowth.
- 5.2 A report will be prepared for Committee in September 2023 on options for the future treatment of weeds in the city.

6. Financial impact

- 6.1 The activities outlined in this report are carried out within the Council's existing financial resources and are detailed in the main report.

7. Stakeholder/Community Impact

- 7.1 As noted above, Council officers continue to work with volunteers to maintain the Council's network of footpaths, off-road paths and on-street cycle lanes where it is possible to do so. Officers will also engage with key stakeholders on opportunities for joint working.
- 7.2 Further investigation of opportunities to include volunteers in the Council's work programme, particularly work undertaken in parks and greenspaces, is underway.
- 7.3 As requested by Committee in December, officers are currently developing an integrated impact assessment to consider the equalities (and other) impacts arising from the footpath and cycleway maintenance arrangements set out in this report. The final report will be published on the Council website and will be included in the Business Bulletin for Committee in August 2023.

8. Background reading/external references

- 8.1 None

9. Appendices

- 9.1 None.

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Transport and Environment Committee

10.00am, Thursday, 15 June 2023

Response to motion by Councillor Burgess - Sciennes Primary Playground on Sciennes Road

| | |
|---------------------|--------------------------|
| Executive/routine | Routine |
| Wards | 15 – Southside/Newington |
| Council Commitments | |

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee notes:
 - 1.1.1 The update provided on actions arising from the motion; and
 - 1.1.2 That a further update will be provided following the conclusion of the public advertising stage of the Traffic Regulation Order process for a permanent closure.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Response to Motion by Councillor Burgess - Sciennes Primary Playground on Sciennes Road

2. Executive Summary

- 2.1 This report provides a summary update on progress with various issues relating to the section of Sciennes Road outside Sciennes Primary School, as instructed by a motion approved at Committee on [3 November 2022](#).

3. Background

- 3.1 On 3 November 2022, Committee approved an adjusted motion by Councillor Arthur in respect of the section of Sciennes Road outside Sciennes Primary School. A copy of the approved motion is provided as Appendix 1.
- 3.2 A Business Bulletin update was provided to Committee on [2 March 2023](#).
- 3.3 This report responds to the action to provide a summary update on progress to Committee in June 2023.

4. Main report

- 4.1 The approved motion instructed various actions, which can be summarised under seven headings.

Suitability study (Motion Items 3, 6 and 16)

- 4.2 While the challenges presented by the size of the playground at Sciennes Primary School are recognised and documented, the size of a school's playground is considered a 'suitability' issue. Suitability is a measure of whether a school is fit for the purpose of delivering the education curriculum. The school estate (Early Years, Primary, Secondary and Special Schools) consists of a wide range of buildings and sites from various periods that present a variety of suitability issues.
- 4.3 Currently funding streams available both nationally and locally are focused on ensuring the condition and sufficiency of the school estate. There is no funding available to address suitability issues which are considered a lower priority.

- 4.4 A suitability survey for Sciennes Primary School will be carried out as part of a planned five-year rolling programme of surveys covering the entire school estate, so that a list of suitability issues across the estate can be formed and prioritised, should funding become available in the future.

Retention of and improvements to the current temporary closure (Motion Items 7 and 12)

- 4.5 The temporary road closure, on the section of Sciennes Road outside the school, remains in place. A new Temporary Traffic Regulation Order (TTRO) is being progressed to allow this to continue for up to another 18 months while the permanent Traffic Regulation Order (TRO) is progressed and implemented.
- 4.6 The refurbishment works that are currently underway at the school restrict access to parts of the school playground. To compensate for this temporary loss of play space, part of the road width within the extent of the temporary closure was barriered off, to provide additional play space for pupils while the works were ongoing.
- 4.7 The refurbishment work is expected to be completed in July 2023. Access will therefore be restored to the whole of the playground prior to the start of the new school year and the temporary play space on the road will be removed. The planters at either end of the temporary closure will, however, remain in place to prevent vehicles from travelling through the area.

