

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 15 August 2024

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Scott Arthur (Convener)	Councillor Aston Councillor Booth 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 Natalie Carter-Osbourne Committee Services

Recent news	Contact for further information
<p>Canaan Lane</p> <p>On 20 April 2023, Committee approved an emergency motion requesting:</p> <ul style="list-style-type: none">• The temporary retention of a closure of Canaan Lane, that had been in place to accommodate building development work, pending completion of the School Travel Plan Review process for South Morningside Primary and Canaan Lane Primary Schools;• The development and implementation of permanent alternatives identified through the School Travel Plan Review process; and• A timeline for longer term improvements for the area. <p>An update was previously provided to the Committee on 12 October 2023.</p> <p>Meetings with local Councillors and Stakeholders have considered short-term interventions adjacent to the school on Canaan Lane.</p> <p>The longer term proposals for Canaan Lane are currently at an early stage of development but include widening footways to make it safer for children using the street as a route to school. Investigative work is currently underway to determine the potential impacts of this on current surface water drainage arrangements. Ward councillors will be</p>	<p>Dave Sinclair</p> <p>Andrew Easson</p> <p>Wards Affected:</p> <p>10 – Morningside</p>

consulted on the proposals at an appropriate stage in the design process.

These proposals will be delivered in either the second or third phase of a city-wide programme of measures to improve facilities for contraflow cycling on one-way streets. It is therefore expected that they will be delivered in 2026/27.

Telford and Hillhouse Junction Update

In response to a motion raised by Councillor Mitchell, it was agreed to provide an update for Committee Members, ward Councillors, the Community Council and other stakeholder groups on the Telford and Hillhouse junction.

The proposed scheme to improve pedestrian safety and accessibility for those with reduced mobility or visual impairments has formally been included in the local traffic Improvement (LTI) Programme for consideration and approval at this Committee.

[Dave Sinclair](#)

Wards Affected: 5 - Inverleith

Road Safety – Developer Contributions (Section 75 Agreements)

An exercise is currently underway to review the Section 75 agreements for road safety/transport activities. This includes reviewing historical agreements and making arrangements to draw down appropriate funds, reviewing outstanding agreements and considering priorities and available funding for future intervention delivery.

Specifically for road safety, this means reviewing all of the recorded developer contributions to consider the most appropriate way to progress. Further work needs to be undertaken to consider the details and circumstance around each and every agreement and consider what planning mitigations are appropriate and can be adequately funded.

It is understood the remaining funding for road safety schemes is in the region of £1.3m.

[Dave Sinclair](#)

Wards Affected: All

Sciennes Primary School – Traffic Regulation Order

The statutory process for a Traffic Regulation Order (TRO) has now concluded and the Order came into effect on 15 July 2024. Officers arranging for new yellow lines to be laid over the summer holiday period, with further work to erect the necessary traffic signs will follow.

[Dave Sinclair](#)

Wards Affected: 15 – Southside /Newington

Following a recent meeting with the Head Teacher and Parent Council, officers are exploring options to remove the two redundant build-out features, traffic signs and a parking ticket machine currently located within the closure area.

Further discussions are required to develop the most appropriate vehicle barrier/gate arrangement to formalise the new TRO. Officers will continue to engage with the Head Teacher and representatives from the Parent Council to try and agree a safe road layout that retains the current right of passage for pedestrians and cyclists and reflects the school's desire to occupy the road.

Meadows to Union Canal Update

The Meadows to Union Canal project forms part of the Council's Active Travel Investment Programme and will provide a new and improved connection for people walking and cycling along National Cycle Network Route 75 (NCN75) between the Union Canal and the Meadows.

The aims of the project are to:

- Provide cyclists of all abilities with a safe, direct passage between two cycle friendly destinations;
- Improve the walking experience;
- Enhance bus stop locations; and
- Encourage people to consider active travel as a mode of transport.

A public consultation on a Concept Design was undertaken in 2019 and improvements have been delivered on two sections of the route so far:

- Measures to improve walking and cycling facilities on Lochrin Terrace and Ponton Street, including significantly widened footways, a continuous footway across West Tollcross at the rear entrance to Tollcross Primary School and segregated cycle lanes; and
- Temporary contraflow cycling facilities were introduced on Glengyle Terrace, Leven Terrace and Valleyfield Street, to mitigate the impact of major refurbishment works to the King's Theatre on people cycling. These required the temporary closure of Tarvit Street (which forms part of NCN75).

Consideration is currently being given to the promotion of permanent Traffic Orders to allow these contraflow cycling facilities to be retained and improved following the completion of the refurbishment work. These Orders would be subject to the successful completion of the relevant

For further information contact:

[Brendan Forrester](#)

[Andres Lices](#)

Wards Affected:

11 – City Centre

statutory processes, which involve further public consultation to allow people to comment on or object formally to the proposals.

Due to the length of time that has passed since the 2019 public consultation, one of the initial activities will be to undertake a follow-up round of public consultation, based on current proposals. Following this, the statutory process for Traffic Orders required will be initiated. It is currently expected that construction work will commence in mid-2026, subject to there being no requirement for a Public Hearing for the Traffic Orders.

Work is ongoing with the King's Theatre refurbishment team to develop the plans for the public realm areas adjacent to the theatre, to improve accessibility for patrons and futureproof the area for the subsequent delivery of the Meadows to Union Canal project.

The statutory process for Traffic Orders for these measures will commence shortly, with the intention that they will be delivered as part of the refurbishment works. This collaborative approach will reduce disruption to residents and local businesses and will minimise the need for further works to be undertaken in the immediate vicinity of the Theatre following its re-opening.

West End Crescents - Update

On 12 December 2023, Licensing Sub-Committee requested additional traffic counts in respect of [TRO/23/17](#). A second set of traffic counts were conducted at each of the streets in the West End Crescents during June 2024. These follow the first batch of counts that were undertaken in March 2024, the [results](#) of which were reported to Committee on 25 April 2024.

The results of the June 2024 traffic counts, along with comparisons to the baseline and March 2024 counts alongside the results of traffic modelling undertaken prior to implementation, are presented in Appendix 1 below.

The latest counts continue to show that all streets have traffic flow levels that would be considered 'low' (<300 vehicles per hour) or 'very low' (<150 vehicles per hour).

The new count data shows that, while one street has seen an increase in traffic volumes compared to the baseline data from 2018, the remainder continue to show reduced traffic levels and the overall traffic level in the area continues to be below the level recorded in 2018.

[Andres Lices](#)

Wards Affected:

11 – City Centre

The one street that has recorded higher traffic volumes in the latest counts is Coates Gardens. To further investigate the impact of this, noise monitoring in this street will be carried out and reported with the next set of traffic counts, which are programmed for September 2024.

Travel Tracker Update

Current Progress

Live real time departure information can now be communicated by Lothian Buses, which allowed on street testing to commence on 23 July 2024. While the majority of stop locations displayed accurate departure information, at some sites the departure information was erroneous. In discussion with Lothian Buses, it was agreed that the roll out should be delayed to allow for further testing. This will ensure that when the system is live across the network there is a high degree of confidence in displayed information. This has a further benefit that all of Lothian's buses are now fitted with the upgraded hardware and so all bus information (other than live disruption noted below) will be in place at commencement of live departure information. It is anticipated that this work will be complete by early September 2024.

Live disruption information is currently programmed to be operational by the end of September 2024. When Lothian's Real Time data is ready to be displayed, a scrolling message advising of this will be in place until the upgrade is fully implemented. Once in place, Council officers will continue to work with Lothian Buses to explore developing this further.

Forthcoming Activities

95 potential new travel tracker sign locations have been identified using an approved assessment methodology that considers criteria such as patronage, housing density, and social and retail factors. More assessment work is required to determine the suitability of these locations, including the cost of power connections and updates on this work will be provided in future Business Bulletins.

Water of Leith Work Programme Update

The work programme for the Water of Leith generally comprises of work to bridges (including redecking and resurfacing), wall remediation, and minimising landslip issues. The latter (wall repairs and landslip issues) are high value items (ranging between £100,000 - £250,000),

[Stuart Lowrie](#)

Wards Affected: All

[Steven Cuthill](#)

Wards Affected: All

whereas bridge decking replacement and resurfacing ranges between £10,000 - £50,000 per bridge.

The work programme tackles several outstanding bridge works including: Blue Bridge (Dean Village); Katesmill footbridge; Redhall Weir Bridge; a neighbouring footbridge as well as wall works proposed for Saughton Park and at Dean Village, works at the Dell Road landslip and the metal underpass at the road bridge (Belford).

In totality, these works are expected to cost in the region of £450,000. Progress is expected on most of these works this financial year.

Canal Footbridge at EICA

The Section 75 agreement made as part of application 17/0247/FUL requires the Council to build a new footbridge linking the Edinburgh International Climbing Arena (EICA) to the new surf centre at Ratho. The update below addresses the request of Committee in June 2024.

Technical Difficulties

A detailed design for the bridge crossing has been completed.

Sustrans have fully funded the design of the project to date, but the Sustrans funding panel in August 2022 rejected the latest change control application for construction due to the steep gradient of the access from the northern (EICA) end of the bridge to the EICA carpark and reception.

Additionally, due to the canal crossing, an air lease is required from Scottish Canals. The best terms that could be agreed with Scottish Canals resulted in a lease costing at least £821,000 over the 50-year term. On these terms, the bridge was deemed uneconomic for the Council to sustain. Alternative terms where the surf centre operator would be the second party on the air lease agreement were explored, but Scottish Canals were unwilling to agree to this.

There were other non-technical challenges around the maintenance of the bridge. The bridge is on a non-adopted route and so itself would also not be subject to adoption. Tentative agreement was made for maintenance costs to be shared between EICA (Edinburgh Leisure) and the surf centre, but this was never finalised.

How these technical difficulties could be overcome

[Stephen Knox](#)

[Lesley Lumsden](#)

[Joan Parr](#)

Wards Affected: 1 - Almond

There is no feasible way to achieve an accessible gradient between the northern (EICA) end of the bridge and the current EICA reception. An alternative, lower, entrance into the building was explored, but this introduced various operational challenges for the centre and was undesirable. Sustrans were not willing to support the project when accessible gradients could not be achieved.

Extensive discussions were held between respective estates and legal teams in 2022, but despite the Council proposing various options to allow construction to progress, agreement over the air lease could not be reached, leaving the Council with the future rental liability.

As well as a pedestrian cycle and wheeling link, the bridge was to be used to carry the surf centre's sewage away from the site. However, the addition of a foul drainage pipe to the footbridge was a change made after the Section 75 agreement. An alternative route has been sought and has been partially constructed, however further a further connection for the Wavegarden is required from a private landowner.

Financial Implications

The total estimated cost of the footbridge is £618,020.34, based on a construction cost estimate in November 2022. Based on this estimate, the shortfall in funding is £71,320.34.

£102,011 has been designated within the Section 75 agreement with the Housing Developer (Cala).

Up to £444,689 has been designated within this Section 75 agreement for the Lost Shore Surf Resort, however it was expected the full amount would not be drawn down, if Sustrans funding could be secured.

Construction funding was not the primary challenge which prevented the construction of the bridge; it was the legal challenges and substantive additional costs associated with the Air Rights that made it unviable for the Council to progress.

The Council inherited an Air Rights Lease with the purchase of the EICA (including a bridge with air rights lease with Scottish Canals). This existing lease includes the same commercial terms that were offered with the Footbridge. The Council has progressed with renegotiations on the terms of this existing lease since the purchase of the EICA. However, to date, this has been unsuccessful. It was therefore considered unacceptable to enter into the same agreement for a second bridge,

given the excessive uplifts in the rent review clause being offered. Despite lengthy negotiations, no other parties are willing to accept financial responsibility and Scottish Canals were not prepared to concede on the Rent Review terms.

The Surf Centre developers (Tartan Leisure) have an ongoing Section 75A application on other matters including this and at his time, if it is deemed that there is not a cumulative need for the Footbridge, it has been agreed with Tartan Leisure that they would be obliged to make a Section 75A application to withdraw the Council's obligation to build the bridge, on the request of the Council. However, legally they can opt to make such a Section 75A application at any time. Alternatively, given they have an ongoing Section 75A application/permission on other matters for which the legal agreement is yet to be concluded, they can provide formal submissions and evidence on this issue to the Planning Authority in order that the existing Section 75A application can be returned to the Development Management Sub-Committee for a decision.

Weed Treatment

As [reported](#) to Committee in September 2023, the Council has introduced a phased approach to reducing the use of glyphosate-based herbicide for the control of weeds, with the exception of in control of invasive weeds (i.e. Giant Hogweed, Japanese Knotweed). This means that chemical treatments along path edges and fence lines will stop and there will be no treatment of weeds by chemical across the whole Council estate (including schools, housing areas). All maintenance in parks and playgrounds is now be completed by mechanical sweeping or hand weeding and edging.

It is anticipated that a full ban will be in place by 2026 for the control of weeds on our roads, carriageways, pavements, and hardstanding areas. As part of the phased reduction for the control of weeds on our roads, the Council will continue to investigate alternative methods of weed control as well as increase mechanical and hand removal of detritus and weeds. A new routing programme for mechanical sweeping of all streets will be introduced during 2024 and part of the benefit of this will be the reduction in the amount of soil and detritus which can act as a perfect seed bed for street weeds.

[Murray Black](#)

Wards Affected: All

2024 has proven to be a challenging year due to the warmer weather and high rainfall. In recent weeks, additional resource from both Parks and Greenspace and Street Cleansing has been focussed on weed spraying and removal across the pavement network where there has been significant weed growth to an unacceptable level.

The Council will continue to work with individuals or groups where there is a strong wish for chemicals not to be used. If an individual can make the commitment to weed the area in front of their own property, it will mean no chemical application will be required.

If given sufficient notice, sufficient community demand can be demonstrated and commitment to “selfweed” is provided by a street and/or area, then officers will work with them to ensure no chemical weed treatments are applied.

The funding allocated for Scrub my Streets and the Street Care Team will target areas of detritus and weeds going forward.

Scrub my Streets Update

It is anticipated that the Scrub my Street team will comprise of four smaller teams of four people. Each small team will be equipped with leaf blowers, strimmers, scraping and brushing equipment alongside vehicles. In addition, two small compact sweeper vehicles will be deployed, with interchangeable weed brushes and pavement cleaning scrub decks.

Focus for the team will initially be in Scottish Index of Multiple Deprivation (SIMD) 1 and 2 areas and on areas identified through the LEAMS data as having recurring problem locations.

Ahead of moving into a location, communications will be issued to advise residents when the team will be in their local area for a deep clean exercise and asking for appropriate parking measures to be in place. .

Ward Councillors and Community Councils will be engaged ahead of activities. There will be an opportunity to engage with businesses from a Corporate Social Responsibility/volunteering perspective and to re-establish previous initiatives such as Tidy Business Awards.

The Scrub my Street team will complement the existing Street Teams, allowing for up to 38 team members to be used at any one time

[Murray Black](#)

Wards Affected: All

Peak Hour Traffic Levels per Street Location	2018Counts			Traffic Model - Baseline			Traffic Model - Predicted			March 2024 Counts			Change 2018- March 24			
	AM	PM	Total Peak	AM	PM	Total Peak	AM	PM	Total Peak	AM	PM	Total Peak	AM	PM	Total Peak	%
Magdala Cres	374	251	625	347	237	584	201	141	342	240	164	404	-134	-87	-221	-35
CoatesGdns	145	153	298	141	95	236	196	127	323	151	142	293	6	-11	-5	-2
Rosebery Cres	105	105	210	69	128	197	37	124	161	22	24	46	-83	-81	-164	-78
Grosvenor St	31	35	66	22	29	51	33	20	53	13	8	21	-18	-27	-45	-68
Douglas Cres	207	125	332	266	153	419	235	119	354	135	113	248	-72	-12	-84	-25
Eglinton Cres*	155	141	296	162	138	299	165	151	316	148	109	256	-7	-32	-40	-14
Glencairn Cres*	155	141	296	162	138	299	165	151	316	148	109	256	-7	-32	-40	-14
Grosvenor Cres*	97	110	207	96	114	210	76	133	209	61	56	116	-36	-54	-91	-44
Lansdowne Cres*	97	110	207	96	114	210	76	133	209	61	56	116	-36	-54	-91	-44
Totals:	1366	1171	2537	1361	1146	2505	1184	1099	2283	979	781	1756	-387	-390	-781	-31

*50% of combined counts for both sides of garden

Counts taken at the junction of each street with Haymarket Terrace or Palmerston Place

Peak Hour Traffic Levels per Street Location	2018Counts			Traffic Model - Baseline			Traffic Model - Predicted			June 2024 Counts			Change 2018- June 24			
	AM	PM	Total Peak	AM	PM	Total Peak	AM	PM	Total Peak	AM	PM	Total Peak	AM	PM	Total Peak	%
Magdala Cres	374	251	625	347	237	584	201	141	342	193	171	364	-181	-80	-261	-41
CoatesGdns	145	153	298	141	95	236	196	127	323	186	244	430	41	91	132	45
Rosebery Cres	105	105	210	69	128	197	37	124	161	72	63	135	-33	-42	-75	-35
Grosvenor St	31	35	66	22	29	51	33	20	53	21	32	53	-10	-3	-13	-19
Douglas Cres	207	125	332	266	153	419	235	119	354	155	178	333	-52	53	1	1
Eglinton Cres*	155	141	296	162	138	299	165	151	316	132	154	286	-23	13	-10	-3
Glencairn Cres*	155	141	296	162	138	299	165	151	316	132	154	286	-23	13	-10	-3
Grosvenor Cres*	97	110	207	96	114	210	76	133	209	67	68	135	-30	-42	-72	-34
Lansdowne Cres*	97	110	207	96	114	210	76	133	209	67	68	135	-30	-42	-72	-34
Totals:	1366	1171	2537	1361	1146	2505	1184	1099	2283	1025	1132	2157	-341	-39	-380	-14

*50% of combined counts for both sides of garden

Counts taken at the junction of each street with Haymarket Terrace or Palmerston Place