

Business bulletin

Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Virtual Meeting, via Microsoft Teams

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes (Convener)</p>  <p>Councillor Karen Doran (Vice-Convener)</p> 	<p>Councillor Scott Arthur Councillor Eleanor Bird Councillor Gavin Corbett Councillor David Key Councillor Kevin Lang Councillor Claire Miller Councillor Stephanie Smith Councillor Susan Webber Councillor Iain Whyte</p>	<p>Veronica Wishart Senior Executive Assistant 0131 469 3603</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Martin Scott Committee Services 0131 529 4237</p>

Recent news	Background
<p>Citywide ‘A’ Board Ban</p> <p>A citywide ban on ‘A’ Boards and other temporary on-street adverts came into force on 5 November 2018. A review was undertaken looking at how successful the ban has been in achieving its aims 12-months post implementation, and this was presented to the Transport and Environment Committee in December 2019. The Committee unanimously agreed that the ban should remain in force.</p> <p>Support for Businesses</p>	<p>Will Garrett Spatial Policy Team Manager</p> <p>Wards affected: All</p>

At the December 2019 Committee, members requested further information on the range of support measures that have been provided to help mitigate impacts of the ban:

General Support:

- [A dedicated page on the Council's website](#) offers advice for businesses, including guidance on where planning consents may be required. It also provides links to guidance from other organisations including Edinburgh World Heritage. The webpage went live in June 2018 to give businesses time to prepare.
- [Guidance for Businesses](#) offers specific planning advice on all business-related matters including shopfront changes and advertising. The guidance is reviewed annually.
- **Drop-in Event** in June 2018 focussed on sharing ideas on alternative forms of advertising and business promotion. Council representatives from Planning, Roads, Business Gateway and Environmental Services attended. Edinburgh World Heritage were also present to give specific advice on shop front design and grants for business within the World Heritage Site.
- [Business Gateway](#) provides free support and advice to start-ups and existing businesses. This includes the [DigitalBoost](#) programme which provides targeted support on how to boost online presence.

Engagement with Federation of Small Businesses:

Dialogue with the Federation of Small Businesses (FSB) has been ongoing during the pre/post implementation process.

In July 2019 a meeting with FSB and three of its members was held to review whether further support was needed to mitigate impacts of the ban. These businesses outlined some specific challenges experienced and mitigation was explored as follows:

- One business located in a basement raised concerns around their visibility to passing trade. A range of shopfront enhancements were agreed comprising a new projecting sign and general repainting.

- Two business located off main high streets raised similar concerns around visibility to passing trade. Guidance was provided on the dimensions for projecting signage and signs which can be affixed to railings.

Signage for Businesses Located in Closes:

A ban on 'A' Boards has been in place on the Royal Mile since 2010, therefore circumstances have not officially changed for businesses down closes at this location.

In February (2020), a meeting was held with Edinburgh World Heritage to further explore options around signage for Closes. The following was agreed:

- Directional signage could be helpful to improve waymarking for some closes. Overall it was concluded that efforts/finances to rejuvenate Closes would be better spent making them more welcoming and easier to interpret (i.e. via the Twelve Closes project), given the ease at which most people now use digital mapping on their phones etc.
- Most businesses already have signs at Close entrances/projecting signs within the Closes. Whilst it could be argued that existing signs cumulatively create visual clutter, it could also be argued they add an individual/interesting character and have become part of their charm.
- Potential to explore replacing individual signs with one appropriately designed sign advertising all businesses together has merit. However, gaining support may be challenging especially for businesses who have been used to having their own individually branded signage for many years.
- Fleshmarket Close could be used as a pilot to engage businesses on the idea of a shared sign as part of Edinburgh World Heritage's Twelve Closes Project. This process has stalled due to COVID-19. An update will be provided in due course.
- The Council's waymarking project will seek to maximise opportunities to highlight closes as interesting spaces to explore as well as being linkages to other destination.

One long-standing business contacted the Council in summer 2018 with concerns about the loss of their 'A'

Board. Since then, several meetings have been held to discuss alternatives and support them in creating a website via Business Gateway's 'Digital Boost' initiative. A new projecting sign at the Close entrance was agreed in principle subject to sensitive positioning and design. Edinburgh World Heritage offered support through working with a local artist to create a bespoke design and in providing grant funding to help finance the sign.

Support for Walking Tour Operators:

Safety concerns prompted the early removal of the box-style advertising structures prior to the 2018 summer Festival. Following several meetings with operators, interim measures were agreed for use in advance of the ban to cover the busy summer/autumn period.

In October 2018, Business Gateway facilitated a workshop for operators to explore various ideas on business promotion, particularly online promotion.

In December 2018 a group meeting with all operators was held to further explore appropriate forms of promotion for tours on the Royal Mile. Options for individual signs along the Royal Mile were explored, however it was concluded that hand-held signs would continue to be the most appropriate method of on-street advertising. This approach is being used successfully in other cities.

Enforcement Process:

During the first few weeks of the ban coming into force, Street Enforcement officers adopted an 'awareness-raising' approach, where advice was offered to businesses on alternative forms of advertising if they were found to be non-compliant. This ensured that businesses who may not have been aware of the ban had sufficient time to implement alternatives before any formal enforcement action was taken.

Advice on alternatives continues to be offered as required.