Further engagement with the Sciennes Parent Council (Motion Items 8 and 13)

- 4.8 A meeting was held on site with representatives of the Parent Council on 24 January 2023. This was attended by the Convener of Transport and Environment, one of the Ward members and an officer from the Road Safety team.
- 4.9 The main purpose of the meeting, as set out by the Parent Council, was to consider the permanent closure of Sciennes Road directly outside Sciennes School thereby securing the use of the road space as an extension of the current school playground on a permanent basis. The Parent Council presented three options they had developed for how this might be achieved.
- 4.10 A summary note of the meeting, prepared by the Parent Council, is attached as Appendix 2.
- 4.11 A further meeting with the Parent Council and ward Councillors was arranged for 8 June 2023 but was subsequently cancelled. Arrangements are being made to reschedule this meeting.

Timetable for the completion of the Traffic Regulation Order process for a permanent closure (Motion Items 9 and 11)

- 4.12 It is not possible to provide a definitive timescale for the completion of the TRO process for the permanent closure, as this will depend on various factors which cannot be quantified in advance (including the number and nature of any objections that are received when the proposals are advertised and the consequent process for determining these).

- 4.13 The statutory consultation stage of the TRO process is planned to commence later this month. This stage lasts for three weeks, following which any comments received will be considered and, if necessary, responded to. After this, the Order can be publicly advertised. The public advertising stage of the process, during which comments or formal objections can be submitted, lasts for another three weeks.
- 4.14 Depending on the number and nature of any objections received, these can be resolved either by:
- 4.14.1 Determination by the Executive Director of Place, under the Scheme of Delegation to Officers;
 - 4.14.2 Determination by Licensing Sub-Committee; or
 - 4.14.3 Referring them to Scottish Ministers for determination, following approval of this by Licensing Sub-Committee.
- 4.15 Subject to the successful conclusion of the statutory process for the TRO, arrangements will be made to design and implement suitable measures to introduce the road closure.
- 4.16 However, as reported to Committee on 3 November 2022, repurposing road space to provide a secure extension to the school playground is not something that could be prioritised for delivery as part of the Council's Road Safety programme.

Measures to improve operation and enforcement of the part-time School Streets restriction (Motion Items 10 and 14)

- 4.17 Several years ago, consideration was given to locally restricting the road width and relocating the School Streets restrictions signs at the entrances to the restricted area. This work was put on hold when the temporary closure was introduced, as this physically prevented the use of Sciennes Road as a through route.
- 4.18 However, further consideration will be given to the introduction of such measures alongside those that will be required to implement the permanent closure of the section of road outside the school, subject to the successful conclusion of the TRO process.

Restricting access for pedestrians and cyclists during school playtimes (Motion Items 7 and 15)

- 4.19 As reported to Committee on 3 November 2022, independent legal advice has been commissioned, which concluded that any attempt to prohibit the use of this section of Sciennes Road to cyclists and pedestrians under current Roads or Planning legislation would carry a significant risk of legal challenge. This advice has been shared with ward Councillors and the Parent Council.
- 4.20 As reported as part of the Business Bulletin on 2 March 2023, the legal advice obtained by the Council was that it was not possible to prohibit access to parts of the road for pedestrians, either at all times or for parts of the day, by means of either a TTRO or a permanent TRO. While it was possible to legally prohibit access

for cyclists, the need to maintain access for pedestrians meant that there was no practical way to put in place physical measures that could rigidly enforce this prohibition.

- 4.21 The Parent Council sought its own legal advice and a copy of this was shared on 11 January 2023. This legal Opinion has been reviewed by both Legal Services and the external legal team that provided the Council with advice previously on the issue. They are in agreement that they are still satisfied with the terms of the previous advice.

Provision of progress updates (Motion Item 17)

- 4.22 A progress update was previously provided to Committee as part of the Business Bulletin on 2 March 2023

5. Next Steps

- 5.1 An update will be provided to Committee once the advertising period for the TRO is concluded.
- 5.2 Subject to the successful conclusion of the statutory process for the TRO, Council officers will design and implement a permanent closure of the section of road immediately outside the school to motor vehicles.
- 5.3 A suitability survey for Sciennes Primary School will be carried out as part of a planned five-year rolling programme of surveys covering the entire school estate, so that a list of suitability issues across the estate can be formed and prioritised should funding become available in the future.

6. Financial impact

- 6.1 There is no direct financial impact arising from this report.

7. Stakeholder/Community Impact

- 7.1 The Road Safety team met with Parent Council representatives as part of the School Travel Plan Review process and in January 2023, following the approval of the motion. Arrangements are currently being made for a further meeting and engagement will continue throughout the delivery of the permanent road closure and the other measures identified through the Review process.
- 7.2 The delivery of these measures supports the Council's commitments to encourage active travel, reduce vehicle dependency and lower carbon emissions. Safety and accessibility for people walking, wheeling and cycling will also be improved.

8. Background reading/external references

8.1 None.

9. Appendices

9.1 Appendix 1 – Approved Motion of 3 November 2022

9.2 Appendix 2 – Summary Note of Site Meeting on 23 January 2023

Appendix 1 – Approved Motion of 3 November 2022

The following adjusted motion by Councillor Arthur was approved by Committee on 3 November 2022:

- 1) To note the actions taken in response to the Motion and, in particular, that the statutory process to promote a Traffic Regulation Order to close the section of Sciennes Road outside Sciennes Primary School permanently to motor vehicles had commenced.
- 2) To note the independent legal advice commissioned by the Council, which concluded that any attempt to prohibit the use of this section of Sciennes Road to cyclists and pedestrians under current Roads or Planning legislation would carry a significant risk of legal challenge.
- 3) To note that there was no current national or local funding available to deliver an expansion of the playground at Sciennes Primary School. However, a survey would be carried out over the next year, so that a list of similar issues across the school estate could be identified and prioritised should funding become available in the future.
- 4) To note that this report concluded the action taken in response to the motion of 27 January 2022.
- 5) To note that a Business Bulletin update would be prepared for Education, Children and Families Committee to provide a link to this report.
- 6) To ask that the survey noted in 3) was reported to an appropriate Committee before August 2023.
- 7) To ask that while a permanent closure was investigated, Officers should work with the Sciennes Parent Council to ensure all practical measures were taken to make the current temporary, partial closure safe and secure for children, including signage and road painting. This should consider whether access by pedestrians and cyclists along Sciennes Road could be restricted during school playtimes, including if there was any new legal advice about this brought forward by the school parent council or others. To ask that Officers report back to the Committee on progress regarding these issue by March 2023.
- 8) To agree that Council Officers engage with the Sciennes Parent Council to share information and input into what that closure meant to the surrounding streets, parking, signage etc based on their daily experience given the Road had been closed for a year.
- 9) To agree that a timetable for the completion of the Traffic Regulation Order process should be shared with Ward Councillors and the Parent Council.
- 10) To recognise that, based on Sciennes Parent Council representations, the part-time School Streets restrictions, which prohibited access for most motor vehicles at the start and end of the school day, on the adjoining sections of Sciennes Road had not been operating without incident and ask that officers consider and implement measures to improve its operation and enforcement.

- 11) To note that the Sciennes School Parent Council and all four ward councillors welcomed the commencement of the statutory process to close the section of Sciennes Road outside Sciennes Primary School permanently to motor vehicles, principally to improve the safety and well-being of children and their families accessing the school and requested that officers provide the parent council with an indicative timeline for passage of the TRO with an update on its status by June 2023.
- 12) To request that the current measures that were keeping this area of road safe for children and families while accessing the school be continued until the permanent closure was in place.
- 13) To request that officers hold an onsite meeting for school parent council representatives and ward councillors with a view to ensuring that the practical measures referenced in the original ward councillors' motion (Jan 2022) and at section 3.3 the report by the Executive Director of Place, including signage and road painting, were completed and also to discuss potential physical measures to ensure children were safe from motor vehicles once the closure was made permanent.
- 14) To recognise that the current part-time School Streets restrictions, that prohibited access for most motor vehicles at the start and end of the school day on the adjoining sections of Sciennes Road, had not been operating without incident and therefore request that officers consider and implement further measures to improve its operation.
- 15) To request that officers continue to consider whether access by pedestrians and cyclists along Sciennes Road might be restricted during school playtimes, including considering any new legal advice about this brought forward by the school parent council.
- 16) To recognise that playground space at Sciennes continued to be severely limited to the extent that children had recently been told they should not run in the playground because of a high risk of collision and that certain games have been ruled out. Therefore request that the proposed 'suitability survey' is carried out as a matter of urgency and that the report is referred to the Education, Children and Families Committee for their consideration.
- 17) To request that ward councillors and the School Parent council be kept informed of progress on the above actions 12) -16) and that regular updates about progress be provided in the committee Business Bulletin with a summary report in June 2023.

Appendix 2 – Summary Note of Site Meeting on 23 January 2023

Sciennes Primary School Playground Extension

Meeting outside school - 23rd January 2023

Present

{xxxx}, {xxxx}, {xxxx} - Sciennes School Parent Council

Cllr Scott Arthur - City of Edinburgh Council (CEC) Convenor of Transport & Environment Cttee

Cllr Steve Burgess - CEC councillor for Southside / Newington ward

Mark Symonds - CEC Transportation, Road Safety & Active Travel Liaison Officer

Purpose of Meeting

1. To consider permanent closure of Sciennes Road directly outside Sciennes School and securing the use of the road space as an extension of the current school playground on a permanent basis.

Background

2. The project has been discussed for many years as the school has insufficient playground space for the number of children. For the last 18 months the road space has been used as a playground on a temporary basis with planters at each end to prevent passage by motor vehicles, a cycle/footpath along the north side of the road and heras fencing separating this corridor from the play space.

3. This arrangement has been justified by post-Covid protocols, and also by a temporary loss of existing playground space due to the siting of portacabin classrooms while building works are carried out, due to finish in summer 2023. The current road closure is facilitated by a temporary Traffic Restriction Order (TRO) but this is approaching the end of its duration.

There is consequently an opportunity to make the road closure permanent.

Discussion

4. {xxxx} displayed three options for consideration prepared by the PC. The preferred scheme (**Option 1**) comprises:

- Use of the road as an extension of the current playground, with fencing or railings constructed on each side, in line with the current east and west school boundaries
- Retention of the existing school gates, front railings and low wall as these are features of the listed building. Access to the extended playground by the school would be made by passing through the existing gates
- Access to the nature strip from the extended playground enabled by removal of existing wire fence
- Continued cycle / pedestrian access by widening the existing pavement in front of the nature strip along the south side of the road (in preference to the current

cycle/pedestrian corridor under the temporary TRO on the north side of the road), the cycle / footpath being closed off during school hours by use of a sliding gate (or similar), at each end. In out-of-school hours the space would be used by the wider community, during which the security of the school would be achieved, as currently, by locking the school gates.

- This option provides over 1600m² of integral additional play and outdoor learning space.

5. Alternative schemes tabled were:

Option 2 - cycle / footpath corridor on south side of road (as per Option 1) with unrestricted use by cyclists/pedestrians throughout the day (no sliding gate). This option would provide approximately 610m² of integral additional play and outdoor learning space. The nature strip would remain 'off school premises' and therefore require additional staffing ratios as per an excursion.

Option 3 - cycle / footpath corridor in the current position along the north side of the road. This option provides no additional integral play and outdoor learning space. The nature strip and attached section of road would be 'off school premises' and therefore require additional staffing ratios as per an excursion.

6. CEC Transportation team had also given consideration to possible schemes and MS displayed a possible layout similar to Option 3, involving the current arrangement being made permanent. Pros and cons were discussed.

7. This option is not preferred by the school as it separates the proposed playground from the current playground with a public thoroughfare. This requires extra staff to manage children crossing over the cycle/pedestrian corridor and as the area is 'off school premises' requires additional staffing as per an excursion. It is consequently less practical than Options 1 and 2 and would result in restricted use of the extended playground by the school.

8. The current arrangement also results in conflict with cyclists at the times when children are crossing from the school gates into the temporary space.

9. From the school's perspective it would be better for the cycle/footway to be on the south side of the road. Option 2 is better than Option 3 but this also has drawbacks. Constant use by cyclists/pedestrians during school hours would require enclosure of the extended playground with fencing/railings along the cycle/footpath to ensure security of children when using the new area. It would reduce the playground area in Option 1 and also result in its separation from the nature strip.

10. Option 1 is the school's preferred scheme, but would require agreement to close the cycle/footpath during school hours.

11. The principle of permanently closing the road to cyclists/pedestrians had been explored by CEC as a preferred option but received external legal advice which concluded this could not be achieved. However, Sciennes PC has taken a separate legal opinion from an advocate who reviewed the original advice provided and concluded that the Council could pursue such a TRO under current legislation. Option 1 is based on that premise, although only involving closure of the road to cyclists/pedestrians during school hours, not permanently. {xxxx} will circulate this legal opinion to CEC.

12. All present agreed the opinions and support of cycling groups to any such arrangement will be important. It was noted that if Sciennes Road is closed to cyclists there are alternative cycle routes available on Hatton Place, Melville Terrace or along the edge of the Meadows.

13. There is also opportunity to enhance the cycling experience along Sciennes Road by possible removal of the car parking spaces between the school and Tantallon Place and replacement with bike racks which would have the additional benefit of encouraging more children to bike to school. Cyclists would also be an important focus in the community use of the proposed space created by Option 1 during out-of-school hours.

14. MS agreed to discuss the preferred scheme with his team (Stacy Monteith-Skelton and Andrew Easson) who will consider engineering aspects and procedural matters, and to provide an initial response to the proposal within 2 weeks ie by 7th February.

15. {xxxx} will arrange for some minor amendments to the agreed proposal (option 1) drawing and will forward this to MS by email for consideration.

16. Discussion referred to the current temporary TRO which is understood to expire soon. MS agreed to confirm the exact nature of the current TRO and its timescale. Also to confirm if there is opportunity for this to be extended, should this be required as an interim measure.

17. Cllr Arthur suggested the council could consider introducing an Experimental Traffic Restriction Order (ETRO) to reflect the proposed option 1. This would enable a period in which the scheme details could be further considered and agreed between relevant parties, before pursuing a TRO for the permanent closure of the road and associated arrangements. The latter would be subject to public consultation and this two-stage idea might allay the prospect of objections being made and the TRO process becoming extended.

18. It is understood the ETRO could be for a 6 month period. If appropriate it might be extended for two further 6 month periods (MS, could you please confirm?)

19. There are opportunities for improvements to the proposed space with physical works and facilities for playground or wider community use. These can be considered later – perhaps during the period of ETRO - but require confirmation of the road closure in the first instance.

20. It is presumed that any proposals must enable continued access to installations under the road by statutory undertakers (gas, electricity, sewers, etc).

21. It is also presumed the design of any fence/railings/gates across the road must facilitate access into the school for fire engines or other emergency services.

22. Discussion also referred to resolving the closure of Sciennes Road at the junction of Livingstone Place and Tantallon Place at school drop-off/pick-up times. This should be addressed separately, and certainly form part of discussions around the TRO proposal as it is an ongoing safety concern for the school community and management of the scheme has required parent volunteers on a daily basis over a period of 10 years.

23. The school representatives believe the proposals for an extension of the playground at Sciennes School and the coordination and promotion of safe cycle routes directly

contribute to the council's sustainability agenda, and to the objectives for Safe Routes to School, Active Travel, Road Safety and Edinburgh's Net Zero Carbon Emissions Targets.