

Business bulletin

Transport and Environment Committee

10.00am, Friday 11 October 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. 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 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 should any approved Quaich proposals being led by the Ross Development Trust require it.</p>	<p>David Jamieson, Parks, Greenspace and Cemeteries Manager</p> <p>0131 529 7055</p>

Granton Square – Update on the motion to investigate pedestrian crossing improvements at Granton Square

At the Transport and Environment Committee of [17 January 2017](#) , former Councillor Jackson raised a motion (Item 9.1) calling for consideration to be given to introducing measures to address pedestrian crossing concerns at Granton Square.

Pedestrian crossing surveys have been undertaken at each arm of the Square (excluding Lower Granton Road, where a new signalised crossing facility is currently being installed) and at the east and west sides of the Square, adjacent to the bus stands, to determine the levels of crossing demand.

The Council's Road Safety team utilises a [Committee approved process](#) to determine which locations are most in need of pedestrian crossing improvements. The results of the assessments undertaken for Granton Square concluded that the only location that met the criteria for a pedestrian crossing improvement was the West Granton Road arm. This met the criteria for a non-signalised pedestrian crossing improvement, such as footway build outs or a refuge island. The existing layout of the southern side of Granton Square would require extensive realignment to accommodate such a facility at this arm, while meeting the minimum standards for footway width and uncontrolled crossing facilities laid out in the Edinburgh Street Design Guidance.

Preliminary designs for potential improvements were drawn up for consideration. They included a non-signalised pedestrian crossing facility at the West Granton Road arm of Granton Square as identified, and the necessary realignment of the geometry around the southern side. The extensive footpath alternations would allow for a comparable crossing facility to be installed at the Granton Road arm, improving pedestrian access around Granton Square as per Councillor Jackson's request. The estimated cost to implement the above proposals is approximately £125,000.

By comparison, the total sum normally allocated from the annual Road Safety capital budget for pedestrian crossing improvements is approximately £200,000.

The Road Safety team undertakes regular collision investigations into all streets within the City of Edinburgh Council area. This investigation is carried out using collision details supplied by Police Scotland, and from this analysis it is possible to determine locations where remedial works may require to be implemented.

[Katie Green](#),
Transport Technician
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In the latest available 3 year period (to the end of February 2019) there have been no personal injury collisions involving pedestrians and only two slight personal injury collisions reported to the Police at Granton Square.

Given the above, Granton Square cannot currently be prioritised for pedestrian crossing improvements as part of the Road Safety team's programme of work.

There are also no roads or footway renewals projects planned for Granton Square with the current 3 year programme, as part of which pedestrian improvements could be implemented.

Update on Local Transport Strategy Speed Limit Policies Safe 5 and Safe 6

Following the recent completion of the rollout of the citywide 20mph network, all 40mph roads within the City of Edinburgh Council's boundary are being considered for speed limit reduction to 30mph as part of the 40mph speed limit review.

Since the last update, presented to the Transport and Environment Committee on [17 May 2018](#), traffic surveys have now been undertaken at on all 40mph roads.

The survey results will now be reviewed, along with other information that has been gathered, including collision data, each road's function, features and traffic composition.

A robust methodology will be established to inform any potential speed limit reductions. Locations recommended for a reduction in speed limit from 40mph to 30mph will be presented to Committee for approval in February 2020.

The Council 's LTS Policy Safe 5 states 'The Council will proceed with a programme of reducing speed limits on the urban road network that are currently 40mph to 30mph, combined with road markings and physical measures (eg pedestrian islands, cycle lanes) aimed at encouraging motorists to drive more slowly'.

Policy Safe 6 states 'On roads with no urban frontage, speed limits of 40mph or higher will generally be applied'.

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Transport Technician
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Phase 3 Tram Cycle Safety Improvements Project: Progress Update

Phase 3 of the Tram Cycle Safety Improvements project will implement the next phase of safety-based improvements for cyclists along and across the city centre tram route, building upon the various interventions installed since 2017. Phase 3 includes:

- Installation of cycle early release signals at thirteen junctions between Haymarket Yards and St Andrew Square.
- Alterations to the road layouts at six junctions (including one location outwith the city centre), which will increase safety and prioritise people on bikes along and across the tram route.
- Installation of one of the first low-level cycle signals in Edinburgh, which will be highly visible due to its location at the junction of Princes Street and South St Andrew Street.
- A targeted communications campaign, to inform people of the safety improvements and encourage behaviour change in all road users.

Following the completion of the consultation and design phases, we have recently appointed a contractor to undertake specific pre-construction activities, in the lead up to awarding the construction contract and proceeding with site works. These pre-construction activities are required to mitigate risks associated with the complexities of working at a number of discrete locations along and across the city centre tram route. As part of this pre-construction period the contractor is currently developing the construction phase plan and programme, with an anticipated completion date of mid-November 2019.

Meadows to George Street Concept Design Consultation Feedback

The Meadows to George Street project aims to transform cycling, walking, public spaces and accessibility for all on some of Edinburgh's busiest and most iconic streets: Hanover Street, The Mound, Bank Street, George IV Bridge, Candlemaker Row, Forrest Road, Bristo Place and Teviot Place.

The project, which is match funded by Transport Scotland through the Sustrans Places for Everyone programme, has recently completed its concept design stage. This stage

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Previously reported to the Committee on:

[9 August 2018](#) -
Business Bulletin

1 March 2018 -
Business Bulletin

[5 October 2017](#) -
Report

Further information available at:

<https://meadowstogeorgestreet.info/>

culminated with public consultation, which ran from 27 May to 7 July, comprising:

- Project launch and press releases, which were picked up by local and national papers and the BBC news website;
- Promotion through: lamp post wraps, ad bikes, phone box wraps, railing banners, Social Media posts and around 5,000 leaflets distributed to local residents;
- Workshops and drop-in sessions for organisations and businesses;
- Personal visits to all businesses along the route;
- Four public drop-in events on the project's streets. Plans on display at certain times in the Central Library and National Museum of Scotland;
- Four community councils engaged, of which two requested a presentation at their meetings; and
- Online survey.

Consultation feedback, [documented in this report](#), was generally very positive:

Of the 1,416 completed online surveys:

- 79% of respondents support or strongly support the aim of improving conditions for people walking on these streets;
- 68% of respondents support or strongly support the aim of improving conditions for people cycling on these streets; and
- 76% of respondents support or strongly support the proposed plan to transform these streets into places for people and restrict general traffic on certain streets.

Of the 108 people who filled in a feedback form at the drop-in events, 95% supported the project, 3% were neutral and 2% opposed the project.

The project team will now undertake the technical feasibility and developed design stages of the project, taking into account the feedback arising from the consultation. These are due for completion by Spring 2020. Further public and stakeholder engagement, particularly with businesses, is planned during these stages.

Active Travel Action Plan 2020 - 2030

The Council's current [Active Travel Action Plan](#) (ATAP) covers the period 2010-2020. Initial funding of £65,000 has been secured from Sustrans Scotland's 2019/20 'Places For

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Everyone' programme to take forward the development of a new 10 year plan for 2020-2030.

A provisional programme for the development of the new ATAP has been developed, with a citywide public consultation planned to follow the expected adoption of the new City Mobility Plan (CMP) in May 2020. The draft plan will be brought to May 2020 Committee for sign-off prior to it going out for public consultation.

Provisional objectives for the new ATAP have been set, to allow work to proceed on its development in parallel with the CMP process. These will be reviewed following the CMP consultation that will take place from November 2019 - February 2020, to ensure that they reflect the final CMP objectives.

The new ATAP is likely to include a programme of prioritised infrastructure projects, as well as a behaviour change strategy that will identify a range of suitable interventions most appropriate for different groups within the city's population.

The social marketing and behaviour change consultancy Social Marketing Gateway is currently reviewing the behaviour change interventions that the Council has supported and delivered over the last four years as part of its ongoing Smarter Choices, Smarter Places programme. The lessons learned from this will help to shape the strategy for the new ATAP.

A workshop was also undertaken at the Active Travel Forum on 29 August 2019 to generate ideas for the behaviour change strategy.

It is intended to procure consultancy support to assist with developing a communications and engagement strategy, delivering subsequent engagement activities, as well as data modelling and analysis. Further funding will be sought from Sustrans to support this.