Enforcement Penalties – Annual Update

The table illustrates the level of enforcement undertaken since the ban has been in place:

Year	Warning/ Advisory	Final Warning	No, of business premises where signs were uplifted	No. of Items uplifted
2019	222	29	8	14 A boards
2020	57	5	1	4 A boards plus 1 Barrel

In response to the pandemic guidance issued by the British Retail Consortium (BRC) suggests businesses may use A Boards to provide information on social distancing, wearing face masks whilst visiting the premises and also how to queue before entering the premises.

Street Enforcement officers, when visiting the premises, have provided alternative ideas on how to deliver these safety messages without causing obstruction on the public pavement. These suggestions include the use of non-slip pavement vinyl's, utilising window and door space to advertise and, where staffing permits, use of staff members to provide assistance.

Lamppost Wraps and Signs

At the December 2019 Committee concern was raised around the Council and its key partner's use of temporary signage fixed to lampposts and their potential to cause obstructions to pedestrian movement.

The Council has developed a protocol to ensure signs are used only where necessary for important public information / safety messages, in locations which would not cause obstructions to pedestrian movement. Locations generally relate to harder to reach communities and where targeted messages are required to tackle specific issues.

Signs are not permitted within the busy city centre area (boundary is defined by the World Heritage Site designation) except where it is deemed essential to give key public safety messages or key service information that cannot be reasonably achieved through direct communication.

As lamppost sizes vary across the city it is difficult to develop a single-size approach to signs. A mix of sizes

have been developed with smaller A3 size signs selected where the larger wraps would cause an obstruction. In all cases at least 1.2 metres is left clear on footways to ensure good pedestrian flows. Signs are closely monitored during their 28-day period and removed thereafter in line with the agreed protocol.

Since the start of the Covid-19 pandemic, signage has been limited to respond to the additional pressures on roads and pavements. Signs have primarily focussed on Covid-19 and public safety messages. The visibility of signs on routes and parks has been widely welcomed by residents, councillors and community councils.

The approach to lamppost signage continues to be developed, using a range of sizes to suit different locations and campaigns.

Community Event Advertising

In December 2019 Committee requested details of the decision previously taken on community event advertising. This was considered at Committee on [4 October 2018](#).

George Street and First New Town (GNT) Public Realm Project

The George Street and the First New Town project is now entering an exciting and critical phase to develop a final Concept Design by Spring 2021. Progress towards finalising the Concept Design, the forward programme and engagement strategy are well advanced and are being led by the appointed multidisciplinary consultancy team, WYG Ltd. With our partners Sustrans, detailed discussions with key stakeholder groups including Essential Edinburgh, Edinburgh World Heritage, Living Streets and Spokes have recently concluded with conversations focused on loading and servicing, walking and cycling, heritage considerations and the projects key role within wider Council plans and strategies including the City Mobility Plan, Edinburgh City Centre Transformation and climate emergency commitments.

A wider public and business engagement process will be undertaken in February 2021 to secure final comment and views on the proposed concept design. Given current Covid-19 restrictions the engagement plan will incorporate a range of virtual digital methods of communication including new website, 3D digital images and virtual tour.

[Jamie Robertson](#)

Strategic Transport
Planning and Projects
Development Manager

Wards affected – City
Centre

Feedback from engagement with key stakeholders and the wider public will be incorporated into a report seeking final approval of the Concept Design for GNT which will be presented to the Transport and Environment Committee in April 2021. The proposed Concept Design will be accompanied by a draft Operational Plan, Heritage Impact Assessment and Integrated Impact Assessment.

Critical to achieving the overall project delivery programme is the securing of all necessary statutory consents which are programmed to be promoted in 2021.

Furthermore, a procurement exercise will be commenced early 2021 to secure the necessary technical consultancy support to develop the final approved concept design to the next stage (RIBA Stage 4 - Detailed Design) in its development which will include preparation of the statutory Orders and further refinement of accompanying plans.

Edinburgh City Centre Transformation (ECCT): Pedestrian Priority Zone - Next Steps

The approved ECCT Strategy defined a Pedestrian Priority Zone (PPZ) in the Old and New Towns and Southside.

The zone aims to promote conditions for walking, wheeling, cycling and access to public transport, restricting some through routes to general traffic, whilst enabling local residents' access, business servicing and waste collection.

To develop the PPZ approach, high-level mapping is being undertaken, building on the Council's street design guidance street typology, to develop a toolkit of potential interventions.

The initial stage will involve stakeholder engagement and traffic modelling to map those parts of the city centre with greatest potential to deliver beneficial change in order to:

- achieve gradual reductions in traffic through the city centre;
- support walking, wheeling and cycling to local shops, parks and schools;
- improve road safety;
- deliver placemaking benefits – including historic settings and community spaces;
- identify potential locations for shared mobility services such as further car/bike hire hubs; and
- complement delivery of the Low Emission Zone.

[Will Garrett](#)

Spatial Policy Team
Manager

Wards affected:
City Centre,
Southside/Newington.

Lessons learned from the Spaces for People programme will be evaluated and embedded as appropriate.

As part of the work, the capacity of strategic routes bounding and crossing the city centre will be re-evaluated to reflect priorities by mode, including the outcome of the Edinburgh Strategic Sustainable Transit Study Phase 2.

