

# Business bulletin

## Transport and Environment Committee

**10.00am, Thursday, 27 January 2022**

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 Eleanor Bird            Councillor Steve Burgess            Councillor Maureen Child            Councillor Graham Hutchison            Councillor David Key            Councillor Kevin Lang            Councillor Claire Miller            Councillor Stephanie Smith            Councillor Iain Whyte</p>	<p><a href="#">Alison Coburn</a>            Operations Manager</p> <p><a href="#">Veronica MacMillan</a>            Committee Services</p> <p><a href="#">Taylor Ward</a>            Committee Services</p>

Recent news	Background
<p><b>Roseburn to Union Canal – Update</b></p> <p>The Roseburn to Union Canal Active Travel Route and Greenspace Improvements is a multi-million pound project that will transform the quality of walking and cycling connections from the Roseburn Path to the Telfer Subway.</p> <p>An update was prepared for Committee on <a href="#">14 October 2021</a>. Since then, there have been the following updates:</p> <ul style="list-style-type: none"> <li>• Site investigation works have led to the redesign of the new Dalry Road bridge, its associated substructure and adjoining ground stabilisation works have been completed and validated;</li> </ul>	<p><b>For further information contact:</b></p> <p><a href="#">Daisy Narayanan</a>            Head of Placemaking and Mobility</p> <p><b>Wards Affected:</b></p> <p>Corstorphine/Murrayfield; Sighthill/Gorgie; and City Centre</p>

- Updated ecology and tree survey reports have been completed, in line with the Planning Consent. A required bat survey is scheduled for May 2022. The Planning condition for an archaeology report has been discharged through redesign;
- Draft NEC 4 Contract Data has been issued to the Contractor as part of the market testing exercise underway currently;
- Bridge surveys along the West Approach Road have been completed and weight restrictions and temporary traffic management requirements for the construction works have been determined;
- A Redetermination Order (RSO) was advertised in July 2021, with one objection received. Subsequent attempts to mitigate the concerns raised, to allow the objector to withdraw their objection, have proved unsuccessful. The objection has therefore been referred to Scottish Ministers for determination. If Ministers choose to hold a Public Hearing to consider the objection, this could delay the delivery of the sections of the route to which the RSO relates. However the impacts of this could be managed by scheduling delivery of these sections for later in the construction programme; and
- The timing of the main construction works is determined largely by the need to avoid tree felling works during the bird nesting season. The previously reported programme was based on commencing these works in January/February 2022, before the start of the season. However, the redesign process arising from the ground investigation, and the consequent delay to market testing, means that this work has had to be rescheduled for September 2022, following the end of the season.

The project programme is constantly reviewed to reflect progress on the above matters and, at present, the high level programme for delivery is as follows:

- Market testing and tender agreement – March 2022
- Contract award – June 2022
- Main works commence – September 2022
- Main works complete – October 2023

The construction works will be undertaken by main contractor, Balfour Beatty, through the SCAPE Civil Engineering Framework Agreement.

## Consultation Update on Further Extension of 20mph Network

On [22 April 2021](#) Transport and Environment Committee approved a consultation process to seek views on levels of support for extending the 20mph network and for identifying further streets for inclusion.

The 20mph network supports the aims of [Edinburgh's City Centre Transformation](#) (ECCT) Strategy and the [City Mobility Plan](#) (CMP) by improving the way the city's residents and visitors can move about and enjoy its spaces and places. In March 2018, Edinburgh became Scotland's first city to implement a citywide network of streets with a 20mph limit.

The implementation of 20mph limits offers an opportunity to make streets safer and more liveable and fits with wider Council policies around Active Travel, the Vision Zero approach to road safety and the Climate Change agenda.

Rather than adopting a reactive, street by street approach to extending the network, officers have undertaken a wider review of all roads that currently retain a 30mph speed limit.

Key criteria considered when assessing further streets for inclusion in the network have been:

- Existing function and character of the street, taking account of factors such retail presence, type of housing, road/pavement widths, proximity to schools and road user types; and
- Planned developments or other proposals that will change the nature of the street.

### Consultation start date

The consultation will run for a period of 12 weeks, in line with the Council's new Consultation Policy. To avoid the festive period, the earliest start date would have been mid-January 2022. However, further discussion with Police Scotland and Lothian Buses is also required prior to presenting the proposals to the public. It is therefore planned to begin the consultation in Summer 2022. This will also allow time for findings from the outcome of the statutory process for the [40mph speed limit review](#) to be taken into account when finalising the consultation proposals.

**For further information contact:**

[Eileen Hewitt](#)

Transport Officer

**Wards Affected:** All

## Development of new Road Safety Plan for Edinburgh

Following the publication of Scotland's Road Safety Framework to 2030, the Council is required to refresh its Road Safety Plan for Edinburgh to meet the new national objectives contained within the Framework.

The Committee was initially notified that this work was underway in a report on the Delivery of the Road Safety Improvement Programme on [22 April 2021](#). An update was subsequently provided in the Business Bulletin on [11 November 2021](#).

The first meeting of the Local Partnership Forum, involving Transport Scotland and other road safety partners, took place in late November 2021 to discuss the delivery plan for Scotland's Road Safety Framework to 2030.

Analysis work is currently underway to assist in the development of a new Road Safety Plan for Edinburgh to 2030.

Workshops are scheduled with Elected Members and partners throughout January and February 2022 to inform the new Plan and it is intended to present the draft Plan to Committee in March 2022 for approval.

The new Plan will continue to build on the success of the [Road Safety Plan for Edinburgh to 2020](#), which has delivered some of the groundwork in working towards Vision Zero. The new plan will be aligned with the Safe Systems approach set out in Scotland's Road Safety Framework to 2030.

## For further information contact:

[Daisy Narayanan](#)

Head of Placemaking and Mobility

**Wards Affected:** All

## Short Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction - Update

On [14 October 2021](#), the Committee approved the implementation of short short term improvements to safety for vulnerable road users at the junction of Portobello High Street, Inchview Terrace and Sir Harry Lauder Road.

Following this, the detailed design for these improvements was finalised and tenders were issued under the Council's Transport Infrastructure Framework, with a view to works commencing on site in early February 2022.

The tender period closed on 21 December 2021, with no tender responses received. This is symptomatic of a wider

## For further information Contact:

[Andrew Easson](#), Road Safety and Active Travel Manager

**Wards Affected:** 14 – Craiginny/Duddingston.  
17 – Portobello/Craigmillar

issue that is currently being experienced across various Council work programmes, where contractors are being extremely selective when tendering for small to medium sized construction contracts, due to various nationwide issues and uncertainties, including shortages of labour and some construction materials, high construction inflation and the potential for further impacts from the Covid-19 pandemic.

The Council's Roads Operations service is not currently able to deliver these improvements.

It is therefore now intended to seek to procure a contractor using an alternative Council framework contract, under which access is available to new contractors, and work is underway to produce the necessary contract documentation for this.

The need to re-tender means that the work is now unlikely to be able to commence before mid-March 2022.

In addition to the improvements that will be put in place at the junction itself, the contract also includes measures to encourage lower traffic speeds on Northfield Broadway, which will form part of a signed diversion route being put in place as part of the works, and minor improvements along the Fishwives Causeway QuietRoute, to increase the attractiveness of this as an alternative route for walking, wheeling and cycling.

### **Temporary public conveniences**

At the Transport and Environment Committee on [14 October 2021](#) an update on the Future provision of Public Conveniences was approved. An approved addendum by the Liberal Democrat Group requested information in the first quarter of 2022 covering a) the costs of re-providing temporary toilets next summer and b) the options available to secure the necessary funding to cover these costs, recognising that the fact that the temporary provision has been funded by Scottish Government Covid-related funding.

In 2021, the temporary toilets were procured by a contract waiver to the Council's Contract Standing Orders in recognition of the tie restraints associated with carrying out a full procurement exercise.

### **For further information contact:**

[Karen Reeves](#)

Waste and Cleansing  
Technical Manager

### **Wards Affected:**

5 – Inverleith;  
11 – City Centre;  
13 – Leith; and  
15 – Southside/Newington

If facilities are to be provided in the future, a procurement exercise will be required and will be dependent on budget available.

The estimated costs for future provision are based on the costs in year this year for the hire of toilet units, staffing, services and vandalism and the assumption that the toilets will be installed in the same locations as last year (Leith Links, Inverleith Park and the Meadows). On this basis, it is estimated that the cost of reprovision would be circa. £0.175m for six months.

This cannot be contained within the current public convenience budget so additional funding will be required. It is not yet known if Scottish Government Covid-related funding will be extended. However, if it was then funding could be allocated to provide temporary toilets in 2022.

### **Communal Bin Project**

The Council has been successful in obtaining £7.7m from Zero Waste Scotland's [Recycling Improvement Fund](#) for the communal bin project. Funding has been granted for the following capital items:

- Refurbishment and purchase of bins, which will allow a complete refresh of the on street communal bins across the city, including new bin housings for food waste bins.
- Corraling and associated road works, which will mean the bins are arranged so they are surrounded by bin housings and railings to keep them in the right place. Residents and collection crews will have an easier and safer access to all waste and recycling bins. Further they will prevent bins being moved, which prevents them from obstructing crossing points, dropped kerbs and pavements and allows better and safer access to the public realm for pedestrians, wheelchair users, prams, cyclists and other road users.
- Funding for five electric refuse vehicles, which will reduce carbon emissions from waste collections and reduce noise.
- 30 additional In-cab devices, which will improve consistency of communal collections for all residents, increase route efficiency and optimisation around tipping infrastructure, increase intelligence being returned by frontline staff and increase certainty of

**For further information contact:**

[Erica Manfroi](#)

Project Delivery Manager

**Wards affected:** All

data that allows more first-time resolution of customer enquiries/complaints.

- 5,500 bin fill sensors, which will support the monitoring of the project progress to ensure bins are not overfilled and help identify whether scheduling of collection of specific bins requires increased. They will support future decisions around service changes which may be needed to reflect upcoming legislative changes, i.e. Deposit Return Scheme (DRS) and Extended producer Responsibility (EPR) for packaging waste.
- Digital communication technology using near-field communication (NFC) tags which will allow service users to have the ability to scan a tag using their smartphone and potentially be directed to the website providing details on what materials can go in which bin, how to book a bulky uplift, book a Household Waste Recycling Centre (HWRC) slot, report an overflowing bin etc.

Following a commitment made by the Transport and Environment Committee on [22 April 2021](#) the team have undertaken further engagement with residents in the Edinburgh World Heritage (EWH) area, including the 2300 properties currently served by the gull proof sack service. They have met with the New Town and Broughton Community Council, Inverleith and Stockbridge Community Council and the West End Community Council. Five engagement sessions have been held in November. Over 7,000 residents were contacted to inform them of the events and circa. 300 residents took the opportunity to attend and provide feedback to the team. A large number of those attending raised concerns about the project and the impact on the world heritage status.

The team have been in detailed discussions with EWH and Historic Environment Scotland (HES) to look at possible mitigation measures to reduce the impact of the bins in the Edinburgh World Heritage area. Some of the measures, such as changing the tone of the green lids on the recycling bins, can be accepted and implemented across the city. Others, such as increasing the collections to daily to reduce the number of bins on the street, cannot be taken forward as they are not economically viable.

In the streets with gull proof sacks there have been detailed discussions following feedback from residents and

EWH about the possibility of placing the bins on the opposite side of the road, on the garden-side, to reduce the visual impact on the streetscape. Measures such as these create a noteworthy challenge to the team as residents, including potentially disabled residents, are asked to cross the road to dispose of their waste. The Access Panel have been consulted on this mitigation and they had significant concerns about it, especially for those citizens with visual impairments. It has been agreed that a blanket approach cannot be taken as the siting of bins on the garden side/other side of the street as, in the majority locations this is not supported by the agreed parameters and the criteria to site bins across the city. However, it is recognised that there are some locations where this is possible and further assessment needs to be carried out. The EWH also has asked that consideration was given to the current food waste and glass collections being retained to reduce the number of communal bins required. This has also been discussed with the Access Panel and Living Streets Edinburgh. It has been agreed that any additional street clutter should be avoided and where the opportunity is available to introduce communal bins they should be taken so the current services will not be retained. A uniform approach to collections in this area would allow for a more efficient service than maintaining both communal and kerbside collections.

The Transport and Environment Committee of [14 October](#) agreed that, in tandem with the communal bin review, residents should be supported and empowered to embrace the zero waste hierarchy in answer to their call for lower impact of waste on the world heritage site. A comprehensive communication campaign is planned at the time that the communal bin changes are implemented on the ground. As part of this, the emphasis on the reduction of waste and reuse projects will be highlighted.

### **Low Traffic Neighbourhoods Update**

The proposed changes to the Experimental Traffic Regulation Order (ETRO) process, as reported in the 11 November 2021 [business bulletin](#), passed into law on 26 November 2021 and are now in operation. The Low Traffic Neighbourhood (LTN) project teams are currently reviewing the programmes for consultation and delivery of

### **For further information contact:**

[Martyn Lings](#)

Active Travel Officer

### **Wards Affected:**

6 –  
Corstorphine/Murrayfield

the Leith Connections and Corstorphine Connections LTNs to reflect the new process.

The new ETRO regulations require public consultation to be carried out for 6 months upon the commencement of the Orders.

In preparation for implementation, the project teams have been undertaking early contractor engagement. Due to factors about the scale, type and timing of the works, concerns have arisen around whether it will be possible to secure sufficient contractor interest in tendering at this time. This issue has been encountered on a number of Council transport projects of a similar scale recently, as a result of current national and international uncertainties around materials supply, labour shortages and construction cost inflation.

The above scenario could result in a lack of competitive tenders and/or not achieving best value for the Council. Consequently, a decision has been taken to reschedule the programme for the delivery of the Corstorphine LTN by aligning it with the Leith LTN and, potentially, other smaller Council schemes. This will allow these projects to be consolidated into a single, higher value contract, which will be more attractive to potential tenderers and is therefore more likely to achieve better value for the Council.

Letters will be issued to local residents of Corstorphine LTN informing them of the new ETRO consultation process and the revised implementation programme.

A summary of the Corstorphine LTN placemaking engagement and the LTN monitoring plan has been shared via the project [webpage](#). A similar plan will be shared for the Leith LTN in the near future.

For the Leith Connections project, the TRO for the Phase 1 main route will be advertised this year. This incorporates aspects which will support the wider Leith LTN proposal.

13 – Leith

### **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 to reduce single car occupancy trips each year since 2015. These are externally funded by the Smarter Choices, Smarter Places

**For further information contact:**

[Daisy Narayanan](#)

Head of Placemaking and Mobility

**Wards Affected:** All

(SCSP) grant, which is a Paths for All 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.

Information on the 2021/22 programme was provided on [28 January 2021](#), and an update on project outcomes will be presented in June 2022.

Revenue funding for SCSP, which is allocated to Local Authorities across Scotland, is based on population size. The Council has been invited to bid for £0.455m of funding for 2022/23. 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 2022, with the programme running through financial year 2022/23.

The key strands of the SCSP programme in 2022-23 are:

- Co-ordinating behaviour change initiatives with infrastructure upgrades being taken forward via the active travel investment programme (ATINP), making effective use of partner relationships with Sustrans and Paths for All;
- The City Centre West to East Link (CCWEL) will be the largest infrastructure project being promoted, with pre-construction communications already in progress;
- Working alongside the cycle hire/community-led cycling, wheeling and walking initiatives to again complement these;
- Continuing to support community initiatives (especially in areas of multiple deprivation) relevant to where we are in the pandemic, continuing to make links where we can with wider community health and wellbeing;
- Noting the increased focus for more people on “where you live” as opposed to “where you travel to”. Both are still important but there is an increased home-base in

our lives nowadays and the programme will look to acknowledge that change; and

- Supporting development of the Council's staff travel plan and staff engagement in line with "Our Future Work" programme.

The Council's programme will be strategically aligned to relevant objectives and initiatives within the City Mobility Plan (e.g. 20 minute neighbourhoods and women's safety in public places).

### **Maintenance of the Paths and Cycle Lanes**

On 15 October 2020, the Council approved a motion requesting a draft maintenance plan for the Council's footpaths, off-road paths and on-street cycle lanes to include:

- An inspection regime for routes and all physical assets associated with them;
- A timetable for proactive winter gritting and autumn leaf sweeping; and
- A timetable for proactive vegetation management.

Below is a short update on the current arrangements in place for maintenance:

- Officers have had on-going engagement with key stakeholders over the past 12 months, most specifically as part of the Spaces for People/Travelling Safely programme but also on other issues including maintenance of roads, footpaths and cycle lanes. Any issues raised in these discussions are being addressed proactively where it is possible to do so. This will continue as part of our regular work programmes;
- Structures are generally inspected every 24 months, with maintenance arrangements put in place as required. The Council does not inspect artwork on structures but will arrange for the removal of offensive graffiti from structures when required;
- Lighting on footpaths is subject to routine electrical testing and structural inspection, based on the current guidance;
- Signs on footpaths, and the condition of the surfaces, are included in our inspection schedule, using the risk based approach to Road Asset Safety Inspections;

### **For further information contact:**

[Andy Williams](#)

Head of Neighbourhood Environment Services

[Cliff Hutt](#)

Head of Roads and Infrastructure

[Gavin Brown](#)

Head of Network Management and Enforcement

**Wards Affected:** All

- Tree maintenance is prioritised based on the risk to public health and safety, with the programme of review being regularly reviewed to take account of new reports and changing conditions. An additional Lead Arborist and Assistant Tree and Woodlands Officers are currently being recruited to support the Council's inspection and maintenance arrangements for trees;
- Maintenance arrangements for chocked drains and road gully clearance were reported to Transport and Environment Committee on [12 September 2019](#);
- A review of street furniture was carried out as part of the Spaces for People/Travelling Safely programmes to remove unnecessary furniture and barriers; and
- Drainage maintenance is already in place for adopted footpaths and cycle paths and is undertaken on a two yearly cyclical basis.

A review is underway of all of the footpaths and cycle paths in the city which do not meet the criteria of an adopted road or which were never formally adopted in order to agree a maintenance regime for these locations. It is expected that this work will take up to 12 months to complete (and is expected to be completed by November 2022). And, the current Transport Asset Management Plan (TAMP) includes a maintenance plan for footpaths and cycle paths.

In terms of Winter Maintenance, the approach is preventative and reactive rather than proactive, taking account of the most up to date weather information available. Following a review of the 2020/21 winter period Transport and Environment Committee approved a new approach to maintenance of Priority 1 footpaths across the city on [17 June 2021](#). This new approach is being led by the Cleansing service in 2021/22 and will be reviewed at the end of the season to identify if the expected benefits have been realised and to address any issues (if these arise).

The Cleansing team also lead the Council's response to leaf sweeping. In 2021/22 the team have developed a proactive work schedule however this is prioritised regularly to take account of volume of leaves and health and safety. The team have indicated that this means that cycleways are generally prioritised.

A proactive plan for management of vegetation is overdue and it is expected that this is something which will be prioritised in 2022/23. The plan will define the areas which need to be maintained and the standards required. It is expected that a cut 1m either side of the pathways will take place during the growing season and then a wider tidy / cut back will take place in the winter to deal with the higher vegetation growth which is likely to be required for the majority of the network.

Once complete, the management of vegetation plan will sit alongside the TAMP and the Winter Maintenance Plan to provide a comprehensive approach to the maintenance of footpaths, off-road paths and on-street cycle lanes.

### **Safe Cycle Journeys to School – Duddingston Primary**

Duddingston Primary School's Parent Council submitted a deputation to Committee in October 2019 highlighting various concerns regarding the safety of children walking, cycling and scooting to school.

The deputation requested:

- The implementation of double yellow lines to address immediate safety concerns;
- A segregated cycle path on Duddingston Road; and
- A joined up cycle network between Duddingston Primary and feeder schools Portobello High and Holyrood High.

As part of the introduction of the Spaces for People schemes on Duddingston Road and Duddingston Road West, most of the Parent Council's requests have been fulfilled.

Duddingston Road and significant parts of Duddingston Road West now have segregated cycle lanes and double yellow lines that prevent people from parking and waiting near the schools. Officers are working with the Parking Enforcement team to make sure that the restrictions are adhered to. The Spaces for People schemes do not include Southfield Place, so future consideration will need to be given to improving this link to Stanley Street and Portobello High School.

**For further information contact:**

**Gert Rijdsdijk**

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**Wards Affected:**

14 –

Craigentiny/Duddingston

17 –

Portobello/Craigmillar

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### **Forthcoming activities:**

