

# Business Bulletin

## **Transport and Environment Committee**

**10.00am, Thursday, 2 February 2023**

Dean of Guild Court Room - City Chambers

# Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Scott Arthur (Convener)</p> 	<p>Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Graham Councillor Lang Councillor McFarlane Councillor Miller Councillor Munro Councillor Work</p>	<p><a href="#">Alison Coburn</a> Operations Manager</p> <p><a href="#">Martin Scott</a> Committee Services</p> <p><a href="#">Emily Traynor</a> Committee Services</p>

Recent news	Background
<p><b>Response to Motion by Councillor Aston - Electric Scooters</b></p> <p>On <a href="#">6 October 2022</a>, Committee agreed an adjusted <a href="#">Motion</a> from Councillor Aston which requested the following:</p> <p><i>In respect of Electric Scooters - 'Requests that Officers contact Transport Scotland and the DfT policy team asking for an update on the potential for legalisation or regulatory change which the Council may have to prepare for and provide a timeline for doing so. This should be reported in the January 2023 business bulletin.'</i></p> <p>Officers contacted Transport Scotland and the DfT policy team, in partnership with Glasgow City Council, to obtain more information on this matter.</p> <p>Transport Scotland confirmed they are in the early stages of getting this workstream off the ground, including desk research and engagement with teams across Transport Scotland with an interest in e-scooters. Thereafter they plan to engage with external stakeholders including local authorities. Council Officers have confirmed interest in engaging with Transport Scotland as soon as possible.</p>	<p><b>For further information:</b></p> <p><a href="#">Ruth White</a></p> <p><b>Wards affected – All</b></p>

In addition, Council officers are in the process of setting up a meeting with the DfT policy team and will provide Committee with a verbal or written update on the outcome of that discussion as soon as possible.

In December 2022 the DfT published the [National evaluation of e-scooter trials findings report](#) setting out data collected between July 2020 and end of December 2021 on the public hire e-scooter trials undertaken. Overall, 14.5 million trips were made since the trials started. The report sets out both encouraging results and challenges to be addressed. Positively, the report concluded that e-scooters can provide a valuable low carbon mode of travel for short journeys (average 2.2kms), with evidence showing some mode shift from private transport (car, van, taxi) to e-scooters occurred. For example, in December 2021, 21% of users reported that they would have travelled by private transport had they not travelled by e-scooter. The report also highlights challenges that need to be addressed going forward, such as the need to encourage a more diverse usership (71% of users were young males), and the need to carefully consider how to maximise safety through training for example.

### **Motion by Councillor Lang – Petition on Station Road, Ratho Station**

A motion entitled Petition on Station Road, Ratho Station was approved by the Transport & Environment 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.

An update on the motion was subsequently provided to the Committee on [18 August 2022](#) which outlined that a review of the school's Travel Plan was underway. This also noted that implementation of a full-time prohibition on the use of Station Road by heavy goods vehicles would be likely to prove problematic, as the road provides the sole access to several businesses at its southern end and the only

**For further information:**

[Stacey Monteith-Skelton](#)

**Wards Affected –**

1 - Almond

alternative access for businesses in the nearby Lochend Industrial Estate is via Cliftonhall Road, on the far side of Newbridge Junction. 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.

The School Travel Plan for Hillwood Primary School has now been drafted and is currently awaiting final sign off from the school and Parent Council. This includes a proposal for a School Streets Zone at the school.

On [8 December 2022](#), Committee asked officers to engage directly with ward councillors and the community association on options around a HGV restriction on Station Road within the next six weeks.

Unfortunately it was not possible to arrange a meeting in advance of Committee, however arrangements are no progress for engagement with Ward Councillors and the local Residents Association. An update on these discussions will be provided in March 2023 as part of the School Travel Plan Review update.

### **Wardie Bay**

The landowners have given support for the Council to progress the development of a management agreement for Wardie Bay. The Council's solicitor was instructed in December 2022 to progress this work, which supports the community-led bathing water status application and acknowledge our commitment to supporting the requirements of bathing water designation. Officers are aiming to have the necessary agreement(s) in place by March/April 2023 so that an application for designation of bathing water status can progress to the Scottish Government for summer 2023.

The delay in engagement with elected members and local community and interest groups has been due to the length of time taken to get in principle agreement from the landowners. As the management agreement is now being progressed, engagement can take place. Initial engagement is being planned for late January, early February to discuss the requirements for bathing water status and what further work will be needed to support ongoing management, maintenance, and development of Wardie Bay and beach.

### **For further information:**

[Steven Cuthill](#)

### **Wards Affected –**

4 - Forth

If appropriate, a verbal update will be provided at Committee and an update on this engagement will be included in the Business Bulletin for Committee in March 2023.

**Motion by Councillor Arthur – Burnside Bridge (Stenhouse Mill Lane Bridge)**

On [6 October 2022](#), Committee approved a motion by Councillor Arthur on Burnside Bridge. The motion requested a report via business bulletin to the Transport and Environment Committee within two cycles confirming the ownership of the bridge and what avenues are available to reopen this important pedestrian route.

Bridge ownership

External searchers were appointed to determine the ownership interests. They identified, although were unable to confirm, ownership interests from The Earl of Morton (Lands and Estate of Saughton), Places for People Scotland Limited, and John David McCulloch (Lands and Barony of Redhall and Castlebrand). Additionally, the registered titles for 36-42 Longstone Road (now demolished) show the title boundary extending to the southern edge of the bridge and the wall extending west along the south bank of Murray Burn. No Council ownership was identified and so it is concluded that the footbridge in question is privately owned.

Avenues available to reopen route

The Council's legal team, together with support from external solicitors, investigated powers and duties relevant to the matters under consideration.

The path is concluded to be a public right of way. Under the Countryside (Scotland) Act 1967 the Council, as local planning authority, has the power to repair and maintain a public right of way, but is not obliged to do so.

The path falls under the definition of "road" under the Roads (Scotland) Act 1984. As it is not adopted and the Council, as roads authority, has no duty to maintain it as a public road, it is a "private road" for the purposes of the Act. The Council has a discretionary power to require the frontagers of the road to bring it up to an adoptable standard, however this may then require the Council to adopt the bridge.

**For further information:**

[Stephen Knox](#)

**Wards Affected –**

7 – Sighthill/Gorgie

The Land Reform (Scotland) Act 2003 prohibits owners from taking action to purposely prevent access. If this occurs, the Council may serve notice on the owner requiring remedial action within a reasonable period and take remedial action if the notice is not complied with. Costs may be recovered in certain circumstances.

#### Next steps

The Council has legislative powers to undertake works to repair the bridge and may be able to recover costs in doing so. Should the Council wish for the route to be re-opened timeously, funding will need to be allocated for doing so. It is anticipated that the cost of undertaking the works required to address the scoured abutments and deteriorated bridge deck (all privately owned) would be in the region of £40,000. Approval would be required from SEPA and works would have to be undertaken during times of low flow in the watercourse.

It is likely that this area will be subject to development in the near future, and that this proposal will include improvements to the footbridge. Any Council investment which cannot be recovered could therefore be abortive.

#### **Motion by Councillor Miller – Driver Behaviour**

On 8 December 2022, Committee approved a motion with regard to Trams to Newhaven road safety issues and in particular to drivers ignoring road signs and traffic lights in the area.

The direction of travel for vehicles at Brunswick Road has now reverted to the east-west set up. This has resulted in an end to the illegal left hand turn that some drivers were undertaking from Leith Walk onto Brunswick Road.

There have been numerous instances of drivers turning left off Leith Walk onto London Road. In order to mitigate against this additional signage, bollards and a CCTV camera have been installed and the banning of this left hand turn has been highlighted through the media, social media, and the project newsletter / website. The project team and Police Scotland continue to monitor this junction.

In addition, the project and the Council's Corporate Communications team highlighted the recent changes to the Highway Code regarding pedestrian priority via social media. Further discussions are ongoing on a wider campaign around driver behaviours.

#### **For further information:**

[Hannah Ross](#)

**Wards Affected:** 12 – Leith Walk, 13 – Leith

### **Trams to Newhaven Project**

The project remains on schedule to be operational by Spring 2023 and within the £207.3m budget approved by Council in March 2019. Two-way traffic is scheduled to return the full length of Leith Walk during February 2023 and the project continues with the installation of overhead line equipment ahead of testing and commissioning beginning during March 2023.

The project continues to work with Edinburgh Tram and colleagues in the Council on preparing for the service to open to the public.

### **For further information:**

[Hannah Ross](#)

**Wards Affected:** 12 – Leith Walk, 13 – Leith

### **Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction – Update on Medium and Longer Term Safety Improvements**

On [14 October 2021](#), Committee approved the implementation of short term improvements to safety for vulnerable road users at the junction, following two fatal collisions involving people cycling. These improvements were implemented in summer 2022.

Committee also noted that work had commenced on developing more substantive, medium term improvements and that longer term improvements would be considered as part of the citywide review of vulnerable road user safety at major junctions, as requested by Committee on [12 November 2020](#).

Committee has requested that further progress updates are provided to each meeting as part of the Business Bulletin. This Business Bulletin provides an update on progress on the medium and long term improvements since 8 December 2022.

Work to develop the concept designs for these is continuing. Traffic modelling to assess the likely impacts is progressing and various scenarios are being investigated. Sessions are being held regularly to discuss findings as they become available and to refine options where required.

Once the traffic modelling is complete, further engagement will be undertaken with the key stakeholder group set up for the project and it is intended to report to Committee on the outcomes of this process in late spring 2023.

### **For further information:**

[Daisy Narayanan](#)

### **Wards Affected:**

14 - Craigentiny/  
Duddingston

17 - Portobello/  
Craigmillar

Business Bulletin progress updates: [27 January 2022](#), [31 March 2022](#), [18 August 2022](#), [6 October 2022](#) and [3 November 2022](#), [8 December 2022](#).