At the heart of the PPZ, a series of street closures to general traffic will create a high quality, vehicle free, network of public realm in the Old Town.

This will support liveability, place quality and accessibility, local businesses and the area's role in civic, cultural and ceremonial life.

The PPZ workstream will develop a programme for the street closures in the Old Town identified by the ECCT Strategy, including:

- Victoria Street;
- Cockburn Street;
- High Street between North Bridge and St Mary Street; and
- Lawnmarket.

Temporary closures achieved through Open Streets and Summertime Streets will be reviewed, and local access for servicing, residents' parking and disabled parking will be considered in the context of the Old Town overall.

Close liaison with the Spaces for People programme will draw upon the experience of the current city centre measures and public and stakeholder feedback, including suggestions for the streets' longer-term enhancement.

The initial findings of the PPZ study will be reported to Committee later in the year and will support the emerging City Mobility Plan by setting out a plan to create people-friendly streets and to manage vehicle access.

Delivery of the Road Safety Improvements Programme

The Council is committed to providing a safe and modern road network for the 21st century, as set out in its [Road Safety Plan for Edinburgh to 2020](#). Work is currently underway to develop a new Plan to cover the period to 2030 and it is expected that this will be finalised later this year.

Contact:

[Andrew Easson](#)

Road Safety and Active Travel Manager

Wards affected – All

The new Plan will be developed in the overall context of the Scottish Government's emerging [Scotland's Road Safety Framework to 2030](#), for which public consultation took place recently, while addressing the particular circumstances of Edinburgh's transport network.

In addition to delivering the road safety improvements programme, the Road Safety team also:

- investigates and responds to road safety concerns raised by elected members, stakeholder groups and the public;
- organises and delivers road safety education and behaviour change initiatives;
- maintains road safety related electronic signage, such as Vehicle Activated Speed Signs and restrictions signs at School Streets/part-time 20mph zones; and
- manages the Council's contract for the provision of independent Road Safety Audits.

The team is also currently assisting with the delivery of the Council's Spaces for People programme, particularly the workstream to deliver measures around the city's schools.

The work of the Road Safety team can be categorised into four major workstreams:

- Measures to reduce road traffic collisions;
- Measures to reduce excessive traffic speeds;
- Measures to improve walking, wheeling and cycling journeys to school; and
- Measures to improve pedestrian crossing facilities.

Road Traffic Collisions

This workstream is aimed at reducing road traffic collisions and includes remedial measures following fatal collisions, which are developed in partnership with Police Scotland, and improvements arising from the ongoing monitoring of collisions in the city - the Accident Investigation and Prevention (AIP) programme.

Under this workstream, six significant schemes are currently being developed and several smaller schemes have been delivered in 2020-21. A number of other smaller schemes are being developed for delivery in the next financial year (2021/22).

Reduce Excessive Traffic Speeds

Bi-annual batches of traffic surveys are undertaken at locations where speeding concerns have been raised. The data from these surveys is used to direct to those locations where there is significant speed limit non-compliance.

In addition, the team will investigate the suitability of further speed reduction measures at locations where average speeds above the normal tolerance (24mph in a posted 20mph speed limit, or 35mph in a 30mph speed limit) are recorded.

A total of 663 traffic surveys have been undertaken throughout the city within the last two years and these have identified ninety 20mph and three 30mph streets for site investigation for further speed reduction measures. These site investigations are underway and are expected to be complete by the end of this financial year. A programme of rolling out appropriate speed reduction measures will commence in 2021-22.

Walking, wheeling and cycling journeys to school

An update on the development of School Travel Plans is provided below.

Pedestrian Crossing Facilities

The Council's programme of pedestrian crossing improvements is updated annually and the most recent update was reported to the Policy and Sustainability Committee on [6 August 2020](#). The current approved programme contains 75 locations for pedestrian crossing improvements, which represents a full work programme through to financial year 2024/25.

Six crossing improvement schemes have been delivered to date in 2020-21. Tenders for three further improvements are expected to be issued shortly, with the aim of construction work commencing at the start of financial year 2021-22, subject to any restrictions that might arise due to the ongoing COVID-19 pandemic.

Detailed design work is ongoing for an additional eight improvements, while preliminary designs have been completed for four more. Design briefs are currently being prepared for issue to external consultants for a further 16 improvements.

A Briefing Note will be circulated to Committee members, providing further detail on the delivery of the programme in 2020-21 and 2021-22.

School Travel Plans

Following a review of the Road Safety programme, it was identified that a systematic review of all school travel plans was required, to ensure that resources allocated to improving routes to school are targeted at locations where they have the potential to deliver the greatest benefits.

Work commenced in November 2020 on a review of the school travel plans for every school cluster in the city. The reviews will be carried out over an 18 month period and the programme for this is on the [Streets Ahead](#) website.

As part of this process, school travel surveys with parents and discussions with pupils and teachers on how the safety of their routes to school could be improved will be undertaken.

This information will be recorded in a travel plan document that will cover a five year period. The plan will aim to address a wide range of issues including crossing points, school gate issues and cycling facilities.

There will be opportunities to address these issues by introducing measures such as new crossing facilities, School Streets zones, cycle parking facilities within schools and improvements to walking and cycling facilities for journeys to and from school, which will be developed. In addition, campaigns will continue to run in schools to promote walking and cycling and support will be offered to schools to develop other initiatives, such as park and stride and walking and cycling buses.

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

Contact:

[Stacey Monteith-Skelton](#)
Senior Engineer (Road Safety)

Wards affected – All

Speed Limit Review of Roads with Limits Above 40mph

Following the completion of the rollout of the citywide 20mph network, a review was undertaken to consider reducing 40mph speed limits to 30mph. On [27 February 2020](#) Committee approved reducing speed limits on 22 streets to 30mph and work is currently ongoing to progress this.

Contact:

[Stacey Monteith-Skelton](#)
Senior Engineer (Road Safety)

Wards affected – All

On 14 May 2020 the Policy and Sustainability Committee approved initiating a consultation by the end of 2020 on speed limits on rural roads in the west and south west of Edinburgh.

It was not possible to undertake such a consultation before the end of 2020, due to the ongoing Covid-19 situation. The Council will, however, commence gathering the data necessary to inform a review of speed limits on all roads within its transport network that have limits above 40mph.

As part of this review, it is also intended to consider the introduction of localised speed limits at residential settlements on these roads.

Collision data retrievals will be undertaken for each of these roads. Traffic surveys will also be arranged to collect traffic speed and volume data, once current Covid-19 restrictions have been eased and traffic behaviour has reverted to being more representative of normal conditions. This will provide baseline information that can be used to measure the impacts of any subsequent speed limit reductions.

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

Review of Safety for Vulnerable Road Users at Major Junctions

On 12 November 2020 the Committee approved an Emergency Motion including the following:

“Requests that senior officers urgently consider how we can achieve significantly improved safety for vulnerable road users at the city’s major junctions and which focuses on reducing the risk and likelihood of dangerous, sometimes lethal, conflict between vehicle drivers and other road users.

Requests immediate feedback at the January Transport & Environment Committee, in the form of either a short report or a Business Bulletin, outlining key considerations and fast next steps to achieving a safer environment for those most at risk on our roads.”

Engagement has begun with stakeholder groups representing vulnerable users, such as Spokes, Living Streets Edinburgh Group and the Edinburgh Access Panel, to identify short, medium and long term measures to improve safety for vulnerable road users. This includes the

[Andrew Easson](#)

Road Safety and Active Travel Manager

Wards affected – All

identification of those major junctions within the city which present the greatest safety concerns.

The review will identify short term measures, including improvements that could be implemented at these junctions relatively quickly and be accommodated within existing programmes and budgets.

It will also consider more substantive and longer term traffic management and public realm improvements to junctions and the cost and resource implications of this, including the prioritisation of capital resources.

Work is already underway to develop substantive improvements to a number of major junctions in the city, as part of existing work programmes such as the Active Travel Investment Programme, Edinburgh City Centre Transformation, Trams to Newhaven and the Local Development Plan Action Programme.

However, should any of these junctions be identified for review through the process already described, consideration will be given to the potential for short term improvements that could be implemented in advance of the more substantive changes planned.

A further update on the review will be provided to the Committee within two cycles.

South East Scotland Transport Transition Plan and Bus Priority Rapid Deployment Fund Update

The National Transport Transition Plan (NTTP) published on 26 May 2020 set out the route map for the transport sector to recover to full service in the context of COVID-19 and set the following principles:

- To operate a safe transport service, mitigate risks where possible for those using our transport network and for our transport operators,
- Ease restrictions on everyday life and movement,
- Support economic recovery within the transport sector and broader economy, and
- Develop the future of transport in Scotland.

The Council recognises NTTP and the importance of public transportation to the development of adaption plans for the city in response to COVID-19 and notes that schemes which enable people to be safe when using public transport

[Jamie Robertson](#)

Strategic Transport
Planning and Projects
Development Manager

Wards affected – All

in the city as COVID-19 restrictions change and are relaxed will be central to this response.

On 16 July 2020, Scottish Government announced that a £10 million national Bus Priority Rapid Deployment Fund (BPRDF) would be made available during the current financial year (2020-2021) to help local authorities protect and, where possible, improve bus journey times and make services even more attractive and reliable (predominantly through to implementation temporary bus priority measures).

On behalf of the South East Scotland Transport Transition Group, the City of Edinburgh Council has played a lead role in the development applications to the BPRDF. On 27 November 2020, the first application resulted in a grant allocation of £1,203,120, with a further application being made on 18 August 2020, bringing the total grant funding to £1,465,850.

The grant allocations will now support the delivery of temporary infrastructure interventions; which include bus lanes (new and extension to existing), traffic signals modifications, bus stop relocation, traffic signalisation of park and ride site access to prioritise bus movements, and other operational changes providing bus journey time advantages and enhancement to service reliability across the region. The vast majority of interventions lie within Edinburgh's Local Roads Authority area and where traffic modelling evaluation has identified locations that are likely to suffer from elevated levels of congestion (particularly on key radial corridors that link the city with the region) these routes have been prioritised. The measures are required to be in place before the end of March 2021.

On 9 December 2020, Transport Scotland launched its Bus Partnership Fund (BPF), as part of the Scottish Government's response to the climate emergency. The fund commits a long-term investment of over £500m to deliver targeted bus priority measures. The BPF will complement the powers in the Transport (Scotland) Act 2019, enabling local authorities to work in partnership with bus operators to deliver ambitious schemes that incorporate bus priority measures.

Discussions with regional partners to develop a coordinated BPF framework and approach, potentially based on the established SESTT group (which has already demonstrated

successful outcomes through the BPRDF) are advanced and further progress updates and recommendations, including those related to governance, and will be brought to this Committee in due course.

Winter Maintenance Readiness

The City of Edinburgh Council has a statutory duty, under Section 34 of the Roads (Scotland) Act 1984, to take such steps as it considers “reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads”. The intention of this duty is not that the Council will take immediate and simultaneous steps to clear and/or treat every road whenever ice or snow exists. It is recognised by the Courts that this would be impossible and beyond the limits of available resources.

Edinburgh’s road network has been prioritised into three treatment categories Priority 1, 2 and 3, commonly referred to as P1, P2 and P3.

The Roads Operations team has plant and resources (Roster A) in place to treat the P1 carriageway network on a precautionary basis 24hrs a day for the entire season and as the weather forecast dictates. P1 footpaths and cycle paths are gritted by other Council services, including Street Cleansing and Parks and Greenspaces, (Roster B) at the direction of the Duty Manager, again on a 24/7 precautionary basis.

Plant and resources are in place to treat the P2 and P3 road networks on a reactionary basis within core hours, Monday to Friday, as the weather dictates and as resources allow. Additional footpath/cycle path gritting is provided by other Council services.

Co-ordination teams are in place to provide senior incident management control in the event of severe weather conditions, with deployment and management of additional external contractors and resources available if required.

In preparation for the 2020/21 season, the impact of COVID-19 has been a significant consideration. This has meant locating Roster A and Roster B bases in different places (bubbles) to reduce the likelihood of an outbreak of COVID-19, with two separate locations for each Roster being implemented. The recent changes to the shielding guidance has also had an impact on these Rosters.

[Jamie Watson](#)

Operations Manager –
Roads Operations

Wards affected – All

There are three forecast domains for the city, allowing treatment to be targeted more effectively to the areas that are usually more severely affected by snow/ice. Treatment decisions are made twice daily, in response to forecast information from the Met Office. There is a day and night shift Roster on call to react to the treatment decisions and where necessary these shifts combined can cover a 24 hour period.

At the start of the season a stock of 11,000 tonnes of rock salt was in place within the Edinburgh boundary. The Council has taken delivery of 5,000 tonnes so far with a further 2,500 tonnes in the process of being delivered. Further stocks can be obtained locally if required.

The Council has a fleet of 19 multibody gritters of various sizes but to ensure reliability 12 modern gritters have been hired for the full season to cover 1,125.13km. There are also 16 mini-trackers for clearing and gritting footways across the city covering 315.14km.

There are 3,000 salt bins around the city. All were filled at the start of the winter season and were refilled during the first two weeks of January and another full replenishment is now underway. One tonne salt bags were also deployed to around 60 schools at the start of the season and have been replenished recently to help maintain access to schools.

Residents can find their nearest grit bin, report a damaged bin, or request a re-fill at: <https://www.edinburgh.gov.uk/gritbinproblem> (noting that in periods of snow fall or prolonged frost/ice it will not always be possible to fill the bins immediately).

Information on gritting, grit bins and on path clearing is uploaded to the Council website - <https://www.edinburgh.gov.uk/gritting-grit-bins>. The website is also updated with forecast weather events.

The weather conditions during January have been very challenging, in particular with ice and freezing rain on top of snow conditions coming from the north-east. Freezing rain is a rare occurrence and is difficult to predict.

These conditions are very challenging to treat as the ice forms very quickly after the rain and if the temperatures then rise further rainfall can wash off the previous precautionary treatments. This results in routes having to be treated multiple times.

Since 22 December 2020 there have been only four days when gritting has not taken place (25/26 December and 16/17 January). In total, 7,582 tonnes of salt have been put down this winter season, with 5,622 tonnes used so far in January 2021. By comparison, in the full years 2019/20 a total of 5,022 tonnes were used; and in 2016/17, 2,569 tonnes were used.

In addition to these arrangements, the Council's Roads Operations team are working closely with colleagues in the NHS to develop gritting plans for access to the new COVID-19 vaccination centres as they open.

A comprehensive a lessons learned and review of how the Council undertakes winter maintenance across the city (mainly on footways/cycleways) is currently underway and will continue through the remainder of the winter season. A business bulletin update on this work will be prepared for Committee in April, with the detailed outcome and next steps coming forward in a report to this Committee in June 2021.

Electric Vehicle (EV) On Street Charger Project

This project will introduce 66 chargers, 132 charging bays, located at 13 sites across the city. Appendix 1 shows a breakdown of the different types of chargers, the primary user groups they will serve and delivery timescales with a breakdown also by site.

The Council was awarded £2.2m from Transport Scotland through the "Switched on Towns and Cities Fund". Due to the impact of COVID-19, the funding period has been extended to April 2022.

The cost of the electrical connection work will be £424,000 (excluding VAT). This includes the construction of the two electrical substations required at the Park and Ride sites. The electrical connection costs are shown above.

It is not possible to provide a breakdown of the cost per installation/hub until the procurement process has been completed.

A procurement plan has been developed, for engagement with the market in early 2021. A communications strategy has also been developed for implementation from early 2021. The implementation of this programme is expected to be completed by 31 March 2022.

Contact: [Mike Kelly](#)
Project Manager

Wards affected:

- 1 - Almond
- 2 - Pentland Hills
- 5 - Inverleith
- 10 - Morningside
- 11 - City Centre
- 12 - Leith Walk
- 15 - Southside/Newington
- 17 - Portobello/Craigmillar

Coordination of EV related works

To better coordinate the delivery of a future proofed EV Charging network, ensuring that the Council's wide ranging transport, environmental and air quality goals are achieved, teams across disciplines and Directorates have been working together on delivery of the 66 chargers. Ongoing projects and plans such as the City Centre Transformation, Strategic Review of Parking and City Mobility Plan have informed progress and the decision making process to ensure EVs significantly contribute to mode integration and interchange in particular.

Potential Use of Street Lighting Columns

As part of the city's sustainability plans, trialling street lighting columns for EV Charging may be included in future phases of the roll-out of EV infrastructure in the city. However, this would require further engagement between Council officers and with the marketplace.

The earliest officers expect to bring forward any proposals on this will be quarter three of 2021.

Stakeholder Engagement and Communications

A communications strategy, including plans for engagement with the public, elected members and other relevant stakeholders, including active travel and equality organisations and Electric Vehicle Association Scotland, will continue to be developed.

Continued partnership with Charge Place Scotland should enable better promotion of the charging infrastructure already available in Edinburgh with access to interactive maps and real time information relating to charger availability.

This information will be enhanced on a dedicated Council webpage which will be updated regularly with updates on the project's progress and will encourage interaction with the public.

Teams within the Council are working together on proposals to safely allow members of the public access to our substantial portfolio of EV chargers across our estate.

In addition, it is hoped that partnership with select businesses should facilitate better public access to EV chargers located on private property particularly outwith business operating

hours. We aim to contact relevant businesses with proposals in early 2021.

Consultation on Cleaner Air for Scotland 2 - Draft Air Quality Strategy

The Scottish Government is consulting on a draft strategy – Cleaner Air for Scotland 2 (CAFS 2). It intends to build on the achievements of the Cleaner Air for Scotland (CAFS) strategy, by setting out measures to further improve air quality in Scotland over the next five years.

The strategy largely reflects the recommendations arising from an independently-led CAFS review undertaken between November 2018 and July 2019. It highlights how air pollution, climate change, quality of the urban environment and mobility are strongly interconnected and concludes that effective policy co-ordination, at both central and local government levels, will deliver co-benefits greater than those possible by considering each in isolation.

A draft response to the consultation can be found here: <https://www.edinburgh.gov.uk/cafs2>

The consultation officially ended on 22 January however an extension was obtained for the Committee to consider the response.

[Ewan Kennedy](#)

Senior Manager –
Transport Networks

Wards affected – All

Roseburn to Union Canal – Update

The Roseburn to Union Canal project is a multi-million pound scheme that will transform the quality of walking and cycling connections from the North Edinburgh Path Network (NEPN) and QuietRoutes 8 and 9 (west Edinburgh) to the Union Canal, and onwards to the Meadows and Southside, as well as southwest Edinburgh and National Cycle Network route 75 (NCN75).

In developing the scheme there has been a continued effort to consult and engage with the local community in order to keep them fully informed of the proposals and main timescales. As a result of the significant level of feedback received changes have been made to the proposals. For example, concerns have been raised about the numbers of trees that need to be removed and efforts are being made to minimise this and to maintain higher quality and larger trees wherever reasonably possible. The landscape architect has also revisited the design in order to increase provision of taller trees to increase screening of residential

For further information contact:

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Senior Project Manager

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Wards Affected:

Corstorphine/Murrayfield;
Sighthill/Gorgie; and
City Centre

properties at Duff Street Lane. A phased approach to the removal of more established trees has also been proposed in order to reduce the initial impact of the tree removal process. Where specific concerns of the public could not be mitigated through design changes (such as the proposed tree removal at the area commonly referred to as Sauchiebank Wood), the design team have sought to explain the rationale behind the design and the engineering challenges that need to be overcome.

It should be noted that the numbers of new trees to be planted as part of the project currently stands at 4,975 which, when combined with 424 existing trees to be retained out of 1,286, results in a net increase in tree numbers along the route of approximately 4,113. Through careful management the trees will establish and create a thriving habitat with an increase in species diversity, mixing evergreen with deciduous, wildflower meadows and enhanced biodiversity.

On 6 August 2020 the Policy and Sustainability Committee approved the undertaking of further work, including a package of enabling works comprising of site clearance, ground investigation and excavations to locate existing underground services. These works are necessary to complete the design of the proposals and to procure delivery.

Since then, work has progressed to finalise the design and to submit a planning application, which is expected to be considered by the Planning Development Management Sub-Committee on 3 March 2021. The Planning consultation process generated a positive response, with 99 representations received. Seventy of these were letters of support, three contained neutral comments and 26 were objections.

Works commenced on-site on a package of enabling works on 11 January 2021 and this is due to be completed by early April 2021. These works are being undertaken by Balfour Beatty, through the SCAPE Civil Engineering Framework Agreement, to validate the design and to establish ground conditions.

The works required the felling of 61 trees to gain access to the areas to be investigated. The outcomes of the ground investigation works, which include trial pits and boreholes to establish soil conditions and properties, are expected to be

available by mid-April 2021. Investigations will also be undertaken to establish whether there are any ground contamination issues.

Further trial pits are being undertaken to confirm the locations and depths of underground utilities apparatus and to identify any potential issues that may arise from this. The removal of Japanese Knotweed, identified previously, will be undertaken later as part of the main works.

In addition, work is ongoing to resolve several other challenges:

A traffic management strategy has been agreed to mitigate the potential impacts of various existing weight restrictions along the West Approach Road on the construction process. This, however, needs to be developed further with the Contractor to minimise disruption, via careful programming and construction logistics.

There are also two outstanding issues to resolve relating to land ownership and access routes. Negotiations are ongoing with Network Rail regarding the acquisition of a strip of land required to deliver the proposed bridge over the railway at the northern end of the route. There has also been ongoing dialogue with a landowner regarding the proposed new access at Duff Street Lane.

The project programme is being constantly reviewed to reflect progress on these issues. At present the high level programme for delivery is as follows:

- Completion of enabling works - early April 2021
- GI reporting – mid-April 2021
- Design validation – late May 2021
- Market testing and tender agreement – mid-August 2021
- Contract award – mid-September 2021
- Main works commence – mid-October 2021
- Main works complete – mid-October 2022

A further update on these issues and any resultant changes to the delivery programme will be provided as part of the Business Bulletin at the next Committee.

Impact of Climate on Infrastructure Update

[Paula McLeay](#)

A briefing note on this will be circulated to Committee in February 2021, providing an update on progress so far. This will include details of discussions which are taking place in January 2021.

Policy and Insight Senior Manager

Smarter Choices, Smarter Places

The Council has been running annual programmes of behaviour change initiatives, to encourage the uptake of active and sustainable travel and reduce single car occupancy trips, each year since 2015. These are externally funded by the Smarter Choices, Smarter Places (SCSP) grant, which is a Paths for All's active and sustainable travel behaviour change programme.

The SCSP programme in Edinburgh is intended to complement the Council's investments in improving infrastructure for walking and cycling, as well as promoting other sustainable modes of transport e.g. public transport and shared transport options.

An update on 2020-21 activity was provided to the Committee on [1 October 2020](#).

SCSP funding is revenue funding, which is allocated to Local Authorities across Scotland, based on population size. The Council has been invited to bid for £455,000 of funding for 2021/22. The Council is required to provide 50% match funding for this grant. It is intended to provide this from the Capital footways renewal programme (as in previous years).

Funding bids are due to be submitted by 31 January 2021, with the programme running through financial year 2021/22.

There will be a continued need to adapt during 2021/22 and to pre-empt increased demand on transport networks at particular moments in time, subject to new travel-related guidance coming from the Scottish Government, particularly at the present time in respect of COVID-19.

To develop the 2021/22 programme, the following have been utilised (further information is available on each if requested):

- Stages of Change Behaviour Change Model;
- COM-B Behaviour Theory;
- Current innovations and best practice;
- Criterion of effective SCSP initiatives; and

[Ewan Kennedy](#)

Planning and Transport Service Manager

- Evaluation from previous SCSP initiatives.

The major model used in the promotion of active travel is the COM-B model, where behaviour comes from the interlinked components of capability, opportunity and motivation. In the context of encouraging active travel, this means addressing the capability people have to walk and cycle, the opportunities people have to do so, and the motivation people have to walk and cycle. New opportunities are being created through the Spaces for People programme on a temporary basis in response to COVID-19 and the need to physically distance from others, and the SCSP programme aims to address capability and motivation elements.

The programme has been created by assessing each potential element against several criteria, starting with the target audience profiles and considering the adaptability of each element in the current context. This process has utilised the tools developed for the Council last year by experts at Social Marketing Gateway and Ansons Consulting.

The objectives of the SCSP programme in 2021/22 are:

- continue to understand the impact of the pandemic on everyday travel behaviour, and how transport modes and networks may be used as we emerge out of the pandemic;
- continue to encourage people to take sustainable travel modes for journeys; and
- continue to develop strategic action plans to frame future work by the Council and partners in the Smarter Choices policy area.

The programme for 2021/22 is attached in Appendix 2.

Pavements and People

On 20 August 2020, Council approved the following motion on Pavements and People.

1. To reconfirm that pedestrians were at the top of the City of Edinburgh Council transport hierarchies.
2. To note the concerns expressed by Living Streets Edinburgh about the introduction of further floating bus stops and bus boarders into the road infrastructure in Edinburgh.

[Gavin Brown](#)

Network and Enforcement Manager

3. To recognise that the floating bus stops had been installed on Leith Walk for some time and that monitoring did not indicate any significant risk of increased pedestrian/cyclist conflicts and therefore limited impact on pedestrian safety.
4. To note that the floating bus stop concept was used extensively and successfully, in various forms, in other mainland European countries.
5. To note that any blanket halt on the installation of floating bus stops would significantly delay and obstruct the delivery of the Spaces for People programme of emergency measures.
6. To note the Spaces for People commitment to remove street clutter as well as the Council's ongoing commitment to reducing pavement obstructions including the A board ban
7. To request that after analysis of the spaces for people project, any area that required the use of floating bus stop, a meeting with the relevant stakeholders would take place to ensure all options to finalise a safe and effective design had been considered, and provide a public campaign to highlight new floating bus stop arrangements, to further emphasise the pedestrian priority when this design was used, including for example the use of "STOP" markings rather than "GIVE WAY" markings or zebra markings and tactiles to ensure everybody in the space was fully aware of pedestrian priority.
8. To further request additional engagement with Lothian Buses, Living Streets Edinburgh, Guide Dogs Scotland, Spokes RNIB and the Access Panel to explore any additional actions and to report back to the Policy and Sustainability Committee at the earliest opportunity.
9. To agree to hold a workshop including people from groups representing pedestrians, people who were disabled, bus passengers, people who cycled, and bus operators in order to explore how to provide safe bus boarding where comprehensive floating bus stop infrastructure could not be provided and to revise the Edinburgh Street Design Guidance to include floating bus stop designs.
10. To agree a business bulletin update to the Transport and Environment Committee detailing the number and nature of pavement obstructions reported to the Council since March 2020 and any resulting enforcement action taken to ensure

that pavements were clear spaces for everyone to enjoy.

The Council continues to follow the Scottish Government's National Transport Strategy and considers walking and wheeling to be at the top of the sustainable travel hierarchy.

There are currently no plans to introduce floating bus stops as part of the Spaces for People programme. However, should this be considered for future measures, meetings and workshops with all of the relevant stakeholders will take place in advance of finalising designs and communications plans will be developed to coincide with any future installations.

Council Officers are currently working with Sustrans to develop a Fact Sheet on Floating Bus Stops, in line with the Edinburgh Street Design Guidance and relevant legislation. Engagement with stakeholders will take place at the appropriate time.

The Street and Environmental Enforcement Team have responded to 57 complaints regarding A Boards since March 2020. All premises removed their A Board(s) as a result of an initial advisory warning visit, however five received subsequent final warnings and one had their A Board removed.

Inspections are regularly carried out on temporary traffic management and action is taken where inappropriately placed measures are identified. These actions are not recorded. However, any reported obstruction is recorded will be investigated and, if found to be inhibiting the footway, it will be always be corrected. The Network and Enforcement team are currently considering how best to record these corrective actions.

The Spaces for People programme is taking a proactive approach to removing street clutter and making footways a space to use and enjoy. Over 290 metres of guardrail and a number of bollards have been removed since March and a programme has been developed in partnership with Living Streets to deliver a significant reduction in street clutter in coming months.

Forthcoming activities:

None.

Appendix 1

Table 1 below shows a breakdown of the different types of chargers, the primary user groups they will serve, and delivery timescales.

Implementation	kW and time	Location	Primary Users	Implementation Time
25 slow chargers	7kW 6-8 hours	Ingliston and Hermiston Park and Ride sites	Visitors and commuters	Stage 1 26 weeks delivery NB: Ingliston will include three rapid chargers and both sites require the construction of electrical substations.
9 rapid chargers	50kW 25 minutes	Various Sites	Taxi/Private Hire and general use	Stage 2 8 weeks delivery
32 fast chargers	22kW 2-4 hours	Various Sites	Residents	Stage 3 8 weeks delivery

The table below shows the locations of the new charging points.

Location	Infrastructure Planned	Number of Charging Points	Primary Users	Electrical Connection Cost
India Street / Circus Gardens	Rapid 50kW	2 (4 charging bays)	Taxi and general use	£50,000
Fettes Avenue	Rapid 50kW	2 (4 charging bays)	Taxi and general use	£28,000
East London Street	Rapid 50kW	2 (4 charging bays)	Taxi and general use	£18,000
Ingliston Park and Ride	Rapid 50kW	3 (6 charging bays)	Taxi and general use	£50,000
Heriot Row	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£32,000
Kings Road	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£35,000

Sheriff Brae	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£15,000
Comely Bank Avenue	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£17,000
Montgomery Street	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£18,000
Thirlestane Road	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£50,000
Stewart Terrace	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£18,000
Maxwell Street	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£18,000
Ingliston P&R	Slow 7kW AC	15 (30 charging bays)	Visitors and commuters	£50,000
Hermiston P&R	Slow 7kW AC	10 (20 charging bays)	Visitors and commuters	£25,000

Appendix 2 – SCSP Programme 2021/22

The following table summarises the activities within the SCSP bid for 2021/22, where the core column must total our indicative allocation of £455,000. The additional column describes where the funding would be requested if we were advised additional funding above our allocation is available.

In previous years, the Council has been able to secure approx. £100,000 of additional funding per year.

<u>Initiative</u>	<u>Activity</u>	<u>Core (£k) = must equal 455</u>	<u>Additional (£k)</u>
Workplaces	Disseminating new toolkit assisting workplaces to plan ahead for policies outlined in the City Mobility Plan	50	
Schools	Combination of measures to discourage car use for school run	35	10
Marketing	Campaigns, promotional offers, route promotion	200	112
Research	Building the Council's capacity and knowledge to influence travel behaviour with themes of the CMP, ATAP	100	
Resourcing	Staff	70	

Total	455	122
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