

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 20 June 2024

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Scott Arthur (Convener)	Councillor Aston Councillor Bandel Councillor Dijkstra-Downie Councillor Dobbin Councillor Faccenda Councillor Hyslop Councillor Lang Councillor Munro Councillor O'Neill Councillor Whyte	Alison Coburn Operations Manager Rachel Gentleman Committee Services Carolanne Eyre Committee Services

Recent news	Contact for further information
<p>Kirkliston and Queensferry Traffic and Active Travel Study</p> <p>The above study was reported to the Committee on 5 December 2019. The study identified a series of potential short and longer term transport and active travel improvements that could increase mobility and reduce the impact of traffic on key routes and junctions in the area.</p> <p>Business Bulletin updates on progress towards delivering the measures identified by the study were provided to Committee on 19 August 2021, 31 March 2022 and 15 June 2023. Further project-specific updates have been provided for some of the measures. A brief summary of the current status of each measure and links to the most recent previous updates are provided in the table in Appendix 1.</p> <p>Going forward, it is proposed to provide project-specific updates on measures that are being taken forward, at appropriate stages in their development.</p> <p>In addition to the measures identified by the study, the Queensferry Connections project is currently developing proposals for improvements to paths in the Echline estate (which are also the subject of a funding bid led by the</p>	<p>Andrew Easson</p> <p>Wards Affected:</p> <p>1 - Almond</p>

Community Council to the Place Based Investment Programme), a new pedestrian crossing on Bo'Ness Road, improvements to footways and junctions in the Viewforth area and traffic calming on Burdock Road.

Travelling Safely – Active Travel Path

On 15 June 2023 the Committee approved a [motion](#) requesting a report on options to upgrade the path between Silverknowes and Cramond Road South into a full cycleway.

In response to information provided on this issue within a [report](#) on 16 November 2023, Committee requested that Tesco be approached to discuss the creation of an improved active travel path between the rear of its store and Silverknowes and to provide an update on the outcome of this work through a future Business Bulletin.

Officers initially met with the manager of the local Tesco store in January 2024 to discuss the potential to progress this proposal. Following this meeting, officers contacted Tesco's Property Asset Manager for Northern Ireland & Scotland and received an initial response on 22 May.

Officers will continue to follow up with Tesco on this and will provide a further update to the Committee when there is something substantive to report.

A review of the current Active Travel Investment Programme (ATInP) 2021-26 is underway. This will include assessing and prioritising potential new projects from across the city for inclusion in a new ATInP 2024-29. The potential to upgrade this path will be considered as part of the process.

Implementing the new parking prohibitions

The [Transport \(Scotland\) Act 2019](#) introduced new parking prohibitions to give Scottish local authorities additional enforcement powers to address footway parking, double parking and parking at pedestrian dropped crossings.

The necessary [Regulations](#) required to commence enforcement of the new powers came into effect in December 2023 and the Council started enforcement on 29 January 2024.

On 16 November 2023, Committee approved a [report](#) and an [adjusted motion](#) by Councillor Arthur requesting an

[Andrew Easson](#)

Wards Affected:

1 - Almond

[Gavin Brown](#)

Wards affected: All

update on the implementation of the new parking prohibitions.

Since January 2024, compliance has been high and many drivers adjusting their parking patterns to keep the city's pavements clear for pedestrians to use safely.

However, there are a small number of streets where parking problems continue to be experienced as a result of the introduction of the new parking prohibitions and officers are currently considering how these could be addressed. A report relating to these locations and recommendations on proposed mitigations will be submitted to Committee in August 2024.

The table below shows the number of parking tickets issued between January and April 2024:

Parking tickets issued				
Month	Footway parking	Double Parking	Dropped Crossings	Total
January	74	9	1	84
February	488	114	38	640
March	548	186	191	925
April	385	157	122	664
Totals	1,495	466	352	2,313

Payment rates for parking tickets are broadly comparable with those issued for other parking contraventions and, at the or writing, around £85,000 has been received from parking ticket payments.

The number of enforcement requests received is summarised in the table below:

Enforcement Requests				
Month	Footway parking	Double Parking	Dropped Crossings	Total
January	230	21	16	267
February	1,123	107	86	1,316
March	693	59	70	822
April	595	56	36	687

Totals	2,641	243	208	3,092
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Requests for enforcement can be submitted online on the [incorrect parking online form](#).

Mobility Analysis

This bulletin provides an update on progress of the Council's Smart Cities initiatives to improve mobility analysis across the city as part of the report issued to committee in August 2023.

Progress to Date

- Upgraded CCTV cameras have been installed;
- Brief Cam fixed data analytic cameras and licences installed;
- Urban Traffic Management and Control (UTMC) system has been brought online;
- A new Urban Traffic Control (UTC) system has also been procured to allow seamless integration to the UTMC; and
- Investigation ongoing into Predictive Risk (road safety) data analysis systems, to be used on our network to inform our future investment strategies.

The Council is in the early stages of learning the capability of all the systems and intricacies of using each of the systems. This is in conjunction with training from the suppliers and using the systems.

In terms of the UTMC control strategies, these are still a work in progress. This is due to the migration of the junction data from the old UTC system into the new Yunex UTC which is due for completion by the end of June.

The UTC system is key to the implementation of the strategies as this is what controls the traffic signals on the street. The UTMC is what analyses the data then tells the UTC what timing sets to implement for a particular incident or event.

Once the UTC work is complete, the team will focus their attention on the UTMC strategies.

The UTMC system is collecting air quality data from 10 Earthsense air quality monitors located across the city. Colleagues responsible for monitoring air quality have been given access to the system so they can provide us with the required information to best influence the strategies and utilise the correct trigger points based on pollutant levels within certain corridors within the city.

[Gavin Brown](#)

Wards Affected: All

Journey time data is being utilised within the UTMC currently to assess the network, the impacts of roadworks and various schemes on the network. This is done by utilising the UTMC historical data and profile journey times for the particular route, against the real time data when anything impacting on the network is in place. This provides accurate data to the travelling public on the potential increase in journey time on the route via our Edintravel team.

Journey time data links are also being utilised by the Road Safety team to analyse vehicle speeds, by placing short journey time links on reported streets of concern.

Bus priority trials are ongoing on the existing UTC system, with the migration of these sites still to be completed onto the Yunex UTC system. Work has been completed to identify routes and junctions that bus priority could be implemented, utilising Bus Priority funding from Transport Scotland. This is currently at report stage, with implementation to be taken forward when additional funding can be secured.

There are plans to develop further work with the Road Safety team to identify sites where the traffic signal cycle time can be reduced to improve pedestrian waiting times around schools. Utilising the system to timetable these changes in accordance with school times.

Key points to consider for any identified sites is that this will not impact on public transport, limitations to this are if the site is operating some form of bus priority.

Future

- Continued work on the BriefCam system to investigate possible integration into the UTMC system. This will hopefully allow for real time traffic/pedestrian data to be used by the UTMC system to trigger UTC timing strategies; and
- Bring UTMC strategies online allowing for automated adjustment of traffic signals

Travel Tracker Update

Current Progress

'Deep dive' sessions were held with four operators on 23 and 24 May. This has resulted in significantly improved the levels of accuracy of their real time information. Council officers will continue to liaise with operators to provide the help required to maintain a consistently high level of real time information.

[Stuart Lowrie](#)

Wards Affected: All

With regards to the Lothian Buses Real Time project, a VPN between their live system and the Council's real time system was set up on 23 May 2024. This will now allow testing of Lothian Buses' live real time data. This took longer than anticipated due to the intricacies of security settings between the two organisations.

Wheelchair Space Availability

The ability to detect the occupancy of wheelchair spaces and communicate this information to the real time system is being investigated. The Content Management System can accept additional data feeds like this and can configure the information for display on signs, but it will require bus operators to install a detection system on their fleet. Transport Scotland are also investigating this issue. Officers will work with them and operators and report back with progress.

Forthcoming Activities

Testing of the Lothian Buses real time data began on 27 May 2024, with on-street testing programmed to commence week beginning 10 June 2024. Officers will continue to engage with Lothian Buses on implementation over the summer.

The Council has undertaken a survey of 95 new travel tracker sites. Using an approved assessment methodology that uses criteria such as patronage, housing density as well as social and retail factors, every bus stop in Edinburgh has been assessed to create the priority list for screen deployment. An update to Committee in September 2024 will include details of the locations.

Supported Bus Services

West Edinburgh Services

As approved by Committee on 23 May 2024, five contracts have now been awarded, four to Lothian Buses and one to Handicabs Lothian (HcL). The registration process for these services is underway with a proposed start date of new services on 30 June 2024, subject to confirmation of service handover from McGill's to the new operators.

Ratho

Though ticketing options are being considered, this may be difficult to deliver due to cost and administrative burden of new ticketing options. A cost free through ticket may also open an avenue for challenge from other communities.

Engagement with the developers of the wave centre, due to open in September, is ongoing. Indications at this stage are that the hourly service from Hermiston Park and Ride

[Stuart Lowrie](#)

Wards Affected: All, particularly:

- 1 – Almond;
- 2 – Pentland Hills;
- 11 – City Centre;
- 14 –
Craigtinny/Duddingston
- 17 –
Portobello/Craigmillar

will be beneficial to them and they can advertise this to potential customers. Although the current and new service will turn at Hallcroft, there may be an opportunity to extend the service closer to the wave centre in future. There had been a plan to extend the service into the Cala Development at Old Quarry Road but this was dependent on a new footbridge connection being constructed across the Union Canal. This would have provided a convenient access to the Edinburgh International Climbing Arena but is understood to have ceased to be progressed due to technical difficulties.

It is understood that some members of the community remain dissatisfied with the new contract route and frequency, but it does provide Ratho with two buses per hour and gives reliable connections to a large number of services in the wider bus network and permitting onward travel in all directions.

Service 13, Dumbiedykes and Lady Nairne

Engagement with community groups, local Councillors and bus operators is progressing well. A summary of groups and engagement status is provided below:

Route	Community Council	Status
Dumbiedykes	Southside Community Council	Scheduled
	Old Town Community Council	Contacted
	New Town/ Broughton	Contacted
69 (Lady Nairn)	Portobello Community Council	Contacted
	Northfield/ Willowbrae	Complete
13	Murrayfield Community Council	Complete
	Craighleith/ Blackhall Community Council	Complete
	Leith Central	Complete
	Leith Links	Contacted

	Craigentinny/ Meadowbank Community Council	Contacted and followed up
Operator	Lothian Bus	Complete
Operator	HCL	Complete
Operator	Edinburgh Coach Lines	Complete
Operator	McGills	Contacted

Officers also attended a Dumbiedykes community meeting on 3 June 2024.

Development of route options and tender specifications based on community and operator feedback is ongoing. It is estimated that the tenders will be published week beginning 24 June 2024 with potential start date of new services on 1 September 2024.

For Service 13, there are no plans to reduce service, but options are being explored that may improve service and provide better value.

The Dumbiedykes service will possibly provide a connection to the southside. Councillors in that area have been included in consultation

The Lady Nairne service is likely to reintroduce a route similar to the withdrawn service 69 but there is an opportunity to deliver a revised route that may better serve the communities in the area.

City Mobility Plan – KPI Update

In February 2024, Committee considered an update on the [City Mobility Plan Key Performance Indicators](#) (KPIs) showed baselines, 2030 targets, and progress against baseline.

At that time, data was not readily available in February 2024 for KPI Ref. 12, 'Increase % of households within 250-400 meters of a high quality cycle network'. This is now available and is included below in Appendix 2.

Local Improvement Programme

Following approval on 24 April 2024, the Local Traffic Improvement (LTI) scoring criteria has been circulated to all Elected Members and Community Councils to inform prospective project submissions. The team is currently engaging with Neighbourhood Networks to invite potential

[Ruth White](#)

Wards Affected: All

[Dave Sinclair](#)

Wards Affected: All

schemes and advise whether they fit the scope of the programme. Scheme proposals will be accepted until 16 June 2024 before a period of review and assessment will establish which are progressed.

In addition, suggestions received in 2023/24 have been assessed and scored to form the basis of an initial long list of projects that will be added to over the coming weeks with a view to producing a programme of works that can either be delivered in the current financial year or developed through to the delivery phase for 2025/26.

Details of the LTI programme and assessment criteria is being shared with Living Streets, Spokes and Edinburgh Access Panel to consider and provide feedback with a view to developing the programme going forward to maximise benefits for our most vulnerable road users.

Pedestrian Crossings

On 25 April 2024, Committee agreed that a new pedestrian crossing framework would be developed that better reflects demand and need rather than a historical method of calculation.

At the same meeting, Committee requested an update setting out the complete list of sites which have been identified for new crossings with an indicative phasing of how these could be delivered over future years

Work is underway exploring the current method of assessment against potential alternatives.

The full list of anticipated sites is listed below, grouped by crossing type and sorted by reducing PV² result. Crossings show in the first table are anticipated to be delivered under the 2024/25 Road Safety Delivery Plan. The following tables are not yet programmed for delivery.

Road Safety Delivery Plan 24/25

LOCATION
Gorgie Road - east of Number 511 (signalised)
Slateford Road - between Hutchison Crossway and Appin Place (signalised)
Yeaman Place - at Dundee Street (build outs – to be upgraded to signalised crossing at a later date)
South Gyle Broadway - at east roundabout (signalised)
Ashley Terrace - at Shaftesbury Park (raised table)

[Dave Sinclair](#)

Wards Affected: All

Tipperlinn Road - at Morningside Place (zebra)
Ashley Terrace - Cowan Road (raised tables)
Albion Road - at Albion Place (build outs)
Albany Street - at Abercromby Place - near to Dublin Street (build outs)
Existing crossing Polwarth Gardens/Crescent roundabout – (new signalised junction? - possible LTI)
Pilrig Street @ Cambridge Avenue
Corbiehill Road - at Main Street

Estimated Total Cost £1,000,000

Signalised Junction (eg Toucan or Puffin)

LOCATION
St Colme Street - at Ainslie Place
Leven Street - north of Glengyle Terrace
Grassmarket - at existing zebra crossing
Queensferry Road - existing Island to the east of the shopping esplanade
Chapel Street - at West Nicolson Street
Dean Bridge - at Bells Brae and planter
Bellevue Place - at B901 Bellevue
Lauriston Place - at Heriot Place
Ferry Road - at Monmouth Terrace
Inverleith Place - at Arboretum Road
Broughton Street - Existing island
Queensferry Road at Orchard Road to Orchard Road South
Colinton Road - at Little Monkeys Nursery
Stenhouse Cross roundabout – (new signalised junction?)
East London Street - adjacent to St Mary's RC Primary School
Gracemount Avenue - at Lasswade Road
Westerhailes Road - at Calder Drive
London Street - at Drummond Place
Queensferry Road - east of Buckingham Terrace

Newcraighall Road - at Fort Kinnaird roundabout east and west legs, and at Craigmillar Community Arts

Peffermill Road - adjacent to hockey fields

Newcraighall Road at Balfour Park

Estimated total cost £3,000,000

Uncontrolled (eg Build out, raised table, island, dropped kerb and tactile)

Drum Street between Candlemakers Park and Lugton Terrace

Craighall Road - at Craighall Avenue

Old Dalkeith Road - at Fernieside Drive path

Douglas Gardens - near Belford Hostel

Regent Steps - at Abbeyhill/Abbey Mount

Learmonth Terrace - at Queensferry Road

Restalrig Road - south of Ryehill Terrace

Charterhall Road by Blackford pond

Henderson Street - at Great Junction Street

Longstone Road - at Longstone Gardens

Colinton Road - at Craiglockhart Park

Duddingston Park - at Durham Place Lane

Ferry Muir Road - between Tesco and Shell garage

Craighall Road - near Craighall Terrace

Commercial Street - near to Cromwell Place

Queensferry Road - at Blinkbonny Crescent steps

Telford Road - at Forthview Terrace

McDonald Road - adjacent to school gate

Falcon Avenue - at Morningside Road

North West Circus Place - at Royal Circus

Comiston Road - north of Riselaw Crescent

Craigentiny Road - Existing Island outside no#1

Cliftonhall Road at Old Liston Road

Greenbank Drive - South of the roundabout by Greenbank Loan

Orchard Road - at Orchard Brae

Gilmerton Dykes Street - at Bus Terminus

Portobello Road crossing at entrance to Morrisons opposite Piersfield Grove

Ferniehill Drive opposite the entrance to Lidl's car park

Crichton Street - at George Square

Drum Street - at Ravenscroft Street

Liberton Brae - at Orchardhead Road and Tower Mains junction

Colinton Mains Drive - between Oxfangs Road North and Colinton Mains Garden
Craighall Road at the roundabout towards Newhaven Main Street
Craiglockhart Avenue - north of Craiglockhart Drive North
Eastfield Road (Airport) -between Moxy Hotel and Stantec
Trinity Crescent - at York Road
McDonald Road - at Broughton Road
Great King Street - west end towards St Vincent Street
Newhaven Road - at Dudley Gardens
Whitehill Road - south toward B&Q at existing zebra
Torphichen Street - at existing drop crossing near corner
Colinton Road - at Lockharton Crescent
Newhaven Road - at Summerside Place
Kilgraston Road South at Whitehouse Terrace and Grange Loan junction
Greendykes Road - at Niddrie Mains Road
Henderson Row - east of Saxe Coburg Terrace
Bellevue / Rodney Street - between Bellevue Crescent & Rodney Place
Milton Road West - between Duddingston Avenue and Southfield Terrace
Annandale Street - north west roundabout arm
Clermiston Road - at Clerwood Park
Slateford Road - east of Primrose Terrace
Oxfangs Avenue - Existing refuge island at the Oxfangs Green junction
Duddingston Crescent (Milton Road) - at Park Avenue
Whitehill Road - east of Lawhouse Toll
Morningside Park - at Morningside Road
Ellersly Road - at Murrayfield Road
Saughton Road - south of WhinPark Medical Centre
Ravelston Dykes Road access road to Corstorphine Hill (77 Ravelston Dykes Road)
Telford Road - at Telford Place
Greendykes Road - at Niddrie House Avenue (Ian Tame)
Bavelaw Road

Estimated total cost £4,000,000

The total estimated cost (at 2024/25 estimated prices) to deliver all crossings as listed above (96 in total) is in the region of £8m.

Assuming an available budget in the region of £1m per annum (increasing with inflation), it is anticipated that roughly 10 crossing facilities will be delivered each year, depending on the appropriate availability of funding, resources and contractors.

The Road Safety team is currently reviewing the existing Committee approved pedestrian crossing process to develop a process based on strategic demand and availability.

The outcome of this review will be reported to a future meeting later in 2024. The outcome of this review is not known at this time, however, it is evident that delivery of the existing, and anticipated, work programme will take over a decade to deliver at the anticipated rate.

The review will consider the existing work programme, a more strategic approach to the provision of pedestrian crossing infrastructure and suggest a specific allocation of capital funding to prepare a long-term investment strategy.

Fair Fares Review

Following the [update](#) to Committee on 23.05.2024, the board of Edinburgh Trams has responded to the Council's request for them to confirm what their intention is on provision of under 22 travel in light of the outcome of the Scottish Government's Fair Fares review.

The Chair of the Board of Edinburgh Trams has confirmed that Edinburgh Trams will continue to offer free tram travel to residents of Edinburgh on presentation of an under 22 National Entitlement Card (NEC). This is on the basis that the Board, mindful of their responsibilities as a publicly owned company, consider that there would be a detrimental impact on both Edinburgh Trams and Lothian Buses if they did not offer free travel on the same terms as Lothian Buses now offer it, and that they also consider that there may be a risk to their front line staff to remove the benefit.

Roseburn to Union Canal

On 23 May 2024, Committee approved a [motion](#) requesting an update within one cycle on the potential to introduce temporary measures to assist people cycling between the Telfer Subway and the Union Canal. The motion also requested an update on project costs for the Roseburn to Union Canal active travel project, for which construction is currently expected to be completed in early October 2024.

[Hannah Ross](#)

Wards Affected: All

[Andrew Easson](#)

Wards Affected:

7 – Sighthill/Gorgie

9 – Fountainbridge/
Craiglockhart

Permanent measures to provide this link will be provided as part of the Fountainbridge/Dundee Street active travel project. The original intention had been for design work on both schemes to be progressed in parallel, so that construction work on the Fountainbridge/Dundee Street project could commence shortly following completion of the Roseburn to Union Canal project.

However, as the projects have developed, their programmes have diverged such that construction of the Fountainbridge/Dundee Street project is now anticipated to commence in early-mid 2026. There have been several factors that have contributed to this, most notably the subsequent introduction of an experimental Travelling Safely scheme along the Fountainbridge/Dundee Street route.

The need to consult on the Experimental Traffic Regulation Order (ETRO) for this scheme, for two six-month periods in late 2022/early 2023 and in mid-late 2024, has meant that it has not been possible to proceed with the consultation needed to finalise the Concept Design for the Fountainbridge/Dundee Street project or to commence the statutory processes for the necessary permanent traffic orders.

However, the Travelling Safely scheme has introduced uni-directional segregated cycle lanes on both sides of Dundee Street that can be used as part of a safe route for people cycling between the Telfer Subway and Gibson Terrace.

People cycling towards the Union Canal can join the eastbound segregated cycle lane as they emerge from the Subway and travel along it towards Gibson Terrace. The cycle lane incorporates a dedicated waiting space opposite Gibson Terrace, where people can wait in safety without blocking the cycle lane, while waiting for a safe gap in traffic to turn into Gibson Terrace.

Those not confident enough to make this unsignalised crossing manoeuvre can continue along the cycle lane for a further 50 metres and cross at the existing signal controlled pedestrian crossing at Kwik-Fit. They can then use the westbound cycle lane to travel back to Gibson Terrace.

Gibson Terrace itself is a lightly trafficked cul-de-sac and there is no need for any infrastructure to be introduced here to provide a cycle link to and from the Canal.

People cycling towards the Telfer Subway can join the westbound segregated cycle lane as they emerge from

Gibson Terrace and travel along it to the existing signal controlled pedestrian crossing located approximately 10 metres beyond the Subway.

It is proposed to put in place direction signage to encourage people cycling to use these routes in the interim period prior to the delivery of the Fountainbridge/Dundee Street project.

As part of the above project, it is proposed to introduce signal controlled Toucan crossings across Dundee Street at Gibson Terrace. However to do this, it is necessary to signalise the whole junction and to make significant changes to the road layout at the junction itself and along the section of Dundee Street to the Telfer Subway. It is not considered to be practical to replicate these changes using a temporary layout in the interim period before the Fountainbridge/Dundee Street project is constructed.

Ward members and Community Councils have been consulted on the Travelling Safely scheme as part of the statutory process for the ETRO.

A briefing on costs for the Roseburn to Union Canal project will be circulated to members separately.

Best Value Review – Waste and Cleansing

On 23 February 2023, the Council [agreed](#) its budget for 2023/24. Within the approved budget, there was a requirement to carry out a Best Value Review of the Waste and Cleansing Service with a view to realising a saving of £2.5m from the service. The £500,000 target saving for 2023/24 was achieved through the one-off re-allocation of some funding from a separate investment in the Cleansing service.

In 2024/25, the following actions are being progressed to deliver the anticipated £1.0m saving required:

- Increased garden waste charges of £40 per bin (as agreed with the 2024/25 budget) (£0.250m);
- Review of waste disposal operations (£0.1m);
- Absorb demographic growth through routing efficiency (£0.348m);
- Confidential waste (£0.065m); and
- Wider efficiency contribution from waste collection/cleansing (£0.237m).

The service is continuing to develop proposals to achieve the total overall saving required by 2025/26.

[Andy Williams](#)

Wards Affected: All

The service has also been working with consultants (appointed and funded through Zero Waste Scotland) to consider how kerbside waste collection services could change to align with the forthcoming Extended Producer Responsibility and how any proposed changes might increase recycling performance. Each of the options considered have also accounted for potential financial savings, recycling performance impact, workforce implications and carbon benefits.

A workshop for Committee on this will be arranged after the summer recess.

Appendix 1 - Kirkliston and Queensferry Traffic and Active Travel Study

Short term measures

Measure	Latest Update	Current Status
Queensferry High Street - town centre improvements	25 April 2024	Phase 1 delivered. Development of design and traffic orders for remainder of scheme ongoing.
Kirkliston Crossroads - traffic flow improvements	25 April 2024	Complete.
Station Road, Queensferry – traffic calming	31 March 2022	Complete.
Low-cost improvements to local active travel infrastructure	15 June 2023	Various measures delivered. Further improvements will be considered and taken forward as appropriate on an ongoing basis, under the Minor Improvements Programme included within the Active Travel Investment Programme (ATInP).

Longer term measures

Measure	Latest Update	Current Status
Kirkliston Crossroads – junction reconfiguration	31 March 2022	No longer being taken forward.
A90 Slip Road – local access trial	31 March 2022	No longer being taken forward.
A904 Builyeon Road– active travel improvements	31 March 2022	<p>Plans for improvements to the A904 between the Forth Bridge junctions are being progressed under the Queensferry Connections project, which is considering various improvements to walking, wheeling and cycling conditions in the town, arising from the Local Development Plan Action Programme. This includes turning the A904 into an active travel route and linear park.</p> <p>Initial community engagement took place in 2022 on draft concept designs and since then further funding has been secured from Transport Scotland, via the Places for Everyone programme, to complete detailed design.</p> <p>Interface with the project team progressing development of the new Builyeon Road Primary School is underway. Further community engagement on proposals will happen by Autumn 2024.</p>
B800 between Kirkliston and Queensferry – active travel improvements	15 June 2023	The Queensferry Connections project will provide segregated cycling/shared use path improvements and walking and wheeling improvements between Echline interchange and the Hawthorn Gardens development at Briggers Brae. This includes a new pedestrian crossing near the Shell garage, that was identified via the Road Safety team's Pedestrian Crossing Improvements Programme, and improvements to crossings at Ferrymuir Roundabout.
Northern Access to Kirkliston– active travel improvements	15 June 2023	A review of the current ATInP 2021-26 is underway. This will include assessing and prioritising potential new projects from across the city for inclusion in a new ATInP 2024-29 and this measure will be considered as part of the process. The outcomes of the review will be reported to Committee in autumn 2024.

B8000/B907/Ferrymuir Roundabout– active travel improvements	15 June 2023	As above.
Queensferry Centre via B907– active travel improvements	15 June 2023	As above.
Dalmeny to Newbridge Cycle Route– active travel improvements	15 June 2023	As above.

Appendix 2 – CMP KPI

CMP objective	KPI Ref.	Key Performance Indicator	Baseline	2030 Target	Progress against baseline (Progress calculated from baseline data to most current available data)	Data reporting schedules	Source
Improve sustainable travel choices for all travelling into, out of and across the city	12	Increase % of households within 250-400 meters of a high quality cycle network	<u>2019</u> Daytime*: 33.2% Nighttime*: 21.3%	Increase	<u>2023</u> Daytime: 37% (3.8% increase) Nighttime: 26.4% (5.1% increase)	As needed	GIS analysis

*daytime and nighttime networks: recognising that some parts of the cycle network, like the North Edinburgh Path Network, do not feel safe for all users at all times of day, we have committed in the CMP to increase the number of on-street cycle paths that feel comparably safer in hours of darkness.

The 'daytime' figures include the off-road path network and the 'nighttime' figures do not.