

Transport and Environment Committee

10.00am, Thursday, 20 April 2023

Sustrans 'Places for Everyone' Funding for Projects

Executive/Routine
Wards

Routine
All

1. Recommendations

- 1.1 It is recommended that Committee notes:
 - 1.1.1 The successful applications submitted by the Council to Sustrans' Places for Everyone Fund for initial development funding to progress twelve separate schemes;
 - 1.1.2 An award of £3.65m will allow 12 projects to progress through Stages 0-2 ([Royal Institute British Architects](#) - Strategic Definition to Concept Design only); and
 - 1.1.3 The 12 schemes that are now being progressed, as set out in Paragraph 4.1.

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Report

Sustrans ‘Places for Everyone’ Funding for Projects

2. Executive Summary

- 2.1 The Council has successfully secured a grant award through the [Sustrans Places for Everyone](#) fund for 12 schemes across the city.
- 2.2 The grant award totals £3.65m and will enable the progression of the 12 projects through Royal Institute British Architects Stages 0-2 (Strategic Definition to Concept Design only).

3. Background

- 3.1 In order to secure the required funds to progress the initial development of key schemes that are contained within: City Mobility Plan; Edinburgh City Centre Transformation; the Active Travel Action Plan; 20 Minute Neighbourhood Strategy; and Granton Waterfront Regeneration Framework the Council applied to the [Sustrans Places for Everyone](#) fund.
- 3.2 In December 2022, the Council received notification that it had been successful in the competitive process and had been awarded a total of £3.65m to progress 12 projects through Stages 0-2 ([Royal Institute British Architects \(RIBA\)](#) Strategic Definition to Concept Design only).
- 3.3 The Sustrans Places for Everyone grant funding aims to: *“create safer, more attractive, healthier, and inclusive places which are enjoyed equitably by increasing and diversifying the number of trips made by walking, wheeling or cycling for everyday journeys”*
- 3.4 A link to the Application guidance and criteria for Sustrans funding can be found in Section 8 of this report.

4. Main report

- 4.1 The 12 projects are as follows, grouped by theme:

Edinburgh City Centre Transformation

4.1.1 For the next phase of City Centre Transformation, an Operational Plan, Master Delivery Plan and Monitoring and Evaluation Framework will also be progressed alongside the following projects:

4.1.2 Lothian Road Boulevard;

4.1.3 Old Town Streets; and

4.1.4 Charlotte Square.

Active Travel

4.1.5 Barnton Junction and Whitehouse Loan link to NCN1; and

4.1.6 Corstorphine Connections Low Traffic Neighbourhood.

Granton Waterfront Regeneration

4.1.7 Promenade and West Shore Road;and

4.1.8 Forthquarter Park.

20 Minute Neighbourhoods

4.1.9 Dalry Town Centre;

4.1.10 Portobello Town Centre; and

4.1.11 Niddrie Mains Road and High Street.

Sustainable Neighbourhoods

4.1.12 Craigmyle Green Blue Neighbourhood.

4.2 A short descriptive scope of each scheme is provided in Appendix 1.

4.3 Each of the schemes has a dedicated Council Project Manager and as each are mobilised and progressed, project updates (as required) will be presented to Committee.

4.4 Each project will also utilise existing internal governance structures that are already operating successfully for each theme.

4.5 To support the Council in progressing each scheme, multi-disciplinary consultancy services are required. This support will include specialist urban design, engineering, traffic modelling and architecture services.

4.6 The specialist support requirements vary for each scheme, therefore, the Council's Commercial and Procurement Services team have been advising on the most appropriate routes to market, relevant to each project.

5. Next Steps

5.1 Progress with each scheme, as per the funding secured.

5.2 Continue to work with Commercial and Procurement Services to secure the required external support required for each project.

- 5.3 Subsequent to the appointment of the various consultants, Project Delivery Plans for each scheme will be developed (which will include: Master Programmes and Communication, Consultation and Engagement Strategies).

6. Financial impact

- 6.1 Sustrans Places for Everyone provides 100% funding for all RIBA stages 0-2 pre-construction costs. £3.65m has been awarded to the Council for to develop the 12 projects outlined in paragraph 4.1.

