

# Business bulletin

## Transport and Environment Committee

10.00am, Thursday, 31 March 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="#">Lesley Birrell</a>            Committee Services</p> <p><a href="#">Taylor Ward</a>            Committee Services</p>

Recent news	Background
<p><b>Short Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction - Update</b></p> <p>On <a href="#">14 October 2021</a>, 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.</p> <p>Following an unsuccessful attempt to procure a contractor under the Council’s Transport Infrastructure Framework in December 2021, as notified to Committee in a Business Bulletin update on <a href="#">27 January 2022</a>, a further procurement</p>	<p><a href="#">Andrew Easson</a>, Road Safety and Active Travel Manager</p> <p><b>Wards Affected:</b>            14 – Craightinny/Duddingston            17 – Portobello/Craigmillar</p>

process has been undertaken using an alternative Council framework contract.

A tender to undertake the works was received on 11 March 2022 and tender checking and contract award processes are currently ongoing.

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.

Due to pre-existing commitments, the contractor has advised that they are not in a position to commence the works until late April or early May 2022. The works on Northfield Broadway will be undertaken first and the whole of the works will take approximately four weeks to complete.

Two workshops attended by local community groups and stakeholders have also recently been held to consider how the 20 Minute Neighbourhood model could be applied in the Portobello area. Officers are in the process of organising a follow up Portobello walkabout (as well as a separate visit on bikes) in order to discuss potential improvements to safety, inclusive access and attractiveness of streets.

### **Mode Share Targets Update**

On [11 November 2021](#), Transport and Environment Committee approved a citywide target to reduce car kms by 30% by 2030. The target establishes a higher level of ambition for Edinburgh compared to the Scottish Government's target of 20%. This is in recognition of the city's urban context, existing connectivity, the delivery of actions within the City Mobility Plan (CMP), and the commitment to achieving net zero carbon by 2030.

Mode share targets were also presented for walking, cycling and public transport, which were not approved. Committee acknowledged the complexity of this work and asked officers to engage with key stakeholder groups,

[Ruth White](#), Acting Team Manager

**Wards affected:** All

such as Living Streets and Spokes, to review and refine individual mode share targets. These were to be reported to Committee by March 2022.

### Stakeholder Engagement

Engagement with key stakeholder groups (Living Streets, Spokes, Sustrans, Confederation of Passenger Transport and Edinburgh Bus Users Group) was undertaken before Christmas. The key points raised are summarised as:

- Strong support for setting a target for reducing car kilometres, however concern that setting targets for specific sustainable modes would create competition between them and adversely influence investment levels. Removing the focus on individual mode share targets for walking, cycling and public transport would allow a more holistic approach. Having targets for different modes is however useful in monitoring progress in a more focussed way.
- The mode share approach set out does not account for a shift in journey destinations to more local destinations, something the Council's work on 20-minute neighbourhoods is seeking to address. Change in mode and change in destination may often be linked; for example, swapping a weekly car-based out-of-town shop for two or three local shops on foot, by bike or by public transport.
- It would be useful to explore Transport for London's (TfL) approach, of adopting a target that 80% of travel should be via sustainable modes by 2041. This approach could be explored for Edinburgh to resolve the intermodal competition issue.
- It should be noted that the Scottish Government has not set parallel quantified targets for sustainable travel modes in addition to its target for a 20% reduction in car kms.
- Linking the targets to SEStrans' emerging Regional Transport Strategy would be useful to ensure inclusion of commuters from outside Edinburgh.
- Overall a new approach to target setting may be required to ensure the ambition for increasing walking, cycling and public transport is clearly defined. This might come in the form of setting an overall target for travel by sustainable modes, similar to TfL. It may also

come in the form of specific micro-targets such as journeys to school which may be more appropriate to do via individual action plans.

#### Next Steps

Work is ongoing to respond to these issues and define an alternative approach. While this is highly complex, it is expected that the work will be concluded for presentation to Committee by summer/autumn 2022. Officers will continue to work with key stakeholders to achieve this.

The agreed target for a 30% reduction in car kms provides a strong ambition to work towards and will be monitored as part of the suite of CMP Key Performance Indicators.

#### **Queensferry High Street – Town Centre Improvements – Project Updates**

The town centre improvement project on Queensferry High Street has evolved, following continued community engagement, into an enhanced public realm proposal through the Town Centre. This will improve the area for residents, local businesses and visitors by reducing the impact of traffic, creating more space for pedestrians by introducing a one-way route and introducing enhanced infrastructure for vulnerable road users. The project also includes improvements to the new Hawes Promenade area by increasing pedestrian space and improving safe access for active travel.

Advanced works have been ongoing over the last 6 months to install new signalised pedestrian crossings at The Loan/High Street junction and to construct the new turning circle in the Hawes Car Park.

A Traffic Regulation Order (TRO) has been promoted to introduce a part-time weight limit on the High Street, discussions on the proposed Town Centre scheme are ongoing, and the necessary traffic orders to facilitate the planned permanent one-way layout will be promoted in Spring 2022.

The works to resurface The Loan/High Street and to install the new junction should be complete by June 2022 and the new raised table feature on Rosshill Terrace (part of the

[Dave Sinclair](#), Local Transport and Environment Manager

#### **Wards Affected:**

1 - Almond

Traveling Safely High Street diversion route) should be installed during the Easter school holidays.

Overall funding for the Town Centre improvements is still to be confirmed, however, discussions are ongoing with an external funding body and a bid has also been submitted for the Place Based Investment Programme.

It is expected, when external funding is confirmed and the necessary traffic orders are in place, to commence works either later in 2022 or early 2023.

**Kirkliston and Queensferry: Traffic and Active Travel Study – Update**

An update on the various actions arising from this study is provided in Appendix 1.

[Dave Sinclair](#), Local Transport and Environment Manager

**Wards Affected:** 1- Almond

**Motion by Councillor Neil Ross - Engine Idling**

On 28 October 2021, the Council approved a Motion by Councillor Neil Ross noting that:

- While emissions from stationary vehicles are only a small contributor to overall levels of air pollution, they can cause discomfort to people in the immediate vicinity, particularly where they occur in sensitive areas (e.g. outside schools). High levels of localised pollution can also trigger the symptoms of asthma and other respiratory diseases in vulnerable people.
- The Council has powers under the Environment Act 1995 to tackle engine idling and, in the vast majority of cases, the only action required will be to remind a driver to switch off the engine while the vehicle is parked. If a driver refuses to co-operate, the Council can issue a Fixed Penalty Notice of £20. The Council’s Street Enforcement team currently carries out vehicle emission enforcement, but it is possible to also employ a third party to carry this out.
- The Council employs NSL to regulate and enforce parking in the city.

[Gavin Brown](#), Head of Network Management and Enforcement

**Wards Affected:**

- 7
- 9
- 12
- 13

The Motion requested that the Council should engage with NSL to discuss the potential for vehicle emission enforcement by parking attendants, in particular:

- The issue of appropriately worded leaflets to remind drivers whose engines are idling of their legal obligation to switch off the engine when parked;
- Where a driver refuses to co-operate, the issue a Fixed Penalty Notice of £20; and
- To report on the result of the discussions within two cycles to the Transport and Environment Committee.

This issue was discussed with NSL in November and December 2021, as part of regular contract meetings.

NSL are investigating the potential for vehicle emission enforcement and will provide a report on their findings and possible options. Once received, Council officers will consider the conclusions, including any associated financial impacts, and will report back to the Transport and Environment Committee. At present, it is expected that this will be reported in August 2022.

In the meantime, Street Enforcement Officers will continue to advise all drivers that engine idling is illegal and will take appropriate enforcement action if necessary and drivers ignore instruction to cooperate. The issuing of leaflets is not considered appropriate at this moment as their distribution, particularly if attached to vehicles, can lead to additional littering, and can prove costly. Officers will work with colleagues in communications to develop an educational campaign which does not rely on leafleting.

### **Update on Petition to Pedestrianise Elm Row**

On [17 June 2021](#) Committee considered a petition calling on the Council to help local businesses by closing 'Elm Row' to traffic once a week to allow outdoor seating.

The issues outlined by the petition included:

- The impact of restrictions to minimise the spread of the Coronavirus (COVID-19) pandemic had posed significant challenges for hospitality businesses and that those without space for outdoor seating are at a severe disadvantage; and

[Gavin Brown](#), Head of Network Management and Enforcement

[Hannah Ross](#), Senior Responsible Officer – Tram to Newhaven Project

**Wards Affected:** 12 – Leith Walk

- That the Tram to Newhaven works on Leith Walk had led to increased traffic on Elm Row.

Committee agreed that, once tram construction works are completed, officers will work with businesses and residents in the area to investigate options to pedestrianise Elm Row at least one day per week.

In response to recent representations to the Tram to Newhaven project on the design of the cycle way on Elm Row and with a further request for pedestrianisation, officers from the Tram team confirmed to stakeholders that:

- The public realm at Elm Row would be completed as per the existing design, noting that the single surface being installed will enable future pedestrianisation if desired;
- That a further consultation will be required before plans to pedestrianise, or to reduce parking in the area can be implemented; and
- That a further design can be considered and implemented once the Trams to Newhaven works are complete, utilising that design and considering further options for the cycle way. An option for this further design would be to move the cycle way to the east side of the landscaping, which would necessitate relocation of some gullies. The anticipated cost of that work is in the region of £200,000.

It is expected that the Tram to Newhaven construction works in this area will be completed by Autumn 2022 and therefore officers expect to bring forward options for the pedestrianisation of Elm Row by Winter 2022/23.

### **Gilmore Place - Driveway Parking Overhanging Footway**

On 5 December 2019, Committee approved a report in response to a Motion on vehicles parking in private driveways overhanging the footway in Gilmore Place.

Following this, the Council's Parking Operations team have continued to support and prepare for, where possible, the introduction of the footway parking prohibitions which were

[Gavin Brown](#),  
Head of Network  
Management and  
Enforcement

#### **Wards Affected:**

11 – City Centre

included within the Transport (Scotland) Act 2019. These powers have yet to be granted to roads authorities.

Unfortunately, it is unlikely that the new footway parking powers will help to address this issue entirely. The prohibition only applies when a vehicle has one or more of its wheels on any part of the pavement therefore Parking Attendants will have no additional powers to issue penalty charges to vehicles overhanging the footway from a driveway.

Parking Attendants continue to monitor driveway parking on Gilmore Place and take enforcement action where possible. The team will also try to engage with the owners of properties on Gilmore Place to encourage more considerate parking by visitors and residents. However, this has not been successful in the past and without any enforcement powers is unlikely to have a positive result.



### **Integrated Weed Control Programme Progress**

This bulletin provides an update on the control of weed growth across the city's public roads, parks, hard-standing areas and other Council maintained open spaces.

As part of the Council's approach to reducing the use of glyphosate-based herbicides, Council officers have trialled new approaches to weed management and use of alternatives. These alternatives have included:

- Replacing the use of glyphosate-based herbicides in parks and green spaces with more frequent mulching of planting beds and mechanically controlling grass growth along footpath edges with mechanical trimmers and "weed rippers";

[Andy Williams](#)

Head of Neighbourhood Environmental Services

**Wards affected:** All

On [1 November 2016](#)

Committee agreed to consider a range of alternatives to the use of glyphosate-based herbicides for the control of weeds.

- Deployment of quad bikes to enable far quicker and more targeted herbicide application along roadsides, pavements and in hard-standing areas; and
- Trialling the use of alternative chemicals, notably acid-based products that are increasingly coming onto the market in response to a general move away from glyphosate-based products. In Summer 2021, a thermal weed control system was trialled in Balerno.

Year	Products
2021	4,480 litres (Nomix, Rosate 360 and Roundup probio)
2020	1,080 (this reduction is attributable to the pandemic)
2019	3,180 litres
2018	2,580 litres
2017	2,175 litres
2016	4,560 litres

### Foamstream Trial

During 2021 a trial of the use of Foamstream was initiated in the Balerno Area. The “Foamstream” system works by combining hot water and biodegradable foam, made from renewable plant oils and sugars. When applied, the foam creates a layer of insulation over the hot water to stop the heat escaping to the atmosphere. This holds the heat on the vegetation or surface for longer, producing a more effective treatment than hot water or steam alone.

The main findings of the trial were:

- The equipment was easy to use after a short training session and no chemical application licence is required.
- Tank capacity is limited to approximately one hour of application, with approximately 20 minutes required to refill. Data from use of the quad bike herbicide application highlights the use of the Foamstream equipment is approx. ten times slower to treat similar areas.

On [5 October 2017](#)

Committee supported the introduction of an Integrated Weed Control Programme.

Glyphosate is the active ingredient in most licensed herbicides used by the Council. The license to use Glyphosate is due to expire before December 2023 but has been extended for three years.

Weeds are only able to reach maturity if they have sufficient organic growing medium in which to germinate and grow. Along pavements and roadsides this is usually provided by the build-up of organic detritus caused by the continuing presence of leaf litter, plant material, dirt, mosses and lichens in unsealed joints, cracks, along kerbsides and around traffic islands and other road fittings.

- The time taken to cover the area was underestimated. Initially it was anticipated that 17 streets would be treated, however in total only 9 streets were able to be treated during the trial (2 week period).
- Refilling requires access to street standpipes and sometimes access to these didn't work, meaning additional travel time was incurred to find suitable locations to use.
- The long hoses and access to required locations caused some issues as it was not always practical to get a vehicle in the correct spot to allow the equipment to be used easily. The hoses sometimes snagged on car tyres and pavement edges meaning that a second member of staff was required to help with handling the hoses.
- Although no incidents were reported, operatives highlighted concerns about the temperature of the hoses and about potential leaks and splits to the hose (which would lead to boiling water being released, potentially causing injury to themselves or a member of the public).
- Certain weed species are difficult to control with the Foamstream system. Woody / large perennial weeds are more resistant and require additional extended treatment to show signs of effectiveness. (There were some examples of weed re-growth within 1-2 days of treatment and some weed species showed signs of treatment initially however seemed to recover vitality after a short period of time).

A cost comparison using the costs over the three phases of the trial for Foamstream and quad herbicide application shows:

- Foamstream trial = £481 per day.
- Quad application of Glyphosate = £143 per day.

The conclusion from this initial trial is that to deploy Foamstream equipment across the city would not be financially viable and would lead to operational pressures.

### **Next Steps**

If glyphosate volumes are to be reduced on a city-wide scale, the most efficient long term solution requires an integrated approach. In particular, the frequency and coverage of mechanical sweeping needs to increase to remove the build-up of organic detritus from road and pavement surfaces.

In addition to the Pesticide Free Balerno community-weeding initiative we continue to receive regular enquiries from residents wishing to cease glyphosate applications in their street or area. If given sufficient notice by residents of community weeding activities, no glyphosate applications were made in that street or area. However, because many requests were not of scale or lacked commitments to “self-weed” it was often difficult to accommodate them within City weeding operations.

A review of the use of the regulatory regime in the United Kingdom is planned in advance of the expiration of the current active substance approvals (before December 2026).

In addition, the Scottish Government’s ‘Pollinator Strategy for Scotland 2017–2027’ supports the use and development of pollinator-friendly pest control measures in urban areas and encourages local authorities to apply the principles of Integrated Pest Management in ground maintenance and management.

### **Wardie Bay and Beach Update**

Engagement with landowners is underway on progressing a suitable management agreement, lease or similar agreement that will enable the Council to take on responsibility for the management and development of Wardie Bay and Beach to support an application for bathing designation.

Discussions have been held with two of the three landowners so far, and a third is still to take place (due to the person previously responsible having left). Feedback to date has been positive and supportive of the Council developing a management agreement and allowing signs, bins, etc., to be installed. Assuming the third landowner is also supportive, officers will be able to progress with next steps.

A meeting was held on 14 March 2022, lead by a local MSP, with representation from the Scottish Government, SEPA, ward councillors, and Council officers to discuss actions which can be taken to support water safety at Wardie Bay this summer. It was suggested that while the Council negotiates the management agreement, that there should be a risk assessment undertaken and the potential

[Steven Cuthill](#), Local Transport and Environment Manager

**Wards affected:** 4 - Forth

for signage be explored to share appropriate messaging with users of the beach and water.

Next steps involve developing options and further engagement with landowners as draft terms of the management agreement or lease are outlined; carrying out an assessment of the maintenance requirements and establish costs (e.g. water quality testing and monitoring, signage and infrastructure, beach cleaning) and then reporting these for review by the Committee. There will also be engagement with the community and interest groups as part of the process.

The bathing water designation is administered by SEPA and will be determined by Scottish Ministers later this year for the summer of 2023, which is informing the timescales for progressing this action.

### **Active Travel Action Plan**

On [14 October 2021](#), Committee considered a report on the revised Active Travel Investment Programme. The report also advised that work was underway on the development of a new Active Travel Action Plan (ATAP) and that it was expected that this would be reported to Committee in summer 2022 for approval.

This will replace the current [ATAP](#), which was last updated in 2016. The new ATAP will be aligned to the wider priorities of the Council, as outlined in the Council Business Plan, the City Mobility Plan and the proposed City Plan 2030.

The process for generating the new plan involves engaging with key internal and external stakeholders. Liaison with internal stakeholders has begun, with a governance structure in place to ensure effective alignment across workstreams.

Further engagement will continue with both internal and external stakeholders and it is intended to report to Committee on the first draft of the new ATAP in October 2022.

[Sarah Feldman](#), Transport Officer – Active Travel

**Wards Affected:** All

### **City Mobility Plan**

On 14 October 2021, Committee agreed to amending the City Mobility Plan to ensure clarity on references relating

[Ruth White](#), Acting Team Manager

to private hire cars. Private hire cars are part of the shared transport category in the National Transport Strategy's Sustainable Transport Hierarchy. The clarifications proposed were set out in the Business Bulletin on [14 October](#). The City Mobility Plan has been updated accordingly and can be viewed [here](#).

**Wards affected:** All

### **Strategic Review of Parking**

The results of advertising the Strategic Review of Parking Phase 1 Traffic Order are currently being reviewed alongside the development of the business case for implementation. A report on the results and the plan for implementation will be presented to Committee following the Summer recess.

[Gavin Brown](#), Head of Network Management and Enforcement

**Wards Affected:**

7 – Sighthill/Gorgie

9 –

Fountainbridge/Craiglockhart

12 – Leith Walk

13 – Leith

14 – Craightinny/Duddingston

Appendix 1 - Kirkliston and Queensferry Traffic and Active Travel Study Update  
Transport and Environment Committee – 31 March 2022

Intervention Timeline	Recommendation	Action owner	Update from	Previous Updates and Additional Notes	Further Action	Update March 2022
Short Term	Local Active Travel improvements  Signs and local infrastructure changed	Active Travel Team	Andrew Easson, Road Safety and Active Travel	<p>The Active Travel Study identifies the potential for improvements to be undertaken at the six locations listed below.</p> <ol style="list-style-type: none"> <li>1. B800 between South Queensferry and Kirkliston – increasing the distance between live traffic and the shared footpath/cycleway</li> <li>2. Northern access to Kirkliston – installation of on-road cycle lanes</li> <li>3. B800/B907/Ferrymuir Roundabout – cyclist priority raised crossing</li> <li>4. South Queensferry centre via the B907 – signage/lining and drop kerbs</li> <li>5. A904 between the Forth Bridge junctions - remote cycleway/footpath</li> <li>6. Cycle link from Dalmeny to Newbridge – infrastructure improvements/ surfacing/ lighting/ improved access points</li> </ol> <p>At each location, the Study suggests some relatively low-cost measures, such as improvements to road markings and direction signing for cyclists, along with more substantive infrastructure improvements.</p> <p>The Active Travel team has an ongoing programme of minor improvement works across the City and the various low-cost measures recommended in the Study could potentially be delivered as part of this programme.</p> <p>Delivery of the more substantive improvements would have to be prioritised for delivery against other projects competing for inclusion in the Council's Active Travel Investment Programme (ATInP).</p> <p><b>Installation of benches along the cycle Path between Dalmeny and South Queensferry.</b> This additional improvement was suggested by one of the ward Councillors. After considering the work that would be involved, it was established that this would be too substantial to deliver through the minor improvements programme.</p> <p><b>Removal of Access Restrictions</b> Sustrans has provided the Active Travel team with a list of barriers (access restrictions) across the city, which includes some within the Study area, and consideration is being given to including works to remove or alter these within the minor improvements programme.</p>	Update on Minor Projects, Sustrans Barriers study and local signs review.	<p>The Transport and Environment Committee approved a revised Active Travel Investment Programme (ATInP) to 2025/26 on <a href="#">14 October 2021</a>.</p> <p>While the more substantive improvements identified in this Study have not been prioritised for inclusion within the Programme to 2025/26, improvements at the A904 between the Forth Road Bridge Junctions are being considered as part of a package of work to produce Concept Designs for prioritised Transport Actions contained within the Local Development Plan Action Programme.</p> <p>The revised ATInP has significantly increased the level of investment directed towards a programme of minor improvements. The low-cost measures suggested in the Study will be prioritised alongside other minor improvements throughout the city, for potential delivery over the next 2-3 years.</p> <p>A programme of removing access restrictions is currently being taken forward for delivery during 2022/23.</p> <p>In developing a new ATInP beyond 2025/26, consideration will be given to the potential to deliver the remaining more substantive improvements.</p>
	Kirkliston Crossroads	Transport Network and	Mark Love, Traffic Signals (ITS)	Original Section 75 from Cala Homes used to upgrade the junction signals and controller in 2007/8.	Signals replacement due by Summer 2022	The traffic signals are due to be replaced and upgraded with a MOVA system by Summer 2022.

Appendix 1 - Kirkliston and Queensferry Traffic and Active Travel Study Update  
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	Junction efficiency assessment and Section 75 investment.	Enforcement Team (ITS)		<p><b>Phasing changed to introduce split north/south stages:</b>                  In early 2015 the controller configuration was changed and additional vehicle detectors added, as well as the footway improvements using further S75 contributions. At the time extensive traffic monitoring was carried out and additional timing changes were implemented during frequent observations.</p> <p><b>Junction efficiency assessment and changes to timings:</b>                  In 2019 further adjustment were made to the right turn timings and the right turn detector operation to improve junction efficiency.</p> <p><b>Further Junctions Improvements:</b>                  Currently, there are no realistic physical or technical changes that would improve the efficiency of the signalised junction. Under normal circumstances the junction is vastly over capacity, only significant changes to demand or revised priorities/layout would be likely to reduce traffic volumes.</p> <p><b>Burnshot Bridge:</b>                  When the Burnshot bridge reopens, we should expect fewer vehicles turning right from the west and turning left from the east, therefore increasing the gaps in traffic for opposing vehicles who would normally turn right.</p>		A report noting proposals for the <a href="#">Kirkliston Junction Reconfiguration</a> was agreed at the January 2022 Committee.
	Queensferry High Street  Town Centre Improvement project  Expected start date Feb/March 2020	North West Locality team	Dave Sinclair, North West Locality	<p>Project Update:</p> <ul style="list-style-type: none"> <li>o Project Tender issued 20th December 2019</li> <li>o Tender Review meeting 27th February</li> <li>o Cost of tender greater than current project budget (£2m less design/supervision fees)</li> <li>o Currently, in discussion with the preferred contractor to negotiate rate reduction/changes to project scope.</li> <li>o Consideration to re-tender revised scope of work (To be agreed)</li> <li>o Virtual Project Steering Group Meeting to be arranged</li> </ul>	Project Steering Group meeting to be arranged to update on tender decisions and consider future programme in Queensferry.	<p>The contract to install the Hawes Car Park turning circle, The Loan signalised junction and Rosshill Terrace raised table commenced in August 2021.</p> <p>Installation of the new turning circle was completed in December 2021. Works to resurface The Loan/High Street and install the new pedestrian crossings should be complete by June 2022.</p> <p>Funding for the next stage of the Town Centre project is still to be confirmed, however, discussions are ongoing with an external funding body and a bid has been submitted to the Place Based Investment Programme.</p> <p>It is anticipated that project funding will be confirmed in Summer/Autumn 2022 and the process to make the necessary traffic orders should come to a conclusion in late 2022 (subject to objections or a public hearing).</p>

Appendix 1 - Kirkliston and Queensferry Traffic and Active Travel Study Update  
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	Queensferry – Station Road Corridor  Installation of local traffic calming	North West Locality team	Dave Sinclair, North West Locality	<b>Additional Traffic Calming on Rosshill Terrace:</b> <ul style="list-style-type: none"> <li>• Raised Table to be installed at the Bankhead Grove/Forth Terrace junction.</li> <li>• Design complete</li> <li>• Consultation with Public transport operators to be undertaken</li> <li>• Installation expected Summer/Autumn 2020, depending on resource availability.</li> </ul>	Programme update from NW team regarding anticipated installation date.	The raised table on Rosshill Terrace is due to be installed during the Easter School Holidays 2022
<b>Longer Term</b>	Local Active Travel investment  Consider projects in line with the Council's new citywide Active Travel Action Plan (ATAP).	Active Travel Team	Andrew Easson, Road Safety and Active Travel	The Active Travel team is currently developing a new ATAP, with the aim of being able to publish this in late 2021 or early 2022.		It is intended to publish the new Active Travel Action Plan in Autumn 2022.  See note in action 1 on the ATInP.
	Kirkliston Town Centre  Crossroads junction reconfiguration	Strategic Transport Team	N/A			This action has been closed.
	A90 Slip Road local access trial with Transport Scotland	Transport Network and Enforcement Team (ITS)	Graeme Paget, Roads Directorate, Transport Scotland	<b>Update from Transport Scotland – December 2019:</b>  The Forth Road Bridge(A9000) now forms part of the Forth Estuary Public Transport Corridor as do the Public Transport Links described in the survey report. Legislation passed through the Scottish Parliament does not allow private car use on these Public Transport Links, only buses, taxis, motorcycles under 125cc and other authorised vehicles, mainly agricultural.  Furthermore, the use of the Forth Road Bridge as a dedicated public transport corridor, and the associated bus lane infrastructure installed as part of the Fife ITS and Junction 1A schemes, have reduced journey times for public transport users from the Fife park and ride sites. Analysis shows around a 40% saving in journey time over the driven route by using public transport between Ferrytoll and Newbridge roundabout at peak times. These benefits would not be realised if access was given to private cars during peak times.  A review of the project will be available early next year (2020) to look at how it has performed during its first full year operating as a motorway and public transport corridor. At that stage, it may be possible to look at other measures to enhance the driveability of any identified problem areas.  As this piece of work is being managed by our Transport Strategy & Analysis team, I've copied your email to Veronica Allan, Senior Transport Planner who is better placed to	Dave Sinclair to make contact with Veronica Allan regarding suggested 2020 review outcome (presumably subject to recent CV-19 changes to traffic conditions and staff availability).	<a href="#">The Forth Replacement Crossing Project - One Year After Opening Evaluation</a> Report was published by Transport Scotland in December 2020.  Officers to contact Graeme Paget, Transport Scotland Network Manager, to discuss the current traffic environment in Queensferry and seek an update on the A90 City-bound slip road position.  A traffic count and speed survey was undertaken on Rosshill Terrace and Station Road in November 2021 establish current traffic volumes and speeds on the corridor. A meeting with school, community council and local residents is due to be arranged in March 2022. The main purpose of this discussion is to consider the impact of displaced traffic during the current temporary Traveling Safely measures installed on Queensferry High Street and consider longer-term proposals should the permanent traffic order be made for the planned one-way layout.

Appendix 1 - Kirkliston and Queensferry Traffic and Active Travel Study Update  
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				provide up to date information on this issue and confirm to you the timeline ahead.		
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