The Active Travel Action Plan is one of the delivery vehicles for the objectives that will be set within the CMP. Public consultation on the ATAP cannot therefore take place until the CMP has been adopted by the Council.

West Edinburgh Link Concept Design Consultation Feedback

The West Edinburgh Link project aims to transform cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks, in the west of Edinburgh. It will provide active travel connections between South Gyle, Edinburgh Park and surrounding local neighbourhoods.

The project, which is match funded by Transport Scotland through the Sustrans Places for Everyone programme, has

Further information available at:
<https://westedinburghlink.info/>

completed the concept design stage and is now in the technical feasibility stage. The concept design process culminated with public consultation in Spring 2019. This comprised:

- Project launch and press releases, which were picked up by press and social media;
- Promotion through: lamp post wraps, social media posts and around 15,000 leaflets to local residents;
- Workshops and drop-in sessions for organisations and businesses;
- Eight public drop-in events on the project's streets;
- Presentations to all four community councils along the route;
- Online survey; and
- Dedicated project website.

Consultation feedback, documented in [this report](#), was generally very positive:

Of the 432 completed online surveys:

- 81% of respondents supported the overall project, with 11% opposing.
- there were also high levels of support for the proposed designs for each section of the route. There was 83% support for the northern section, with 68% and 80% support for the central and southern sections respectively.

Further to the Spring concept design consultation on the route design, in September 2019 a consultation was undertaken on concept designs for improving public spaces along the route. Results of this consultation are currently being processed and will be shared via the project website in due course.

The project team is now undertaking the technical feasibility and developed design stages of the project, taking into account the feedback arising from the consultations. These are due for completion by Spring 2020. Further public and stakeholder engagement, particularly with local residents, will be undertaken during these stages.

Festive collections

Initial meeting with Viridor has taken place with further meetings planned to discuss communal glass collections over the festive period. A 4 week suspension of garden waste was agreed by Committee and will allow garden resources to be

[Andy Williams](#), Waste and Cleansing Service Manager – 0131 469 469 5660

focused on collections of materials that commonly increase over the festive period – mixed recycling, food and glass. A communication plan is currently being developed.

Christmas tree route development will commence from October 2019. We are currently planning that regular service will be retained for households on the 26 December 2019 and 2 and 3 January 2020. As set out in the Festive Waste Collections [report](#) to Committee in May the intention would be that households due to receive collections on the 25 December 2019 or 1 January 2020 will receive a substitute collection, which should minimise disruption. It is currently proposed, and planned, that these collections would run over a Saturday and Sunday, therefore providing a greater degree of flexibility for any delays.

Public conveniences

There are currently 18 public conveniences managed by the City of Edinburgh Council. This follows the closure of ten public conveniences in 2015. There are no current plans for further closures at this time and there is now a desire is to improve and expand on the number of facilities available.

A budget saving proposal to reorganise staffing arrangements that are currently in place for the cleaning of our public conveniences has been consulted on. This would move away from the 16 full time employees and create a larger number of part-time contracts to deliver these services at a local level. Following consultation with the staff group the management proposal is being revised and is expected to be implemented before the end of the calendar year.

The feasibility of extending the Community Toilet Scheme, whereby businesses receive an annual payment for allowing customers to use their facilities, is being investigated. The service is looking at alternative models of public toilet provision.

The future provision of public toilets at Hawes Pier is being considered as part of a wider remit in the investment programme to develop the High Street at South Queensferry.

[Karen Reeves](#) Waste and Cleansing Service – 0131 469 5196

George Street and The first New Town Design project (GNT)

The formal notification that the Council was granted multi-year funding from Sustrans Scotland for the further design development and construction of the GNT Project serves as a

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significant milestone and progresses the scheme into a new phase of development. As a result, and in line with good practise, work is underway to revise and develop governance, project management and procurement arrangements, to facilitate the next stages of the project. A progress report will be presented to Transport and Environment Committee in February.

Workplace Parking Levy

An update on Workplace Parking Levy (WPL) was included in the [business bulletin](#) to Committee on 12 September. It was requested that a summary of the contract issued for tender on the WPL be included in the next Committee business bulletin.

The City of Edinburgh is investigating the potential of WPL and requires more detailed information on the quantity and distribution of workplace parking in the city, defined as the City of Edinburgh Council boundary. This survey will provide preliminary data to be further analysed before any final decisions are made.

The Consultant shall undertake an investigation to identify, and collate data on, all workplace parking spaces including workplace parking spaces potentially liable for the WPL in employer premises within the City of Edinburgh boundary. Liable workplace parking places are defined in the Transport (Scotland) Bill.

For the purposes of the investigation, liable workplace parking spaces are spaces occupied by certain specified people or vehicles at the workplace. This is different to the number of parking spaces an employer holds.

[Paula McLeay](#), Policy and Insight Senior Manager

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A90 – Recent Updates

At the Transport and Environment Committee on 20 June 2019, a paper titled ‘Public Transport Priority Action Plan’ was discussed. Committee requested further information on the work the Council is undertaking to improve traffic flow on the A90. The tables below provide an update of each measure.

Long Term/Strategic Measures	
Measure	Update
Bus lanes on A90	Shortly before the Committee meeting, a meeting was held with Council staff members, the Committee Convener and

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Service Manager – Roads Network

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	<p>Vice Convener, and members from the following groups:</p> <ul style="list-style-type: none"> • South Queensferry and District Community Council; • Kirkliston Community Council; • Cramond and Barnton Community Council; and • Davidson’s Mains and Silverknowes Association. <p>Significant concerns were raised that the proposal to convert the inside lane into a bus lane along the A90 corridor would result in displaced traffic into neighbouring local areas, particularly Cramond and Davidson’s Mains. It was agreed that bus lanes would not work in isolation but should be introduced as part of a wider improvement.</p> <p>Public reaction to press articles on social media mirrors the concerns raised at the above meeting.</p> <p>Bus lanes on the A90 will be reconsidered as part of a package of measures which will likely emerge out of the Scottish Government Second Strategic Transport Projects Review (STPR2).</p> <p>At the Committee meeting the report was referred to the West Edinburgh All Party Oversight Group.</p>
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Medium Term Measures	
<p>Introduce bus lane at Dolphington onslip</p>	<p>A feasibility report has been received from the consultant. The report includes details of how a bus lane could be accommodated at the Dolphinton onslip to the A90, by widening the carriageway. The report includes recommendations and high level cost estimates. Council Officers undertook a preliminary cost benefit analysis and found it would take approximately six years to pay back the scheme in terms of value of time saved for</p>

	bus users. This project has been progressed to the preliminary design stage and a consultant is currently being tasked with undertaking this work.
Refurbish Blackhall junction	Preliminary designs are in development, and the feasibility of several options is being considered. This will include delivering better provision for pedestrians and improved priority for buses at the Blackhall junction on the A90.
Introduce bus priority at signals	A replacement bus tracker system is being procured; a centralised traffic signal bus priority connection will be delivered as part of the system. This will allow selective bus priority to be granted at traffic signals along the A90 and across the wider city.

Short Term Measures

Repair damaged SCOOT loops	SCOOT is a system of traffic responsive network control for traffic signals and is used along the A90, as well as across other parts of the city. The system uses inductive vehicle loop detectors to provide real time traffic data and let it optimise the traffic signal timings correctly. The damaged loops that were identified have now been repaired.
Introduce SCOOT at Barnton, Drum Brae North and Craigleith junctions	SCOOT control is being extended to take in Barnton, Drum Brae and Craigleith junctions on the A90. New loops have been cut and a SCOOT system upgrade installed. The junctions should be fully operational on SCOOT by the end of the year.
Introduce SCOOT gating	SCOOT gating can be used to control the entry of general traffic into congested parts of the network, such as the A90. It could be used to selectively restrict general traffic on the A90 to allow better priority for buses. Its use

	will be investigated and trailed once SCOOT has been commissioned on the additional junctions later in the year.
Amend advanced directional signage	Work to redirect strategic traffic for Queensferry on the A8 corridor via Newbridge is now complete; with new and amended signage installed.
Bus lane extension at Blackhall	Preliminary designs are in development. Two possible designs have been developed and the Council are consulting with Lothian Buses on feasibility.
Repair variable message signs	Roll out repair of VMS signs currently underway.

Forthcoming activities:
