

Business bulletin

Transport and Environment Committee

10.00am, Thursday, 6 October 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 McFarlane Councillor Miller Councillor Munro Councillor Work	Alison Coburn Operations Manager Martin Scott Committee Services Louise Williamson Committee Services

Recent news	Background
<p>George Street and First New Town Public Realm Improvements Update</p> <p>The George Street and the First New Town (GNT) project will shortly reach a critical milestone through the conclusion of the RIBA Stage 3 developed design process. Progress towards finalising the developed design and the delivery of the latest operational plan has been led by Faithful + Gould Ltd supported by a multidisciplinary consultancy team incorporating Atkins, LDA landscape architects and Streets UK. Plans to date have involved input from Sustrans and stakeholder groups including Essential Edinburgh, George Street Association, Edinburgh World Heritage, Living Streets and SPOKES. The finalisation of the developed design establishes a solid foundation for developing a set of final detailed design elements, as reported to Transport and Environment Committee August 2021, including wider pavements, sustainable drainage system, a central cycling zone, sensitively landscaped seating areas (on the north and south side of the street) and clutter free spaces especially outside iconic buildings such as the Assembly Rooms. In addition, a final operational plan, including proposals for servicing and loading on George Street, will be published. The final developed design elements and operational</p>	<p>For further information contact:</p> <p>Jamie Robertson</p> <p>Wards affected: 11 - City Centre</p>

principles will play a key role supporting the delivery of wider Council plans and strategies including the CMP, CCT and climate emergency commitments.

In preparing a final operational plan, a wider resident and business engagement process was undertaken, between March and April 2022, to gather feedback and views on proposals and operating principles. The engagement plan incorporated a range of communication methods including an online questionnaire (80 responses), newsletter, engagement with relevant stakeholders and numerous 1-2-1 sessions between residents and businesses (39 between Mar-Apr). In addition, continued engagement on developed design proposals with key stakeholder groups has been ongoing since October 2021 with several stakeholder forum events taking place and 1-2-1 engagement sessions. Engagement feedback from stakeholders, local businesses and residents relating to design proposals has been broadly supportive with feedback on operational plan principles currently being assessed to incorporate into the final plan.

The latest engagement process compliments previous public consultation outcomes, reported to the [Transport and Environment Committee in May 2019](#), and the developed design builds on all previous consultation and engagement feedback as well as being evolved to embrace targeted outcomes associated with CCT and CMP. The final proposed developed design stage will be accompanied by an Operational Plan, an updated Heritage Impact Assessment and Integrated Impact Assessment. In addition, an Economic Impact Assessment and Woman's Safety Audit report will also be produced. These reports, including final developed designs, will be publicised via the George Street and First New Town website www.edinburgh.gov.uk/georgestreet.

Critical to achieving the project delivery programme timescale, is the advancement of all statutory consents at the earliest opportunity and these are currently programmed to be promoted in early 2023. The final details of the developed design, including operational plan, that form the basis of the statutory consents, will be presented to Committee in November 2022 in advance of the promotion of Orders.

In order to progress the next steps in the programme (RIBA Stage 4), a procurement exercise has been

concluded to secure the technical consultancy support required. Re-appointment of the current consultancy team was reported to the [Finance and Resources Committee September 2022](#)

The delivery of Stage 4 and associated internal project management costs will be 100% funded via Sustrans Places for Everyone grant funding.

Construction is due to commence in 2024 and to be completed by end 2026.

Picardy Place Island Update

Internal and external engagement sessions were facilitated during the week commencing 15 August to discuss the projects goals, constraints and provide an opportunity to raise issues that could be included or excluded from the project. The parties involved included: City Centre Councillors, the Community Council, local resident groups, the Cockburn Association, Spokes, Living Streets, RNIB, Edinburgh Access Panel and various internal Transport and Planning representatives.

The feedback is being used to develop the draft design that was included as part of the engagement sessions. A “you said, we did” report will be issued to the attendees, by the end of September 2022, to inform them how their comments have been used in the design process. The latest draft design is included in Appendix 1.

Next stages:

Issue “you said, we did Report” – September 2022

Detailed design and Procurement – October to December 2022

Construction – January 2023 to Spring 2023

The estimated cost for the delivery of this project is £2.7m, however once the detailed designs are developed a more accurate cost estimate will be available

Update on Zebra Markings for Side Streets

A motion was approved by the Council in [November 2021](#) titled “Call for Action on Zebra Markings for Side Streets” that sought a commitment to monitor the operation of existing low-cost zebra crossings in Edinburgh. An update report was prepared for Committee in [March 2022](#) which

For further information contact:

[Chris McGarvey](#)

Wards Affected:

11 – City Centre

For further information contact:

[Andrew Easson](#)

Wards Affected:

All

explained how these already operate at various locations across the city but are not part of the public road network.

Committee approved proceeding with a study to monitor how they currently operate and requested a report back in six months on the outcomes of the study.

Since the March Committee, officers have engaged with the owners/operators of the primary site of study, a major retail park, and secured permission to proceed with the study at this location. Other sites are also being sought with project delivery partners and key stakeholders being engaged to establish if other suitable sites exist outside of the Edinburgh council boundary. These would be in addition to the locations which have been identified thus far by the Council.

Officers have also been following up on the work which Manchester are doing in this area as their study explores low-cost zebras on side roads, and the implications of the changes to the Highway Code that prioritises pedestrians. The project leads are proposing to study low-cost zebras on the mainline instead of (or to compliment) side roads as this is the greater gap in current knowledge/research.

Next Steps

To progress with the study will require a number of surveys at different times of the year (e.g. winter for darkness, ice, etc) in order to fully assess the criteria/conditions.

The list of sites for study will be finalised, with comparative (typical zebra) sites based on infrastructure context and dynamic. Any third party owners/operators of additional locations will be approached for agreement to participate in the study.

A methodology will also be finalised. This will focus on evaluating and comparing sites and will map these to best practice, innovative approaches (e.g. monitoring the application of brake lights comparatively across sites), and ensure alignment with research approaches that have engendered the confidence of decision-makers and that demonstrate a change of approach is both possible, safe, and beneficial.

Liaison with key stakeholders will continue to explore how the research can ensure it is proportionate and that it captures the needs of all demographics. This will be initially via equalities impact assessments, but may be

extended to include focus groups, to understand the less obvious issues (e.g. perceptions of safety associated with the various conditions that will be studied).

The estimated cost of the study (based on the information set out above) is £30,000. This will be met from funding received from Transport Scotland. This estimated cost may change depending on the final methodology agreed, the survey type and depth of the scope (e.g. number of sites to investigate; including study sites, comparative sites, and sites which vary in context).

It is expected that the outcome of the study will be reported to Committee in Autumn/Winter 2023.

Update on 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.

Woks have now been completed to:

- Close the left turn to Heavy Goods Vehicles (HGVs);
- Install traffic calming measures to encourage lower traffic speeds on Northfield Broadway, which is part of the signed diversion route in place as part of the short term 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. A meeting with the group of key stakeholder organisations and local elected members was held on 28 September to agree on a design to be taken forward. A report on the medium term improvements will be presented to Committee in December 2022 and 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 2023.

For further information contact:

[Daisy Narayanan](#)

Wards Affected:

14 - Craigentiny/
Duddingston

17 - Portobello/
Craigmillar

World Car Free Day Zone, Waverley Bridge

Sunday 2 October, 11am to 7pm

World Car Free Day is a worldwide initiative to encourage people to reset how they think about travel and use more sustainable transport. It also promotes improvement of public transport, cycling and walking and the development of healthier, greener neighbourhoods where jobs are closer to home and where shopping is within a short walk, wheel or cycle from home.

As a mark of respect following the death of Queen Elizabeth II, [Edinburgh's Car Free Day](#) was postponed (from the official date of Thursday 22 September) to Sunday 2 October 2022, between 11:00 to 19:00.

However, on the 22 September, a local event was held at Fountainbridge run by Reunion Canal Boats offering free boat trips and info about sustainable travel to local organisations.

And on 29 September Edinburgh BioQuarter (where QR61 crosses Little France Drive at Robin Mitchell) marked the extension and improvements to QuietRoute 61. Dr Bike offered free bike safety checks and members of the project team were on hand to answer questions

On Sunday 2 October, a world car free day zone is taking place on Waverley Bridge. Event participants include Lothian Buses and Edinburgh Trams, Council officers, Police Scotland and The Bike Station. There will be a hosted reception and information point, additional bike parking, a wellbeing area with health and fitness demonstrations and classes, and a chill out zone. Local singers and bands, including Sara Forshaw, Folk Drama, and The Wispz, will provide musical entertainment throughout the day.

Also on Sunday 2 October, a car free event is taking place on Wester Hailes, at the Sighthill Crescent car park from 11am – 4pm.

For further information contact:

[Daisy Narayanan](#)

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11 – City Centre

OPTION 3 (DESIGN DEVELOPMENT)



Pedestrian crossing moved east to align with key ped route

Cycle hire location
7no. stands (7 bikes)

Pedestrian crossing moved north to align with key ped route

Accessible access down east and west boundary. Could relocate wall and provide more generous footway.

Footway to west omitted. HVM protection moved to 500mm offset from cycle route

Cycle parking. 6no. stands for 12no. bikes

Potential location of water fountain

HVM required?

Monument '4th plinth' concept

Hostile Vehicle Mitigation wall / bollards

Ped access along eastern boundary removed

Terrace omitted and replaced with sloped soft embankment (max 1 in 3 gradient)

Drop levels east of main route
Steps to get to lower level. Break levels on north/ south axis

Flush 'accessible access'