7. Stakeholder/Community Impact

- 7.1 Stakeholder engagement and consultation plans will be developed as part of the project deliverables.

8. Background reading/external references

- 8.1 [PfE applicant Guidance Concept](#)
- 8.2 [PfE Applicant guidance Concept Deliverables](#)

9. Appendices

- 9.1 Appendix 1 – Summary of Projects

Appendix 1 – Summary of Projects

Project Title	Policy	Funding Award	RIBA Stages	Project Description	Consultant
Lothian Road Boulevard	Edinburgh City Centre Transformation	£850,000	0 – 2	<p>Edinburgh City Centre Transformation, Lothian Road will be transformed into a boulevard, to better provide for active and sustainable travel and create a place that provides a focus for vibrant culture, leisure uses and community life.</p> <p>Key aims of the project are:</p> <ul style="list-style-type: none"> • Improvements to pedestrian and cycle movements across the Princes Street/Lothian Road junction to address safety/operational concerns. • The rationalisation of traffic lanes to the benefit pedestrians and cyclists. • Implementation of green infrastructure and the incorporation of SUDS. • The widening and decluttering of footways to provide a more legible pedestrian environment. • A segregated north–south safe cycling route and connections to the Meadows to Union Canal cycle scheme. • Bus stop review and enhanced traffic signal technology to improve bus journey times. • The enhancement of the Usher Hall/Festival Square public realm space and east-west links across the street. • The creation of an improved public space at Tollcross, using the opportunity offered by rationalising traffic movements and road space to benefit pedestrians, the environment and the local economy. This will enhance essential mitigation required by the Low Emission Zone. • The promotion of key connections into adjacent areas of the city at Princes Street, King’s Stables Road, Castle Terrace, Festival Square, Usher Hall, Bread Street, Fountainbridge and Tollcross, through wayfinding and interpretation. 	Stantec Ltd

Old Town Streets	Edinburgh City Centre Transformation	£650,000	0 - 2	<p>The Old Town Streets project will deliver Edinburgh City Centre Transformation, prioritising walking, wheeling and cycling in some of the most iconic streets in the Old Town Edinburgh World Heritage Site.</p> <p>The project includes the following streets in and around the Royal Mile: Castlehill, Lawnmarket, Johnston Terrace, Castle Terrace, Victoria Street, High Street, Cockburn Street, Hunter Square, Blair Street, Blackfriars Street and Niddry Street.</p> <p>Through engagement and consultation, the project will develop a concept design and phased delivery and funding plan, which will consider:</p> <ul style="list-style-type: none"> • Re-allocation of carriageway and on-street parking to provide safer space for walking, wheeling and cycling; • Enhancing access by public transport, taxi and promoting shared mobility hubs; • Providing inclusive public space, reflecting city’s heritage and needs of local residents, business and community organisations; • Reflecting the Old Town’s unique civic, ceremonial and institutional functions; • Reducing traffic to essential vehicles only, managing deliveries at agreed times of the day or by use of cargo bikes; • Protecting street users in crowded places by designing-in hostile vehicle measures (HVM); and • Supporting more sustainable tourism models, relocating coach parking. 	Stantec Ltd
Charlotte Square	Edinburgh City Centre Transformation	£250,000	0 - 2	Improvements to Active Travel measures within the Square, including a segregated cycle lane, forms part of the CCWEL network linking George Street to the West End. Major upgrade and investment to enhance the Public Realm space within the Square to sustain and enhance its status as a World Heritage Site.	AECOM

Barnton Junction & Whitehouse Loan link to NC1	Active Travel Action Plan	£89,165	2	The project is looking to provide walking, wheeling and cycling improvements through Barnton junction and on Maybury/ Whitehouse Road to link the new housing developments to NCN1 to the north.	Jacobs
Corstorphine Connections Low Traffic Neighbourhood	Active Travel Action Plan	£631,252	5	Trial Low Traffic Neighbourhood in South Corstorphine. Note that the project has previously been reported and approved by Finance & Resources Committee in May 2021.	AECOM
Promenade and West Shore Road	Granton Waterfront Regeneration	£86,500	0 - 2	<p>Project feasibility and concept design options will be developed for the missing section of the Edinburgh Waterfront Promenade between Granton Harbour and 20 West Shore Road.</p> <p>The project will also review options to extend active travel infrastructure along a short section of West Shore Road to ensure a coherent and direct connection between the Prom and Phase 1 of Granton Waterfront development proposals.</p> <p>An already highly used section of an active travel route, this section will link the major ongoing development at Granton Harbour to the Granton Waterfront Development and with 20 West Shore Road which is currently being converted to a cultural and event space that will support small and local businesses.</p> <p>The approach taken for Granton Waterfront active travel projects is to support, integrate, prioritise, and encourage active travel as a safe, easily accessible, and cost-effective mode of transport for new and existing residents, visitors, and commuters by:</p> <ul style="list-style-type: none"> • Providing a distinctive network of active travel routes which are well lit, overlooked and activated by the surrounding development. • Infilling missing links and gaps in the existing active travel network to ensure it is safe and coherent for all users. • Improving existing junctions to ensure they are pedestrian and cycle friendly and promoting new priority crossing measures. • Providing strong local and strategic active travel connections to connect with neighbouring areas and the rest of the city. • Providing fully accessible routes where possible. • Prioritising residential streets for people rather than vehicles. 	Pending

				<ul style="list-style-type: none"> • Providing local amenities across the site to ensure that Granton Waterfront is a 20-minute neighbourhood. • Providing extensive cycle parking opportunities within development blocks and on-street that cater for all bikes including non-standard and adapted bikes. • Minimise through traffic within new and existing areas by utilising low traffic neighbourhood techniques. <p>Note the approach outlined above also applies to the Granton Waterfront Various Projects as presented in the next section below.</p>	
<p>Granton Waterfront Various Projects:</p> <p>Forth Quarter Park, Waterfront Park / Avenue, and Waterfront Broadway</p>	Granton Waterfront Regeneration	£392,500	0 - 2	<p>Granton Waterfront Various Projects is made up of the following Projects:</p> <ul style="list-style-type: none"> • Forthquarter Park • Waterfront Park / Waterfront Avenue • Waterfront Broadway Active Travel Improvements <p>Forthquarter Park is an existing green space within Granton and, as part of the development proposals for the Granton Waterfront, will play a key role in linking existing, new, and proposed developments by active travel.</p> <p>This project will look at the feasibility and design of improvements to the Active Travel infrastructure within Forthquarter Park to ensure they are well connected in a direct and coherent manner.</p> <p>The project is likely to include improvements to the existing path network including widening and resurfacing, new links, potential segregation, SUDS interventions, lighting upgrades and improved signage/wayfinding.</p> <p>Routes through this park will be of a varying level of infrastructure, with some providing strategic connections between development sites and the proposed active travel network for Granton and others providing</p>	Pending

				<p>local connections to allow people to walk and wheel quicker and easier to surrounding services and amenities.</p> <p>Waterfront Park / Waterfront Avenue project will look at feasibility and concept design options for primary east-west active travel route linking Marine Drive and West Harbour Road through the central development area.</p> <p>Waterfront Park will require new infrastructure and intervention with upgrades to existing active travel infrastructure along Waterfront Avenue, including junction upgrades to further prioritise pedestrians and cyclists to be investigated.</p> <p>This proposal also includes the “on-road” section of Core Path and potential junction and crossing improvements at Saltire Street Junction.</p> <p>Waterfront Broadway Active Travel Improvements will look at the feasibility and concept design options to create a strategic active travel link between West Granton Road and West Shore Road, along the existing section of Waterfront Broadway and through the Granton Waterfront Development to provide new and existing residents with a strategic active travel connection between the shore and the wider city.</p> <p>Significant carriageway reallocation for Waterfront Broadway will be investigated fully, to facilitate segregated cycle infrastructure, improved pedestrian facilities, on-street cycle parking, crossing facilities, landscaping, and SUDs features, whilst ensuring the MRT/Tram Safeguard is not impacted.</p> <p>Project will likely include a fully accessible active travel ramp solution to overcome significant level differences, which will further prioritise active travel over private vehicles in this area.</p>	
Dalry Town Centre	20 Minute Neighbourhood	£197,050	0 - 2	Dalry with its high population density, independent shops and restaurants, primary school and community services possesses all the ingredients to be a thriving town centre and 20-minute neighbourhood.	Atkins

				<p>The project will:</p> <ul style="list-style-type: none"> • Look to provide new and enhanced infrastructure to support a greater proportion of trips to be made by walking, wheeling or cycling. • Consider introducing wider pavements, continuous footways and better pedestrian crossings to improve walking conditions. • Develop proposals to align with the Council's Active Travel Action Plan to create a joined-up cycling network, linking Dalry town centre to the wider area. • Explore opportunities to introduce segregated cycle lanes to and through the town centre with links to Edinburgh's wider active travel network. <p>There are opportunities to improve the public realm to make these trips more attractive and enjoyable. For example, we will remove street clutter and may be able to install planters, benches and street trees.</p>	
Portobello Town Centre	20 Minute Neighbourhood	£308,375	0 - 2	<p>This project will comprise a two-stage approach: firstly, to set out a Movement and Public Realm Strategy for the Portobello neighbourhood informed by community engagement and a Strategic Options Study; and secondly, to develop concept designs for the high street that respond to the issues identified in the strategy.</p> <p>The project will:</p> <ul style="list-style-type: none"> • Identify new and improved active and sustainable travel facilities across the town centre, linking to the wider neighbourhood so that people can better access local services; • Enhance the functionality and integration of the high street and the Promenade to support a thriving town centre; and • Identify opportunities for public realm improvements across the neighbourhood, including blue-green infrastructure interventions 	Atkins
Niddrie Mains Road and High Street	20 Minute Neighbourhood	£92,824	0 - 2	<p>The project seeks to produce a comprehensive concept design package for the revitalisation of Niddrie Mains Road and High Street with approach corridors, located in Edinburgh's Craigmillar neighbourhood.</p>	Currie & Brown, Atkins

				<p>It focuses on safe, high-quality active travel routes, blue-green infrastructure, and public realm interventions to improve wellbeing. Key objectives would be to:</p> <ul style="list-style-type: none"> • Create and enhance connections within the area to local services, surrounding neighbourhoods and the city centre to improve accessibility and movement for pedestrians and sustainable modes of transport within a 20-minute round trip, supporting Edinburgh’s 20 Minute Neighbourhood Strategy. • Prioritise and dedicate street space to pedestrians and sustainable modes of transport, such as walking, wheeling, cycling, and taking the bus over individual car use to reduce vehicular traffic along Niddrie Mains Road which delivers key actions for Edinburgh’s Mobility Plan. • Improve severance issues created by existing infrastructure and some developments to enable more convenient, enjoyable walking links to the high street. • Create a safer High Street with improved visibility, road safety at key junctions and crossings, and outdoor community space opportunities. • Build a coherent identity for the high street by linking into previous, ongoing, and future projects through cohesive design interventions. • Develop a unified, vibrant landscape and streetscape design along Niddrie Mains Road that is climate resilient, enhances biodiversity, and is a welcoming high street people of all ages want to dwell in and enjoy. 	
Craigeith Green Blue Neighbourhood	City Plan 2030	£90,000	0 - 2	<p>The Craigeith Green Blue Neighbourhood project is one of the top priority areas in the City Plan identified for action through the City Wide Green Blue Network project and also the recent Surface Water Management Plans.</p> <p>The project includes Craigeith, Inverleith and encompasses the 20 minute neighbourhood of Stockbridge. The boundary is primarily the surface water management catchment area.</p>	Atkins

			<p>The aims of the project are to create a beautiful, thriving, biodiverse place that reduces flood risk and improves connectivity for people walking and cycling whilst helping adapt the neighbourhood to climate change risks.</p> <p>In line with the aims of the Edinburgh and Lothians Strategic Partnership Board the project will remove surface water from the combined sewers to reduce sewer flooding and reduce overall surface water flooding by using nature based solutions. Also, adapting the area to other climate change risks of heat by increasing canopy tree cover and helping nature recover by careful use of planting, in particular for pollinators.</p>	
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