

Business bulletin

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

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

Transport and Environment Committee

Convener:	Members:	Contact:
<p data-bbox="188 338 435 416">Councillor Lesley Macinnes</p>  <p data-bbox="188 824 523 920">Councillor Karen Doran (Vice-Convenor)</p> 	<p data-bbox="584 338 946 712">Councillor Scott Arthur Councillor Eleanor Bird Councillor Chas Booth Councillor Graeme Bruce Councillor Steve Burgess Councillor Nick Cook Councillor Scott Douglas Councillor Gillian Gloyer Councillor David Key</p>	<p data-bbox="1086 327 1377 432">Veronica MacMillan Committee Services 0131 529 4283</p> <p data-bbox="1086 506 1377 645">Rachel Gentleman Committee Services 0131 529 4107</p> <p data-bbox="1086 719 1329 857">Alison Coburn Senior Executive Assistant 0131 529 3149</p>

Recent news	Background
<p>Edinburgh Tram – York Place to Newhaven</p> <p>In September 2017, the Council approved the updated Outline Business Case for completing the existing tram line to Newhaven, and approved the commencement of Stage 2 activities, including the commencement of the procurement process to select preferred contractors along with the commencement of project consultation.</p> <p>A commitment was made to update and refine the business case following the completion of the procurement exercise, and bring a report back to Council by Autumn 2018 recommending a way forward.</p> <p>The project team continue to progress with all activities associated with the procurement stage of the project and tenders for the main works are due to be released to four shortlisted bidders on 20 April 2018. Tenders for the utility works are due to be released in mid June.</p> <p>The first phase of project consultation in relation to temporary traffic management during construction, business support, and final road layouts took place in March and April 2018. This was slightly later than planned but still in line with the overall delivery schedule. Ahead of commencing consultation, Elected Members were advised on the format of the consultation and the key themes being consulted on.</p> <p>This is the first stage of consultation and further consultation will follow in late summer after responses have been analysed and any changes made to proposals.</p> <p>The project team continue to engage with key stakeholders including Edinburgh Trams, THRE Edinburgh St James, Forth Ports, community councils, active travel groups and key utility companies.</p> <p>As reported previously the remaining phases of Leith Programme, Phase 5 and 6, have now been subsumed within the Tram project. At the March Transport and Environment Committee the project team was asked to explore if the the Phase 5 Public Hearing could remain temporarily sisted until a final decision is taken on whether to proceed with trams to Newhaven. Following this request discussions were held with the 'Planning and Environmental Appeals Division' which has now agreed to sist the public hearing until the end of 2018 to coincide with a decsion on trams to Newhaven.</p>	<p>For further information</p> <p>Hannah Ross Senior Responsible Officer Tel: (0131) 529 4810 hannah.ross@edinburgh.gov.uk</p>

The design and Road Safety Audit for the replacement cycle delineators on Leith Walk is now complete and installation has commenced.

A project update will be provided on an on-going basis to Transport and Environment Committee through the business bulletin. It is intended to bring a more detailed report to the special committee meeting in June 2018 setting out progress, key issues, and next steps to completion of Stage 2.

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

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 (e.g. 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'.

Following the recent completion of the rollout of the citywide 20mph network, work is now being progressed on the potential reduction of 40mph speed limits across the city to 30mph, where deemed appropriate.

A list of all 40mph speed limit roads within the Council boundary has been compiled. Road type (urban/rural), length of the 40mph limit and personal injury collision statistics have also been gathered for each section.

The next step is to collect traffic speed and volume data for these roads, which will be evaluated in conjunction with the preceding information. This will allow recommendations for potential speed limit reductions to be made and any necessary alterations required to road markings and physical measures to be considered.

For further information

Stacey Monteith-Skelton, Senior Engineer

0131 469 3558

stacey.monteith-skelton@edinburgh.gov.uk

Issues relating to parking in residential streets around Murrayfield Stadium

On 1 February 2018, the Convener responded to a Council Question to consider the introduction of a community parking zone around Murrayfield Stadium.

Officers had previously investigated the possibility of introducing parking zones around Murrayfield but concluded

For further information

Stuart Harding, Citywide Networks Manager

0131 529 3704 or

stuart.harding@edinburgh.gov.uk

this should not be progressed due to the difficulties and complexities surrounding enforcement, the Traffic Regulation Order (TRO) and the potential displacement to outside the zone.

Initial investigations have taken place into the use of a Parking Zone (R) at Twickenham and their process for events is set out below.

Officers will continue to investigate the application of this and other schemes in the UK and will report back to Transport and Environment Committee in two cycles with recommendations. As the Murrayfield area does not currently have any controlled parking zone in the area, a TRO would be required to establish a Zone similar to the one at Twickenham.

The following sets out the Event process at Twickenham Stadium, Richmond, London

- When events are held at Twickenham Stadium, it can cause problems for transport and parking for local residents, businesses and their visitors.
- It is a full Controlled Parking Scheme with bays, lines etc that only operates on days when there is an event at the ground. It is called Zone R and it is not controlled by a TTRO.
- When very large crowds are expected on an event day (25,000 or more), Richmond Council introduce the 'Twickenham Event Zone R'. This is a one-day Community Parking Zone around Twickenham Stadium.
- For crowds of more than 30,000, the full Community Parking Zone is implemented covering a large number of roads in the area.
- For crowds of less than 30,000, a smaller sub Community Parking Zone is implemented covering a few number of roads immediately opposite the stadium.
- The days when the Zone will be in operation are signposted well in advance at the Zone entry points, and on major routes into the area.
- The boundary signs are changed for each Rugby match or Event and residents informed.
- A list of the events is posted on the Richmond Council website for local residents, businesses and their visitors.
- Residents and businesses within the 'Twickenham Event Zone R', can apply for free one-year permits for themselves and their visitors. Permit holders for the

surrounding Zones at Heatham and Cole Park do not need additional permits for event days, as their normal permits are valid for the days.

Road Closures

- With the high volume of pedestrians and traffic around the Stadium, the Council introduce a number of road closures on match or event days. This is usually 1.5 to 2 hours before and after an event. The timings and durations depend on the level of pedestrian traffic and the time of the event.
- These are implemented under the usual TTRO regulations.

General

- On event days, vehicles displaying a blue disabled parking badge may park free of charge within the 'Twickenham Event Zone R' area.
- Traffic may continue to drive through the area, except where the roads are closed.
- The Council recommends that visitors use public transport whenever possible.
- There are a number of car parks in the area and these are also listed on the Council web site.

Petition to site an Edinburgh Conscientious Objectors and opponents of War Memorial in Edinburgh

On [25 August 2015](#) the Transport and Environment Committee considered a referral from the Petitions Committee to note the agreement that officers would report on the outcome of discussions with the principal petitioner.

From an early date the petitioner has indicated their preferred option would be within West Princes Street Gardens and they have been kept updated on the redevelopment activities being progressed in West Princes Street Gardens and the Ross Bandstand by the Council and the Ross Development Trust.

The petitioner is aware that the proposed works in the Gardens will have a significant impact on the potential location of any memorial.

In the meantime the petitioner is progressing with a design competition and has engaged four artists / architects to create a design proposal for the site. Once the design is agreed, the

For further information

David Jamieson

Parks, Greenspace &
Cemeteries

529 7055

david.jamieson@edinburgh.gov.uk

petitioner and the Council will discuss potential locations which would be suitable for the memorial.

There is currently no confirmed timescale for the design or installation of the memorial.

Smarter Places, Smarter Choices

The SCSP programme aims to encourage the uptake of active and sustainable travel, and reduce single occupancy car use. The Council has successfully bid for funding and has delivered a programme of SCSP projects each year since 2015.

The total amount of funding the Council hopes to be awarded for 2018/19 is £554,081. The programme will commence on 1 April 2018 and end on 31 March 2019.

The 2018-19 Programme will consist of four Work packages:

Workplaces – continuing to support large city employers (inc the Council) with travel planning to encourage greater uptake of active/sustainable travel to work/for work purposes.

Schools – continuing to undertake ‘Bikeability level 3’ programme in schools in more deprived areas, and running a series of school workshops.

Communities – continuing to undertake guided walks for new parents, encourage adherence to 20mph speed limits, and a series of active travel events in each Locality.

Research and Policy – co-ordinated research and engagement for three major projects: Low Emission Zones; Local Transport Strategy update; Central Edinburgh Transformation, and a contribution to the ‘Bike Life’ study undertaken jointly with Sustrans.

The funding awarded for each Work Package is as follows:

Work Package	Core £k	Supp £k	Total £k
Workplaces	100	10	110
Schools	56	20	76
Communities	125	68	193
Research and Policy	105		

For further information

Judith Cowie,
Smarter Choices,
Smarter Places
Programme Manager

0131 469 3694

judith.cowie@edinburgh.gov.uk

Delivery officers - Staff costs to employ two officers to deliver the Programme	70		
Total	456	98	554

Transport Forum engagement – Local Transport Strategy, Low Emission Zones, and the Central Edinburgh Transformation projects

Contextual Background:

The Transport Forum was set up to consider the modern transport needs of the city and is designed to give a greater voice to stakeholders and users of Edinburgh’s transport network. Its membership is comprised of transport specialists, citizens, and interested parties.

Remit:

The Forum functions as an advisory and consultative body and performs a valuable consultative and engagement role. It aims to be an effective mechanism to review and influence policy and strategic direction in order to contribute to medium and long term planning.

Current Issues:

The Forum is currently contributing input to three significant and inter-related projects: Edinburgh’s Local Transport Strategy, Low Emission Zones, and the Central Edinburgh Transformation project.

Its most recent meeting (28 February 2018) was a workshop format, comprising a varied range of stakeholders, to help identify issues and opportunities to be addressed through these inter-related projects.

The next meeting of the Forum will continue its focus on these projects, by reviewing the feedback from three months of stakeholder engagement, and testing some of the proposed scenarios.

For further information

Steven Murrell
Senior Transport Officer
Spatial Policy
Tel: 0131 469 3699

Communal Bin Trial

The Enhancing Communal Bin Collections project will involve the redesign of the existing communal bin service that the Council provides. Across the City there are approximately 18 000 communal bins, ranging from 500 litres to 3200 litres in size. The frequency of collection varies but typically the vast majority of communal bins are serviced on a twice per week frequency.

In order to achieve an enhanced level of service it is proposed that collections of these on-street communal bins for landfill and packaging (cardboard, cans, plastics) wastes will increase to an-every other day collection service. As a result of increasing the frequency of collection the number of bins required on-street could reduce by up to 25%.

It was agreed at the Transport and Environment Committee Thursday, 7 December 2017, to undertake a trial to assess the impact of increasing frequency on communal landfill bins. This bulletin provides an update on the on-going trial in Leith.

The trial is taking place in Leith between Leith Walk and Easter Road (Lorne Street, Lorne Square, Dalmeny Street, Iona Street, Albert Street, Buchanan Street, Sloan Street, South Sloan Street, Easter Road (part), Dickson Street and Jameson Place), where there are 196 landfill bins. The trial started in March 2018 with staff monitoring the fullness of bins under the current regime of twice weekly collections and continuing the monitoring as the crews moved to every other day collections.

To date there has been 55% increase of 'nearly empty' (<25% full) landfill bins which suggests that, with everyday collections, the number of landfill bins on the streets could be reduced. The next phase of the trial will be monitoring the impact of removing a number of landfill bins from the trial area. Reducing landfill bins will allow us to evaluate the possibility of increasing recycling bins and their location along a street.

During the trial the number of overflowing bins has been found to decrease on average from 19 to 8 bins.

For further information

Karen Reeves

Technical Manager

Tel: 0131 469 5196

karen.reeves@edinburgh.gov.uk

Instances of fly-tipping is also being monitored to see whether there is any correlation with the fullness of the bins. To date only 6% of fly-tipping is related to overflowing bins. The rest of the fly-tipped items were either next to empty bins or away from the bins. It is likely these items were too bulky for residents to them within the bins (eg sofas, mattresses etc) and they did not use other ways of disposing of their unwanted household furniture. This aligns with the findings of Changework's Edinburgh Communal Recycling Consultation which showed most survey respondents were not aware of the Council's special uplift service.

A full report on the outcome of the trial will be presented to the Transport and Environment Committee in August 2018.

Graffiti Working Group

The Culture and Communities Committee on 20 March 2018 considered [a report](#) on a proposal to establish an Elected Member and Officer Graffiti Working Group. It was proposed that the group would devise an action plan to reduce the amount of graffiti in the city.

The Committee agreed to approve the establishment of a joint elected members Graffiti Working Group; to appoint three coalition members and three opposition members; to request regular updates on progress during the term of the working group; and to update the Transport and Environment Committee on the establishment and work of this group.

For further information

Gareth Barwell

Head of Place
Management

0131 529 5844

Gareth.barwell@edinburgh.gov.uk

Motion by Councillor Staniforth - Powderhall Railway Path

The North East Locality Committee at its meeting on 19 February 2018 approved an adjusted motion by Councillor Staniforth and agreed to refer the motion to the Transport and Environment Committee for information.

For further information

Cliff Hutt

Service Manager
Transport Infrastructure

0131 469 3751

cliff.hutt@edinburgh.gov.uk

“Committee:

- 1) Notes that Powderhall Rail Line is safeguarded for use as a cycleway/footpath in the Edinburgh Local Development Plan, and is included in the city's proposed 'QuietRoutes' network as shown in the 2016 refresh of the Council's Active Travel Action Plan.
- 2) Notes the Powderhall Waste Transfer station has been inactive since late 2016 and is due to close permanently in 2018;
- 3) Agrees that developing a walking/cycling route along the old Powderhall Rail Line would contribute positively to the active travel infrastructure in North East Edinburgh, and the feasibility of this should be explored.
- 4) Therefore agrees that officers will meet with Network Rail, the Powderhall Railway Path Working Group, Sustrans and any relevant stakeholders and provide an update in the North East Locality Committee Business Bulletin within six months' time, including an estimated timeline for carrying out a feasibility study regarding opening the Powderhall Railway Path as a walking/cycling route. The report should also include the possibility of creative community usage and input in the form of sculpture or other public art.”

Forthcoming activities:
