



Business bulletin

Transport and Environment Committee

10.00am, Thursday, 5 December 2019

Dean of Guild Court Room, City Chambers, High Street, Edinburgh

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes (Convener)</p>  <p>Councillor Karen Doran (Vice-Convener)</p> 	<p>Councillor Scott Arthur Councillor Eleanor Bird Councillor Claire Miller Councillor Stephanie Smith Councillor Gavin Corbett Councillor Nick Cook Councillor Scott Douglas Councillor Kevin Lang Councillor David Key</p>	<p>Veronica Wishart Senior Executive Assistant 0131 469 3603</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Sarah Stirling Committee Services 0131 529 3009</p>

Recent news	Further information
<p>Proposal for a Conscientious Objectors Memorial in West Princes Street Gardens</p> <p>In October 2018 the Transport and Environment Committee agreed to support the construction of a memorial to Conscientious Objectors in West Princes Street Gardens with an update being provided in the Culture and Communities Business Bulletin on 12 November 2019.</p> <p>The proposed memorial will take the bronze form of a Handkerchief Tree, with a granite gabion seat. Nearly £60,000 has now been raised by the memorial sponsors towards the project budget of £167,773 and a pre-application submission is</p>	<p>David Jamieson, Parks, Greenspace and Cemeteries Manager</p> <p>Wards affected – City Centre</p>

being drafted for consideration by Planning. A location midway between the Ross Fountain and Ross Theatre is favoured, although this may be subject to alteration.

Traffic Regulation Order (TRO) TRO/15/48 Proposed Parking Restrictions at Barnton Avenue West, Edinburgh

In October 2019, a review was undertaken of the waiting restrictions (Double yellow lines) on Barnton Avenue West (installed in September 2018) to consider the effectiveness and level of compliance.

During the site visit it was observed that compliance on the new double yellow lines was high, no obstructions were noted and parents were noted to be parking safely. The restrictions at the School access and turning circle have remained generally clear, and no obstructions have been observed at private driveways.

Since the implementation of the waiting restrictions no complaints have been received and no further action is recommended.

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

Wards affected:
Almond

Working in Partnership with Police Scotland to Deliver Innovative Approaches to Road Safety for Vulnerable Road Users

The Council already works in close partnership with the Police to identify and address ongoing road safety issues and to develop new initiatives. Members of the Road Safety and Active Travel team attend the Police's quarterly Divisional Road Safety Meetings on an ongoing basis.

Police Scotland is one of the key members of Edinburgh's Streets Ahead partnership. They were a key partner in developing the [Road Safety Plan for Edinburgh to 2020](#) and are currently involved in the development of its replacement, which will cover the period to 2030.

The Road Safety and Active Travel team work closely with the Police to organise/develop various innovative road safety initiatives, including:

- the annual Young Driver event for all fifth and sixth year secondary school pupils in the city;
- the annual Junior Road Safety Officer launch event for all primary schools in Edinburgh;

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

A Motion by Councillor Chas Booth to the City of Edinburgh Council on 27 June 2019, entitled Operation Close Pass – Collaboration, included the action 'Agrees to explore the option for collaboration between the Police and the Council on innovative approaches to road safety for vulnerable road users, extending the principle of Operation Close

- the annual Be Bright, Be Seen pedestrian and cycling safety campaign;
- targeted 20mph enforcement action, including the first use in Scotland of roadside driver education campaigns for this purpose; and
- the use of Pop Up Bobs to encourage speed limit compliance.

The Road Safety team carries out collision analysis and assists Police Scotland’s East Safety Camera Unit on an annual basis to identify and assess potential sites for fixed and mobile safety cameras, including red light cameras.

The team also has a formal process in place with the Police to investigate and respond appropriately to any fatal or likely to prove fatal traffic collisions.

In addition, the team liaises on an ongoing basis with local Police teams regarding enforcement activities at the city’s nine School Streets zones and in other streets where safety concerns have been raised by members of the public, such as excessive traffic speeds, anti-social driver behaviour, red light running and dangerous/inconsiderate parking around schools.

The Road Safety and Active Travel team will continue to work closely with Police Scotland, and other members of the Streets Ahead partnership, to continually develop the most effective methods for improving road safety across the city.

Pass, and to report back to Transport and Environment Committee on options within 3 cycles’.

Wards Affected: All

Energy Efficient Street Lighting Programme (EESLP)

Progress

The project is just over a third of the way through, with completion currently scheduled for June 2021, and is progressing well. The Contractor, Amey, are over 96% complete in Ward 7 (Sighthill/Gorgie); Ward 9 (Fountainbridge/Craiglockhart); Ward 8 (Colinton/Fairmilehead) and Ward 2 (Pentland Hills). They are currently working towards completing Ward 1 (Almond) which is 84% completed and have also commenced Ward 3 (Drum Brae/Gyle) which is around 10% completed. The remaining percentages in each ward are being reviewed to push towards full completion.

Energy Consumption

[Alan Simpson](#)
Street Lighting and Traffic Signals Infrastructure Manager

Wards Affected: All

Latest figures confirm that an overall reduction in street lighting energy consumption is 15.5% from September 2018 to September 2019.

Communications

Our communications strategy will continue with use of letters, leaflets, posters, information cards, “while you were out” postcards, lamppost wraps, meetings, presentations, attendance at community councils, website, social media and emails. The strategy for the city centre will differ slightly to meet the dynamic needs of city centre users.

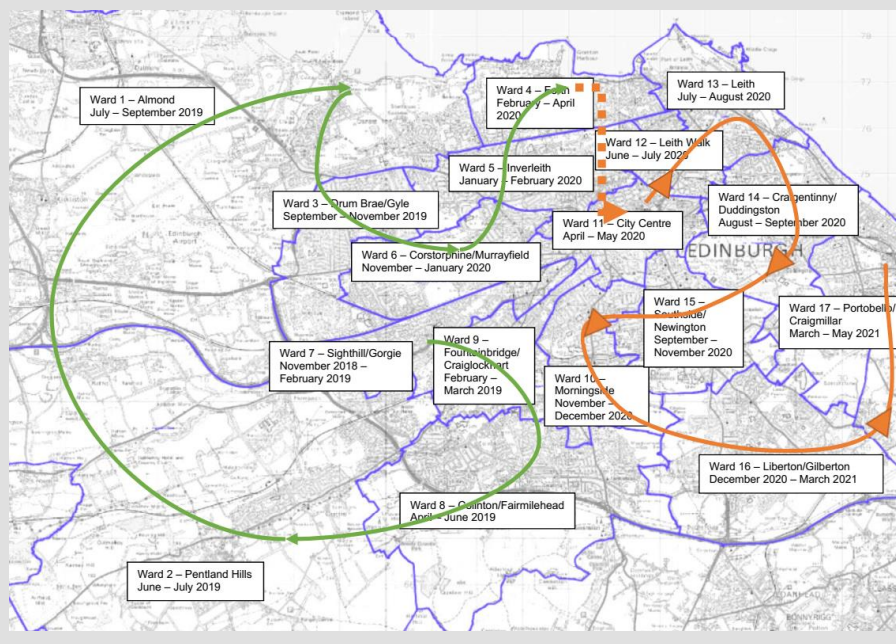
Key Risks

The key risks currently are:

1. Significant numbers of contact with the public regarding tree/hedge trimming which is expected to increase with residents start to receive invoices for tree/hedge work.
2. Concerns over the accuracy of the street lighting inventory verses Contractor’s target costs following surveys having an adverse effect on both programme and costs.
3. Working within the city centre and the challenges of working in close proximity to businesses, residents and visitors.

Next steps

Continue to progress across the city following the agreed route, as detailed below, with the city centre scheduled to start lighting replacement works between April to June 2020.



Bus Lane Camera Enforcement Update

Work continues to expand the Council's network of bus lane enforcement cameras in line with the Public Transport Priority Plan.

The Council has been working closely with bus operators to identify sites which would benefit from an enforcement camera. Of the seven new sites previously reported to Committee, six are now fully operational:

- **Liberton Road** (southbound), **South Gyle Broadway** and **Commercial Street** went live on 17 June 2019;
- **Milton Road** and **Slateford Road** went live on 21 October 2019; and
- **Calder Road** went live on 11 November 2019.

The remaining site at **Liberton Road** (northbound) is expected to go live on 9 December 2019.

A further selection of bus lane enforcement sites which may benefit from an enforcement camera has been identified in conjunction with bus operators and includes:

- Stenhouse Drive
- A8/Corstorphine Road
- Willowbrae Road
- Queen Street
- Drum Brae South

Additional camera sites are likely to be required to improve conditions for public transport, motorcyclists and cyclists.

Funding is currently being identified to try and purchase and install additional cameras in this financial year. Further work also continues to review the operation and survey the compliance of bus lanes around the city.

Traffic survey data (including numbers of; compliant and non-compliant vehicles, motorcyclists and cyclists) along with information from public transport operators, the Police and customer complaints help inform decisions on where bus lane cameras may be required.

[Gavin Sherriff](#)

Acting Senior
Transport Team
Leader - Parking

Wards affected:

- City Centre
- Corstorphine/
Murrayfield
- Craightinny/
Duddingston
- Drum Brae/Gyle
- Fountainbridge/
Craiglockhart
- Leith
- Portobello/Craigmil
lar
- Sighthill/Gorgie
- Southside/Newington.

Strategic Review of Parking – Update No 1

This bulletin provides the first in an ongoing series of updates on the progress in delivering upon the agreed outcomes from the Strategic Review of Parking.

In September 2019, Committee approved a report detailing the full result of the review, including four planned phases of implementation of new parking controls designed to address parking pressures across the city.

Phase 1 Update

September's Committee report confirmed that the first phase of implementation would see parking controls proposed in the Leith, Leith Walk, Abbeyhill, Gorgie and Shandon areas of the city. An informal consultation process has now concluded in these areas, with 34,000 leaflets delivered and six drop-in sessions held where interested stakeholders could view the draft designs and discuss the proposals with Council's consultants and Council officers.

The full results of this consultation will be reported to Committee in February 2020.

Phase 2 and 3 Update

Initial survey and design work has now been commissioned for the second and third phase areas, which proposes controls in the wider Leith area (Bonnington, Easter Road and Lochend) and along the A8 corridor (Corstorphine, Saughtonhall, Murrayfield and Roseburn).

An update on the timescales for delivering these two phases will also be included in the report for Committee in February 2020. It is anticipated that informal consultation exercises will be carried out for both of these phases during the course of 2020.

Monitoring

As detailed in September's Committee report, several review areas will be subject to ongoing monitoring in order to gauge the impact of proposed and ongoing development, as well as to gauge the impact of work related to the review itself.

Preparatory work is expected to have been completed by the time this bulletin is considered at Committee, with initial monitoring exercises having been commissioned. Further details will be reported to Committee in February 2020.

[Ewan Kennedy](#),
Policy and Planning
Manager

Resources and Project Management

The delivery of the proposals arising from the review is being led by the Council's Parking Operations team. While the Projects element of that team is relatively small, it is anticipated that, by the time of this Committee meeting, the review of the Council's Transport function will have concluded and that this team will have been augmented by additional staff either drafted in from Localities or employed via the resulting recruitment process.

At the time of writing there is a dedicated resource working solely on project management for delivering the Strategic Review and the Council's Parking Action Plan.

That resource is being assisted by the Council's appointed consultant, who have provided the Council with a commitment to ensure the delivery of the different stages of the Strategic Review in order to meet the approved timescales. That commitment has been made both at a local level in terms of their Edinburgh office and from their other UK offices as required.

A senior consultant has been co-located with Parking Operations to ensure that they can react swiftly to arising situations and to ensure a close working relationship with the Client team.

Public Transport Real Time Information Infrastructure Upgrade – Bustracker and Bus Station Information System

Contained in the 'Bustracker and Bus Station Information System – Future Strategy' report approved by [Transport and Environment Committee](#) in March 2018 was a requirement to provide a future report detailing the outcome of the procurement exercise.

The purpose of this bulletin is to provide elected members with an update on current progress of the procurement exercise in advance of the report to be provided.

The Public Transport Team have concluded the process of procuring a new Bustracker and Bus Station Information system and Content Management System (CMS). The winning tender was provided by 21st Century Solutions and approval to appoint the contract was given by Finance and Resource Committee on [10 October 2019](#). Approval to fund part of the

[Stuart Lowrie](#)

Public Transport
Manager

Wards Affected: All

contract through Prudential borrowing was provided by Council on [24 October 2019](#).

Work has begun to replace the Bus Station Information System and Hardware and introduce a new CMS.

Petition for a Park and Ride Site at Lothianburn – Straiton Park and Ride Update

Contained in the 'Petition for a Park and Ride Site at Lothianburn – Follow Up Report' approved by Transport and Environment Committee on 17 May 2018 was a requirement to review patronage and to identify potential improvements.

The purpose of this bulletin is to provide elected members with an update on current progress on this recommendation.

Straiton Park and Ride Site is currently served by Lothian Bus services X37, 47 and the X47. These services provide a direct connection to the city centre via the bridges corridor and on to Granton. They offer a service to and from the city centre at least every 20 minutes and it takes approximately 25 minutes to reach Princes Street.

Lothian Bus Service 67 also calls at the Park and Ride site and this provides a service which links the University Campuses at West Mains and Bristo before terminating at Hanover Street.

Public Transport Priority

The Public Transport Priority Action Plan was presented to the Transport and Environment Committee in August 2018 and this contained a number of measures which seek to make public transport more efficient which should make the use of the Straiton facility more attractive.

A methodology has been developed for producing a more regular spacing of bus stops which would improve journey times. This methodology is to be used on a trial corridor and the monitoring of this will be submitted to Committee early next year.

There is also a consultation exercise ongoing on a proposal to amend the peak hour lanes that the above services use to make them operate from 7.00am to 7.00pm for seven days a week.

In addition, discussions are ongoing with Lothian Buses for the deployment of automatic enforcement cameras to prevent buses from being delayed by illegal parking.

[Stuart Lowrie](#)

Public Transport
Manager

Wards Affected: No wards directly affected as this site is located within the Midlothian Council Area.

Ticketing

Lothian Buses have recently introduced contactless pay on their services. Bus users are now automatically charged for the cheapest daily fare on their debit card. This now makes it easier for drivers to transfer to the bus at Straiton Park and Ride without the need to pre-purchase tickets.

Signage

To make drivers more aware of the presence of this facility, contact has been made with Midlothian Council regarding the existing advanced direct signage. The response was that this is not currently high on their list of priorities, however, we will explore funding options with Midlothian Council to enhance the signage for this site.

Existing Bus Services

If the existing bus services that call in to Straiton Park and Ride were staggered this would reduce the headway for onward travel to the city centre.

It is therefore proposed that this matter is raised at the regular liaison meetings with Lothian Buses to try to increase patronage at this site by reducing the waiting time between subsequent bus services

City Centre West to East Cycle Link and Street Improvements Project (CCWEL) – Update on Delivery

The CCWEL project is a multi-million pound scheme that will provide a transformative improvement in facilities for cycling and walking between Roseburn and Leith Walk, via the city centre, and will include the introduction of segregated cycleways on main roads along the route.

The project is being delivered in three sections:

- Section 1 - Roseburn to Haymarket
- Section 2 - Haymarket to Charlotte Square
- Section 3 - St Andrew Square to Picardy Place

The Council is in the process of procuring a contractor to deliver the project, through the SCAPE Civil Engineering Framework Agreement. A further update regarding this will be provided to the next meeting of the Transport and Environment Committee, prior to seeking approval from the Finance and Resources Committee to award the construction contract.

[Rurighd McMeddes](#)
Active Travel Officer

The current anticipated timescale for the project involves commencing construction of both Section 1 and Section 2 during May 2020, with Section 3 expected to commence in September. Construction of the whole route is expected to be complete by the end of 2021.

Construction will require significant temporary traffic management measures throughout the project corridor, including lane closures and road closures. The most significant of these closures are detailed below (dates are provisional and may be subject to change):

- Haymarket Terrace - eastbound road closure, from Haymarket Yards to Rosebery Crescent (early September to mid November 2020).
- York Place - westbound road closure (early September to mid December 2020).

These road closures have been discussed with Lothian Buses and other relevant stakeholders at an early stage and further consultations with key organisations will continue throughout the coming months.

Commencement of construction is subject to the successful conclusion of ongoing statutory procedures for the Traffic Orders necessary to introduce the proposed changes:

- The Traffic Regulation Order (TRO) and Redetermination Order (RO) for Section 1 are subject to the outcome of a Public Hearing, which took place on 4-5 November 2019. The reporter's recommendations are expected in mid January 2020 and will be reported to the first available meeting of this Committee following their receipt.
- Representations to the TRO for Section 2 were reported to this Committee on 20 June 2019 and approval was given to set these aside and make the Order, with an amendment to allow loading on Palmerston Place. The RO for Section 2 has been referred to Scottish Ministers for determination. An indicative timescale for a determination has been requested but has not yet been provided.

The RO for Section 3A (York Place and Queen Street) is complete and no further Traffic Orders are required. The TRO and RO for Section 3B (North St Andrew Street) will be advertised in the next few months.

Roseburn to Union Canal – Update on Delivery

The Roseburn to Union Canal project is a multi-million pound scheme which will transform the quality of walking and cycling connections from the North Edinburgh Path Network (NEPN) and QuietRoutes 8 and 9 (West Edinburgh) to the Union Canal, and onwards to the Meadows and Southside, as well as Southwest Edinburgh and National Cycle Network route 75 (NCN75).

The scheme will deliver new off-road paths and associated bridges, from the NEPN at Russell Road to the Union Canal at Gibson Terrace (the final connection of Telfer Subway to Gibson Terrace is a separate project). Associated greenspace improvements in Dalry Park and elsewhere on the route will be delivered, having been identified as a priority in the City Plan.

The Council is in the process of procuring a contractor to deliver the project, through the SCAPE Civil Engineering Framework Agreement. A further update regarding this will be provided to the next meeting of the Transport and Environment Committee, prior to seeking approval from the Finance and Resources Committee to award the construction contract. As part of this process, the contractor has produced a feasibility report, which indicates a projected construction cost of £4.8 million.

The current anticipated timescale for the project involves commencing construction in June 2020, with completion programmed for April 2021.

A Major Planning Application is required to secure permission for the project to proceed. The initial Proposal of Application Notice (PAN) application (19/02885/PAN) was approved on 4 July 2019, subject to engagement with the local community being carried out and a pre-application consultation report being compiled. The PAN report was presented to Planning DM Sub-Committee on 28 August. The planning application is scheduled to be submitted by the end of November 2019 with a maximum 16-week determination period. Therefore, the application is expected to be determined by the end of March 2020.

The project includes a new bridge over the West Coast Main Line railway and negotiations are underway with Network Rail (NR) to secure the necessary approvals for this.

[Barry Clarke](#), Senior Project Manager

Land Reform (Scotland) Act 2003 Part 1: Draft Revised Guidance for Local Authorities and National Park Authorities 2019

Part 1 of the Land Reform (Scotland) Act 2003 (LRSA) is flagship legislation of the Scottish Parliament, establishing a right of responsible non-motorised access to land throughout Scotland with few exceptions. It underpins a range of policy areas relating to health and well-being, tourism, local economy and sustainable transport.

The purpose of this consultation is to update the LRSA statutory Guidance for Local Authorities and National Park Authorities issued in 2005 when considering the following;

- Amendments were made to the LRSA by the Land Reform (Scotland) Act 2016 and this revised guidance will help Access Authorities to take cognisance of those changes, whilst also taking into account lessons that have been learned on the operation of Part 1 of the LRSA over the fourteen years since it came into force.
- On 31 December 2016, Part 9 of the Land Reform (Scotland) Act 2016 commenced. Part 9 makes minor amendments and procedural clarifications to Part 1 of the LRSA. These changes relate mainly to the procedures for the review and amendment of core paths plans, and service of court applications relating to access rights.
- Section 27 of the LRSA sets out that Scottish Ministers may give guidance on Part 1 of the LRSA to local authorities and national park authorities and that the authorities shall have regard to that guidance. Section 27 of the LRSA requires that, before giving such guidance, Ministers shall consult each local authority and lay a draft before the Scottish Parliament for a period of 40 days.

Consultation respondents will contribute to the finalising of the revised statutory Guidance. Edinburgh's consultation response is currently being prepared by the Outdoor Access Officer and a further update will be provided in the next T&E BB. The consultation deadline has recently been extended to 13th January 2020.

[Martin Duncan](#),
Access Officer

Wards affected: All

Water of Leith Basin Update

In response to increased levels of detritus and litter in the Water of Leith Basin, a group of key stakeholders has come together to form the Water of Leith Action Group with the aim of improving the management of the water and preventing

[Gareth Barwell](#), Head
of Place Management

Wards affected: Leith

significant accumulations in the basin in the future. The main members of the group are the City of Edinburgh Council, Forth Ports, Water of Leith Conservation Trust (WOLCT) and Water of Leith 2000. In addition, it is hoped that the Friends of the Water of Leith Basin will join the group.

The key focus of the group is on the development of a management and maintenance plan. This will be led by the Water of Leith Conservation Trust, with the aim of having a new management plan for the wider Water of Leith catchment in place by mid-2020.

Volunteers from the WOLCT have undertaken a number of clean up exercises using equipment that has been provided by other partners within the group. As part of the management plan, a more sustainable and properly resourced approach to clean ups will be outlined. Supported volunteer days will continue in the interim, as well as moving forward if that is decided to be the best way forward.

Safety improvements at Tollcross Primary School

At the South East Locality Committee on [26 November 2018](#), a motion raised by Councillor Miller was approved, thanking officers and members of the Tollcross Parent Council for their work to produce a travel plan for Tollcross Primary School, noting concerns around unsafe crossings and calling for a cross-departmental approach to assess road safety and possibilities to address the concerns raised.

Since then, officers from the South East Locality Transport team and Road Safety and Active Travel teams have been working together and liaising with the school and Parent Council to develop plans to respond to the concerns.

A review of the existing layout has been carried out and designs developed to improve pedestrian access to the rear gate of Tollcross Primary from West Tollcross and Lochrin Terrace. As a result, the following proposals have been incorporated into the Meadows to Union Canal Active Travel project:

- a junction realignment and new continuous footway across West Tollcross at its junction with Lochrin Terrace;
- localised footway widening to remove a layby and associated relocation of waste containers on Lochrin Terrace; and
- a new signalised pedestrian crossing across Home Street, immediately south of the junction with Lochrin Terrace.

[Mark Symonds](#), Road Safety and Active Travel Liaison Officer
Wards affected: City Centre

These improvements are expected to be delivered by spring 2021, subject to the satisfactory conclusion of the statutory processes for the Traffic Orders necessary to implement the project.

In the shorter term, interim measures utilising both carriageway markings and temporary bolt down kerbing at key locations, will be progressed to substantially reduce the carriageway width on the approach from Lochrin Terrace by widening the central island and further reduce crossing distances for pedestrians by extending kerb lines at the junctions with West Tollcross. It is anticipated that the interim measures can be in place by Spring 2020.

Officers will continue to work with the school and the parent council to keep them informed of the proposed developments and to gather input to other measures that can be taken forward to improve the safety of the route to Tollcross Primary School.

Low Emission Zones – Overview of the Legislative Options

The Transport Bill passed stage 3 on 10 October 2019 and sets out how Low Emission Zones (LEZs) will operate in Scotland. Further Regulations will allow the Scottish Government to set consistent national standards for a number of key aspects including emissions, penalty rates, exemptions, parameters for grace periods, and consultation requirements and legal mechanism to bring LEZs into effect. Transport Scotland has advised that consultation on the content of Regulations will be underway in the next couple of months, with development of the Regulations continuing into 2020. The Council's intention is to use the LEZ specific powers to bring LEZs into effect, when available.

Alternative regulatory options also exist to implement LEZ controls on buses. Through the Transport Act 1985, the Council can ask the Traffic Commissioner for Scotland to impose a Traffic Regulation Condition (TRC) controlling emissions from buses. This process would require engagement with bus operators and the submission of an application to the Commissioner providing supporting information. The Traffic Commissioner will need to undertake a Regulatory Impact Assessment to establish if a TRC is appropriate for Edinburgh and to determine its resultant impact upon bus operators and passengers. It is anticipated that this

[Andrea Mackie](#)

Transport Officer
Place Development

Wards Affected: All

process will take a minimum of six months, with the Traffic Commissioner presenting the decision at its conclusion.

The Council is already exercising emissions controls on Edinburgh's taxi and private hire vehicles through the Emissions Policy for Taxi and Private Hire Cars (which sets emissions and age standard through licencing).

Consideration is being given to how Edinburgh can make best use of the regulatory options available to support the Council's ambitious objectives for LEZs, alongside ensuring ongoing progress in reducing pollution from vehicles operating in Edinburgh. The options are being discussed at December 4 Cities Leadership Group. A further update on legislative options will be provided to Transport and Environment Committee as part of reporting on the revised LEZ proposals and a briefing for members will be arranged in January 2020.

Road Works Signage

All contractors, Public Utilities and developers working on Edinburgh's road network must use Road Works Signage which complies with the 'Safety at Street Works and Road Works – A Code of Practice'.

Under the Code of Practice the placing signs in the footway is permitted, but they must be positioned so as to minimise inconvenience or hazard to pedestrians, with particular consideration given to those with visual impairments, pushchairs, wheelchairs and mobility scooters. A minimum usable footway width of 1.5 metres should be maintained where possible.

After inspections of live sites in the city it is apparent that road signs are being used that are too large for the speed of road they are being placed on. Placing large signs on footways, leaving narrow spaces for pedestrians, is unacceptable practice which creates accessibility issues.

Therefore, an instruction has been issued to contractors to survey their work locations and replace any sign that is larger than requirements with the correct size of sign.

Additionally, officers attending site or table top meetings with contractors, Public Utilities and developers to discuss works, have instructed, and will continue to instruct, that failure to comply with the Code of Practice will no longer be tolerated.

[Gavin Brown](#)

Service Manager -
Network Management
and Enforcement

Wards Affected: All

Compliance with these instructions will be monitored and infringements, when discovered, through inspections or reporting, will be dealt with in a suitable manner.

Forthcoming activities:
