

Business bulletin

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Dean of Guild, City Chambers, High Street, Edinburgh

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Scott Arthur (Convenor)	Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Graham Councillor Lang Councillor Macinnes Councillor Miller Councillor Munro Councillor Work	Alison Coburn Operations Manager Martin Scott Committee Services Taylor Ward Committee Services

Recent news	Background
<p>Learmonth Terrace – Setted Streets</p> <p>At this Committee’s meeting on 14 October 2021 a petition report was presented on “Resurfacing Particularly Noisy Cobbled Streets – Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue”.</p> <p>Setted Streets in conservation areas are protected as part of the Council’s Strategy for Setted Streets. Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue do not currently feature on a programme of capital renewals.</p> <p>The most recent speed survey results for both Dean Park Crescent and Comely Bank Avenue are within normal tolerance and therefore do not justify additional road safety measures:</p> <ul style="list-style-type: none">• Dean Park Crescent, between Comely Bank Avenue and Ann Street on 28 March to 3 April 2019 - an average speed of 19.3mph was recorded.• Comely Bank Avenue, between Comely Bank Terrace and Learmonth Gardens on 14 March to 20 March 2020 - an average speed of 23mph was recorded. <p>In the latest available three year period (to the end of May 2021) there was no pattern of personal injury collisions</p>	<p>For further information contact:</p> <p>Sean Gilchrist, Transport Manager (Asset and Performance)</p> <p>Wards Affected: Ward 5 - Inverleith</p>

reported to the Police at Learmonth Terrace, Dean Park Crescent or Comely Bank Avenue.

It was agreed at Committee that noise monitoring should be carried out on the streets to determine the street noise levels.

Initial noise monitoring was carried out by the Council's Noise Team on 4 November 2021 outside 1 Learmonth Terrace and 89 Comely Bank Avenue. Unfortunately, the results received were insufficient to accurately determine the noise levels as the measurements were only taken over a 45 minute period.

An external acoustic consultant (Robert Mackenzie Partnership) was appointed to undertake measurements of road traffic noise. Unattended measurements were undertaken over a 24 hour period between 31 March 2022 and 1 April 2022. The road traffic measurements were carried out, insofar as was practicable, in accordance with The Department of Transport's guidance document "Calculation of Road Traffic Noise" 1988 (CRTN).

Measurements were recorded at Learmonth Terrace and Comely Bank Avenue

The measurement results shown in Table 1 for Learmonth Terrace and Table 2 for Comely Bank Avenue are presented as the 'A' weighted equivalent continuous sound level, L_{Aeq} (a logarithmic average over the measurement duration).

Table 1

Measurement Period	Start	Duration	L_{Aeq} , dB
Daytime	0700	16hrs	72
Night-time	2300	8hrs	63

Table 2

Measurement Period	Start	Duration	L_{Aeq} , dB
Daytime	0700	16hrs	70
Nigh-time	2300	8hrs	60

In the absence of more appropriate standards, comparable guidance is contained in the Noise Insulation Regulations 1975 which has a qualifying limit of a minimum of 1dB above L_{10} (18-hour) of 68dB(A). Night-time levels for both locations fall below this guidance.

Taking into consideration the noise calculations, traffic speed surveys and collision history there are no proposals

to carry out any capital renewals or introduce speed calming measures.

Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue will continue to be inspected in line with “The Risk-Based Approach to Safety Inspections” and repairs carried out to any recorded defects.

Great British Railway Headquarters

On 15 March 2022, the City of Edinburgh Council submitted an expression of interest in becoming the national headquarters for Great British Railways.

On 5 July 2022, officers were advised that this application had been unsuccessful shortly before the shortlist was announced. Of the 42 towns and cities which put forward applications, six were shortlisted: Birmingham, Crewe, Derby, Doncaster, Newcastle-upon-Tyne, and York.

Although the application was unsuccessful in being shortlisted, the Great British Railways Transition Team and the Department for Transport recognised the effort which had gone into the application and confirmed that they would share feedback with the Council on the application in due course. The expression of interest will also be publicly shared at the end of the competition.

It is anticipated that Great British Railways may also establish regional headquarters. Council officers will continue to monitor this and will progress any opportunities which arise.

For further information contact:

[Kyle Drummond](#),
Programme Development
Officer

Wards affected - All

Corstorphine Connections Low Traffic Neighbourhood - Experimental Traffic Regulation Order and Trial Update

Implementation of the trial Low Traffic Neighbourhood in Corstorphine, as approved by the Committee on [19 August 2021](#), was expected to commence during August or September 2022 subject to a successful tendering process for a construction contractor. Procurement for delivery of the trial scheme has progressed but has taken longer than expected due to challenging market conditions with framework rates no longer fully reflecting market costs. This has resulted in only one tender return and additional time is required to ensure best value for the Council. Consequently, the earliest start date on site is now expected to be delayed by around a month, which means a late August/early September implementation date.

For further information contact:

[Daisy Narayanan](#), Head of
Placemaking and Mobility

Wards Affected: 6 -
Corstorphine/Murrayfield

However, in the meantime, works will be progressed with the school entrances improvements; cutting back overgrown hedges on Manse Road; and setting up the bus gate infrastructure on Manse Road in readiness for the start of the LTN trial. These are under separate contracts, so have not been subject to the delay.

Ward councillors, Corstorphine Community Council and the Council's webpage timeline will continue to be updated on progress.

The trial is being implemented under an Experimental Traffic Regulation Order, for which the statutory process includes a six month public consultation process following implementation. The outcomes of this will be reported to the Committee once the consultation process and the subsequent analysis of feedback is complete.

The impacts of the trial will continue to be monitored throughout the trial period, and an update on the monitoring will be provided to Committee with the consultation feedback.

Leith Connections Low Traffic Neighbourhood - Experimental Traffic Regulation Order and Trial Update

Implementation of the trial Low Traffic Neighbourhood in Leith, as approved by the Committee on [19 August 2021](#), is proposed to commence following completion of the Trams to Newhaven works at the Foot of the Walk during Autumn 2022.

Measures to form the low traffic neighbourhood to the west of Tolbooth Wynd will be introduced under Traffic Orders associated with the Foot of the Walk to Ocean Terminal active travel route (Phase 1A of the Leith Connections project). A report will be brought to the October 2022 committee, following the public advertising of the Traffic Orders.

Measures for Tolbooth Wynd and areas to the east will be implemented under an Experimental Traffic Regulation Order, for which the statutory process includes a 6 month public consultation following implementation. The outcomes of this will be reported to the Committee once the consultation process and the subsequent analysis of feedback is complete.

For further information contact:

[Daisy Narayanan](#)

Head of Placemaking and Mobility

Wards Affected:

13 – Leith

Monitoring of the impacts of the trial will be undertaken and information on this will also be included in the above report.

Petition on Station Road, Ratho Station

A motion entitled Petition on Station Road, Ratho Station was approved by the Committee on [31 March 2022](#). The motion referred to a petition submitted by the Newbridge and Ratho Residents' Association, calling for the introduction of a traffic restriction to stop heavy goods vehicles coming through Ratho Station and passing by Hillwood Primary School.

The motion called for officers to engage with ward Councillors, following the Council elections, and with the Residents' Association on the issues raised and to provide an update to the next meeting of the Committee.

The Road Safety Team is carrying out a School Travel Plan Review across all 141 schools in the city by cluster. This is due for completion in early 2024. The aim of the review is to develop a five year Action Plan with parents, children and schools to make the routes and streets surrounding each school safer and to encourage more active travel to school.

The initial stage of the Review process is to undertake a school travel survey. The survey for Hillwood Primary School was undertaken in June 2022, as part of the Travel Plan Review for the Craigmount High School cluster.

The data collected has been analysed over the school summer holiday period and work will commence in the new school term with the children, school and Parent Council to develop and agree a new School Travel Plan. Council officers will then engage with local members, the Community Council and the Residents' Association over the implementation of the proposals set out in the new Plan.

Implementation of a full-time prohibition on the use of Station Road by heavy goods vehicles is likely to prove problematic, as the road provides the sole access to several businesses at its southern end and the only alternative access for businesses in the nearby Lochend Industrial Estate is via Cliftonhall Road, on the far side of Newbridge Junction. Such a restriction could therefore

For further information contact:

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

Wards Affected: 1 - Almond

cause significant operational issues for some of these businesses.

However, there might be potential to introduce a School Streets scheme on Station Road, which would restrict access for most vehicles during the periods when pupils are travelling to and from school.

It is intended to report to Committee on the progress of the School Travel Plan Review in October 2022 and this will include an update on the preparation of the School Travel Plan for Hillwood Primary.

Short, Medium and Long Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction

On [14 October 2021](#), Committee approved the implementation of short term improvements to safety for vulnerable road users, while noting work had commenced on developing more substantive, medium term improvements and that longer term improvements will be considered as part of the citywide review of vulnerable road user safety at major junctions.

An update was provided on [27 January 2022](#), following an unsuccessful attempt in December 2021 to procure a contractor to undertake the short term improvements. This was followed by a further update on [31 March 2022](#).

A second procurement process took place in spring 2022, resulting in the award of a contract to J Sives Ltd in early June. Work commenced on site on 8 August 2022 and is expected to be complete by early September.

In addition to the improvements that will be made 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 its attractiveness as an alternative route for walking, wheeling and cycling.

Work to develop a design for medium term improvements is continuing, in consultation with key stakeholder organisations and local elected members. It is intended that this design should be future proofed, such that the improvements could be incorporated into more extensive longer term changes in the future, with minimal need for

For further information contact: [Daisy Narayanan](#)

Head of Placemaking and Mobility

Wards Affected:

14 - Craigentiny/
Duddingston

17 - Portobello/
Craigmillar

change. It is anticipated that this design work will be complete by spring 2023, with the aim of delivering the medium term improvements in late summer/early autumn.

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 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 2022/23 programme was provided to Committee on [27 January 2022](#), as part of the Business Bulletin, to coincide with the submission of the funding bid. This Bulletin provides an update on programme outcomes for 2021/22.

SCSP funding is revenue funding, which is allocated to Local Authorities across Scotland, based on population size. The Council was able to utilise the vast majority of its allocation of grant-funding of £455,000; with expenditure of £447,000 incurred. The Council is required to provide 50% match funding for this grant. As in previous years, this was provided from the Capital footways renewal programme.

Key achievements:

Two of the Council's SCSP 2021/22 projects were recognised at the recent [National Active Travel Conference](#): "Taking Steps to Better Health", involving social/green prescription in Pilton, and "Pedal and Thrive", which offers cycle confidence training primarily to women from ethnic minority backgrounds in Wester Hailes.

Most projects involved direct community engagement, and officers are making the most of opportunities now that in-person events are taking place again.

Most notably, events have taken place to engage with businesses and communities around Roseburn, in parallel

For further information contact:

[Daisy Narayanan](#), Head of Placemaking and Mobility

Wards Affected: All

with the ongoing construction of the City Centre West to East Link.

Funding has also been utilised over the course of the year to create a range of communications elements to bring the Council's visions, as set out in the City Mobility Plan, to life.

The Council's Business Plan has been at the heart of project planning throughout and will continue to be so in the delivery of the 2022/23 programme, which will be ongoing until March 2023.

Motion by Councillor Howie, Cameron Toll Bridge strikes Update

In response to recent bridge strikes at Cameron Toll, and an adjusted motion from the Council meeting on [16 December 2021](#), on 20 January 2022, Council officers met with Police Scotland and Network Rail to discuss the factors contributing to bridge strikes at Cameron Toll and what measures can be incorporated to reduce the risk of further strikes.

During the meeting, Police Scotland reported on two recent (September and November 2021) bridge strikes at Cameron Toll. These are summarised below:-

1. Vehicle approaching from Niddrie along Peffermill Road, heading to Prestonfield Industrial Estate on 16/09/21 at 14:45 overshot the entrance to the industrial estate and subsequently decided to double back via the Cameron Toll Roundabout. Upon entering the roundabout the vehicle struck Cameron Toll Railway Bridge. The vehicle was 'set' higher than the bridge height. Incident suspected to be as a result of driver error. Foliage noted at the Overheight Vehicle Detector (OVD) system positioned on Peffermill Road.
2. HGV approached Cameron Toll 16/11/21 at 07:00. Vehicle struck Cameron Toll Railway Bridge and rolled onto its side onto carriageway and footpath. Road closed for several hours. Incident suspected to be as a result of driver error.

Police Scotland mentioned that the appropriate signage was properly installed and that there was no indication that excess vehicle speed contributed to these incidents.

To prevent future bridge strikes the following suggestions were made:

For further information contact:

[Stephen Knox](#), Transport Manager - Structures & Flood Prevention

Wards Affected: All

- Upgrade low-height bridge signage from advisory to mandatory around the city, where appropriate.
- Maintain the existing signage, such as replacing defective signs and clearing any obstructions such as overhanging vegetation.
- Consider speed surveys if any future incidents are due to suspected speeding.
- Improve the reliability of the existing OVD system throughout the city.

Whilst reducing bridge strikes to zero is not possible without major intervention works, the following two projects are ongoing to reduce the probability of such strikes:

Signage Upgrade

- Digital laser scans have been completed at all 56 low bridge sites around the city.
- Revised signage designs have been completed for over 40 locations.
- Two locations have been installed and another ten are in progress.
- Street lighting designs are ongoing for locations which require new lighting.
- Officers are liaising with Network Rail in relation to legal agreements for works on Network Rail structures.
- Revenue budget is available for signage installation over 2022/23 and 2023/24 financial years.

Improvement/replacement of OVD system

- Council officers have approached the market for a suitable replacement system, but suppliers are limited due to the specialist nature of the equipment.
- Further market research is ongoing to find a suitable system and supplier.
- Replacement cost for the six OVD sites in Edinburgh is estimated at £250,000. This will be subject to refinement during design however budget is not currently available for replacement.
- It is not intended to increase the number of sites with equipment in place.

City Mobility Plan - Mode Share Targets Update

On [11 November 2021](#), Committee approved a citywide target to reduce car kilometres (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 such as Living Streets and Spokes, to review and refine the approach.

A representative stakeholder group was established in December 2021 comprising Living Streets, Spokes, Sustrans, Confederation of Passenger Transport and Edinburgh Bus Users Group. A Business Bulletin update was presented to Committee on [31 March 2022](#) setting out the group's emerging views and further work needed. This process has now concluded and consensus on a preferred approach reached. This is summarised as follows:

- 30% reduction in car kms target is supported by stakeholders as it will direct investment to collectively facilitate a significant shift towards the use of the most sustainable travel modes (walking, cycling and public transport). It will also support actions to reduce the need to travel and distances travelled.
- Individual mode share targets for walking, cycling and public transport are not supported by stakeholders because this would create undue competition and potentially adversely influence investment levels rather than adopting a more holistic approach, as is provided by the overarching 30% reduction in car kms target.

The approach for setting an overarching single target of 30% reduction in car kms without individual mode share targets is consistent with the national and emerging regional policy approach. Glasgow has adopted the same approach in their newly approved Local Transport Strategy (2022), and London similarly does not set individual mode

[Ruth White](#), Acting Team Manager

Wards affected: All

share targets - rather it sets a target that 80% of all trips are to be by sustainable modes by 2041.

Like Glasgow and London, CMP includes a series of other Key Performance Indicators (KPIs) which will allow a rounded understanding of how actions are influencing travel behaviour, such as perceptions of safety for cycling and bus journey times. The KPIs, and any additional KPIs agreed via individual action plan updates, will help to give an overall picture of performance against CMP's objectives.

The 30% reduction in car kms target is a measurable target which will be evaluated against data from various existing sources, including traffic counts and the annual Scottish Household Survey (SHS). Changes in walking, cycling and public transport use will also be monitored using count data and other published information including the Sustrans' Walking and Cycling Index (previously 'Bike Life') and the SHS. Additionally, this approach does not tie the Council into a prohibitively expensive monitoring regime requiring the undertaking of regular citywide household surveys to measure progress, which would have been the case with individual mode share targets.

Next Steps

[CMP's Implementation Plan](#) sets out a range of actions which will work towards meeting this, and other targets linked to the approved Key Performance Indicators (KPIs)

Transport Scotland recently consulted on its [Route Map](#) to achieving the national 20% reduction in car kms target alongside the [Draft Strategic Transport Projects Review 2](#) (STPR2). Both plans, once approved, are expected to further support Edinburgh in meeting its 30% target via various policies, programmes and investment.

CMP has a two yearly review cycle. An update on progress against the KPIs is expected to be reported to Committee in Autumn 2023, once monitoring and evaluation of relevant data/indicators has been completed.

Bus Partnership Fund Update

A business bulletin was presented to Committee on [14 October 2021](#), providing an update on various elements of the Edinburgh and South East Scotland City Region Deal (ESESCRD) Bus Partnership Fund (BPF).

For further information contact:

[Jamie Robertson](#)
Strategic Transport
Planning and Projects
Development

Progress updates on the two main BPF workstreams are as follows:

Development of Quick Win Measures (£1.45m)

Multi-disciplinary consultants, Stantec, have been recently appointed to support the Council in the development of measures that can be delivered immediately. (Quick Win package of measures).

Stantec are currently developing a Project Delivery Plan (PDP) which includes a stakeholder management plan to inform and guide engagement. We will update the relevant elected members on this at the earliest opportunity.

The Quick Wins package of measures within scope is centred on the bus lanes installed at various locations across the city as part of the Bus Priority Rapid Deployment Fund (BPRDF). Appendix 1 provides further detail on: the background to the project, the locations of measures and the related statutory processes involved.

Strategic Appraisal / Business Case Work (£1.4m)

Jacobs have been commissioned to support the development and delivery of the Strategic Appraisal / Business Case work which will assess a series of bus priority interventions on all the major bus corridors between Edinburgh and the Region, including orbital movements around the city.

Jacobs are currently drafting the Case for Change Report, in line with Scottish Transport Appraisal Guidance (STAG).

Progress updates on both the Strategic Appraisal work and Quick Wins project will be presented to Committee in October.

Wards affected – All

George Street and First New Town Public Realm Improvements Update

A report to Committee on [19 August 2021](#) presented the final concept design proposals and an operational plan update. Following approval of the report, the project progressed to RIBA Stage 3 – Developed Design, including the appointment of Faithful and Gould/Atkins Ltd to provide technical consultancy support.

The delivery of Stage 3 is nearing completion following continued and extensive engagement with key stakeholders and wider business, residents, and community interests. Key outputs during Stage 3 include:

For further information contact:

[Tony Holsgrove](#)
Strategic Transport
Planning and Projects
Development

**Wards affected – 11 -
City Centre**

developed designs including junction detailing; landscaping and drainage; finalised operational plan; economic impact assessment; woman's safety audit; and an updated integrated impact assessment.

A detailed report on Stage 3 will be presented to October's Committee.

RIBA Stage 4 – Detailed Design is expected to commence Autumn 2022 and will include publication of all necessary statutory orders.

North Bridge Refurbishment Update – Implications of New Road Layout

Works to Bridge deck (Central bay)

After completing opening up works, further inspections and investigations revealed the poor condition of the concrete within the central bay. This necessitates **full bay replacement** along the entire length of the bridge. Previously, it was anticipated that only about 35% of this bay would require replacement. The central bay is not subject to vehicular traffic and not considered a health and safety issue at the present time. However, it is essential that these works continue and are completed as soon as possible.

The strategy put in place to undertake this work requires traffic restricted to one southbound lane only, with pedestrians only access on the eastern footway with a site compound established on the south end of North Bridge Street. Northbound traffic is being diverted via Chambers Street, George IV Bridge, and the Mound. Given the significant additional extent of replacement works, this diversion will need to be extended from the originally planned mid/late August 2022 to Spring 2023. These works are weather sensitive, so the precise completion date cannot be accurately identified at this stage. The intention is to reinstate two running lanes (north and south) thereafter. Various communications, signage including murals, diversions, and traffic control measures have been implemented to minimise disruption/impacts. The project team continues to monitor the temporary situation and work with our stakeholders to make improvements as deemed necessary.

The North Bridge project team are reviewing opportunities to scale back and then remove or relocate (onto the bridge or elsewhere) the site compound located on North Bridge

For Further Information

Contact: [Jonathan James](#),

Structures and Flood Prevention

07887 635412

Wards affected: 11 (City Centre), 13 (Leith) 15 (Southside/Newington)

Background: The Category A Designated North Bridge was identified as needing a full refurbishment in 2017. A current budget of £62.18m is included within the Council's Capital Investment Programme.

Balfour Beatty Civil Engineering Limited were appointed via the Scape Group Framework Agreement in May 2018.

Scope of essential Core Works (as emerged following opening up)

Significant structural steelwork repairs; preparation and painting of the structure and facades;

Street (adjacent to the various retail premises). This is under review with the Contractor and a precise date in 2023 is difficult to predict at this point. We will look to advise further on this as soon as possible.

Potential Network Enhancements

Given that a new Circulation Plan is under development, the North Bridge project team will be able to review and advise on accommodating the outcomes, including any opportunities for implementation of a new road layout, if they can fit within the works programme. Please note that the east side footpath and surfacing is already completed so that would require interventions within already completed works. The west side footpath and surfacing is scheduled for Summer 2023, so any adjustments to the current plan would need to be known by the very latest end of this year, 2022, to allow design and procurement to be progressed. The contract mechanisms allow change and any subsequent impacts of proposed changes (time and cost), to be understood prior to making any commitments. The North Bridge project does not have any scope for funding network enhancements.

extensive repairs/replacement of cast iron facades;
concrete deck repairs/replacement;
replacement of deck waterproofing and consequently new road surfacing and relaying pavings;
restoration of the KOSB war memorial;
installation of permanent platforms to improve access for future inspections and maintenance and temporary access scaffolding.

Programme

The works commenced in June 2018 and are due to be completed in June 2025 with mitigation measures under regular review.

Current status (top of bridge deck – 5 bays A - E across width of bridge)

The new road surfacing and footpaths have been completed to the East side of the Bridge (Bays D&E) – 40% of area.

The anticipated timings for completing new road surfacing/footpaths to the west side of the bridge are:

Central bay (Bay C) – 20% of area – Spring 2023

West side (Bays A&B) – 40% of area – Summer 2023

The completion of the central bay in Spring 2023 will allow the reintroduction of 2 lane traffic running north and southbound.

The Contractor will continue to occupy the west side (Bays A&B) from summer 2023 to summer 2024 principally to facilitate the reinstallation of the cast iron facades. Thereafter, the traffic management will switch back over to the east side to facilitate the reinstallation of cast iron facades to that side of the bridge.

Low Emission Zone Update

Following final Committee approval of the preferred Low Emission Zone (LEZ) scheme in [March 2022](#), and subsequent statutory processes, Scottish Ministers approved the LEZ in May 2022.

Consequently, the LEZ was introduced on 31 May 2022, and following a two-year grace period for all, enforcement will commence from 01 June 2024.

In preparation of this enforcement date, a communications campaign has recently been launched to promote vehicle compliance and modal shift to sustainable forms of travel. The campaign focuses on [LEZ support funds for small businesses which provides cash incentives for cargo bikes](#); additionally, support [funds for eligible low-income households](#) have been made available for purchase of bikes, e-bikes and public transport vouchers. The above funding is provided by the Energy Savings Trust and Transport Scotland.

The communications campaign also included a significant refresh of the [LEZ webpage](#) and installation of awareness

[George King](#)

Strategic Transport Planning and Projects Development

Wards affected – All

raising flags strategically located on lampposts around the LEZ boundary; these activities were coordinated with Clean Air Day 2022 and launch of the [Future Edinburgh](#) vision.

In June 2022, the Council received notification that it has been successfully awarded a c.£1 million financial contribution from Transport Scotland for financial year 2022/23. This contribution will fund; necessary network management mitigations, required signage and road marking changes, enforcement equipment, monitoring and evaluation tasks, and continued communication and engagement activities.

The next immediate steps in the programme include infrastructure works including the installation of; the automatic number-plate recognition (ANPR) cameras enforcement system, the back-office IT system and the required network changes to help mitigate potential non-compliant traffic displacement.

There are a series of required on-street works which include locations at; Tollcross Junction, Morrison Street, and East Preston Street/Dalkeith Road. An outline of these works has been reported to Committee previously. Any on-street works will be coordinated and integrated with neighbouring projects, for example: the required changes to Morrison Street are being developed in partnership across the Council, including Active Travel team.

The changes required at Morrison Street, to create two-way traffic flow, will include improvements to pedestrian crossing movements. For Tollcross, an options appraisal has been completed to determine the optimal design for the creation of a right hand turn from Home Street to Brougham Street. Options were assessed against impacts on active travel, public transport, general traffic, loading bays and cost. The option that minimises any potential negative impacts on active travel, public transport and local businesses has been selected. Detailed designs at Tollcross will also include a potential location for the Tollcross Clock for discussion with key stakeholders.

At East Preston Street Primary School, the LEZ team is working closely with colleagues from the Travelling Safely team to support the implementation of pedestrian improvements. The School Travel Plan Review for Preston Street Primary is nearing its conclusion, with the formal sign off of the resulting Action Plan by the school expected to take place later this month. The review has identified a

number of improvements to streets around the school to improve safety for children walking and cycling, including making permanent and extending the existing temporary pavement widenings outside the school frontages on East Preston Street and Dalkeith Road.

Any TROs required will be made via a delegated process, for approval by the Director of Place before works commence. All required LEZ network mitigations will be installed during the grace period; before enforcement commences in June 2024.

In July 2022, representatives from LEZ, City Centre West-East Link (CCWEL) and the Council's specialist consultants (Jacobs) presented an update on scheme progress and traffic modelling analysis to the West End Community Council. The Council will continue to engage with all key stakeholders and keep Committee updated, as appropriate, throughout the grace period.

Appendix 1 – Bus Partnership Fund

Quick Wins - Project Background

The Quick Wins package of measures will appraise the bus lanes installed at various locations across the city as part of the Bus Priority Rapid Deployment Fund (BPRDF); locations presented in Figure A.1 below.

Figure A.1 - Quick Wins Location Plan



Location & Description of Quick Win Measure
A89 – Approximately 300 metres of Eastbound Bus Lane on approach to Newbridge Roundabout
A8 – Eastbound Bus Lane for the length of Gogar underpass
Hermiston Park & Ride – Traffic Signalisation of bus only exit from Park & Ride site
Kaimes Crossroads – Southbound Bus Lane on Howden Hall Road approach to Kaimes Junction and Westbound Bus Lane on Captains Road arm of Kaimes Junction.
Gilmerton Crossroads – Parking restrictions on approach to Gilmerton Road junction.
Duddingston Park South – Northbound Bus Lane on Duddingston Park South Road from approx. Bonnybridge Drive to Duddingston Yards
A90 – Southbound Bus Lane on at A90 at Cramond Brig on approach to Barnton Junction (linked to Queue Management System). In addition, Bus Lanes in both directions on approach to Craigleith Junction are being progressed through the Travelling Safely programme
Milton Road - Bus Lanes in both directions along Milton Road are being progressed through the Travelling Safely programme

Statutory Process

The majority of BPRDF measures were installed through the use of Temporary Traffic Regulation Orders (TTROs). The first of these TTROs expire in November 2022, therefore, over the next few months the TTROs will transition to Experimental Traffic

Regulation Orders (ETROs) which will allow for a further evaluation and analysis of the bus lanes in a non-pandemic context.

As each ETRO is being configured, advanced discussions with the relevant Councillors will be undertaken.

Communications and Engagement

The development and delivery of the Quick Win measures will include: individual scheme appraisal and evaluation, engagement with local community and key stakeholders and the promotion of statutory consents.

Engagement with key stakeholders will be core to the development of the projects and we will ensure that we provide information on details of the project including the case for change, community benefits, project programme and how the public provide feedback, not just at this stage but provide input on improvements across all stages of the project.