



Transport and Environment Committee

10.00am, Thursday, 9 August 2018

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

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes</p>  <p>Councillor Karen Doran (Vice-Convenor)</p> 	<p>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>Alison Coburn Senior Executive Assistant 0131 529 3149</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Rachel Gentleman Committee Services 0131 529 4085</p>

Recent news	Background
<p>Phase 3 Tram Cycle Safety Improvements Project</p> <p>A report to the Transport and Environment Committee on 5 October 2017 outlined proposals to implement changes at various locations along the tram route to improve safety for cyclists. Implementation of these was to be undertaken in four phases, based on the relative scale and complexity of the different interventions that were proposed.</p> <p>As reported in a Business Bulletin on 1 March 2018, Phase 1 was successfully delivered in October/November</p>	<p>For further information contact:</p> <p>Martyn Lings, Transport Officer, Active Travel, Place - Development on 0131 469 3776 or martyn.lings@edinburgh.gov.uk</p>

2017. Phase 2 was subsequently implemented in March/April 2018. Both phases were accompanied by media campaigns aimed at drivers and cyclists.

Public and stakeholder consultation for Phase 3 was also undertaken in March/April 2018 and this returned a majority in support of the proposals. Two potential options were proposed for the junction of Grosvenor Street and West Maitland Street:

1. Prohibiting entry into Grosvenor Street for northbound motor vehicles; or
2. Retaining entry but locally narrowing the width of the street.

The majority of those who responded supported prohibiting entry. However further traffic modelling will be required to examine the potential impacts of this on the surrounding road network, prior to taking any final decision to proceed with this option.

Due to ongoing major road works in this area, traffic surveys needed to support this modelling cannot be undertaken until September and, if a decision is then taken to prohibit entry, this would require the promotion of a Traffic Regulation Order. Consequently, delivery of this proposal will not be possible until after the remainder of Phase 3.

The original aim of delivery of Phase 3 in autumn 2018 has also had to be revised to winter 2018/19, due to the lengthy consultations that have been required with the public, stakeholders and technical teams at the Council and Edinburgh Trams. The proposals are currently being progressed through the statutory legal processes required to make the proposed changes.

Phase 4, which consists of a review of the west end junction, will form part of the Edinburgh City Centre Transformation Project.

Community Links PLUS Active Travel projects

A report to the Transport and Environment Committee on 5 October 2017 noted the success of two City of Edinburgh Council active travel projects in securing funding as part of the Sustrans Community Links PLUS competition.

For further information contact:

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Community Links PLUS is run by Sustrans Scotland and funded by the Scottish Government. It aims to fund inspirational examples of high-quality infrastructure to restore the balance of Scotland's streets in favour of people walking and cycling.

The **Meadows to George Street** project proposes a direct cycle link from the QuietRoutes network in the Meadows into the heart of the city. This route will be integrated with improved conditions for pedestrians, creating a safe, coherent and attractive route through the city centre and along Forrest Road, George IV Bridge, the Mound and Hanover Street.

AECOM, in partnership with landscape architect OPEN, has been appointed as consultant to the City of Edinburgh Council to assist in the development of this project. The project was formally launched on 20 June 2018 via a press release, coinciding with the activities of Clean Air Day on 21 June 2018.

Businesses along the corridor have been notified of the project through informal face-to-face calls by City of Edinburgh Council, AECOM and Sustrans staff. Through these calls and via flyers, they have been encouraged to sign up for email updates, as well as to comment on what they think of the route currently and what improvements they would like to see using the 'Placecheck' tool. The flyers were also handed to members of the public during Clean Air Day activities, with an immediate response via Placecheck resulting in 100+ comments over the first week alone. A project website has been established.

A drop-in workshop to provide details of the project and seek engagement with Council officers took place on 11 July 2018, and further on-street public engagement took place in w/e 21 July 2018 to gain further public input ahead of the Placecheck tool being closed at the end of July.

Engagement with businesses and key stakeholder organisations will commence in early August and run through to 21 September 2018, after which all consultation inputs will be reviewed ahead of design work commencing.

The **West Edinburgh Active Travel Network** proposes to transform cycling and walking access **to** and **within** the largest business district in Edinburgh outside of the city centre. This project would see one of Scotland's most

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significant business parks transformed into an exemplar, people-friendly place with high quality active travel links to surrounding communities and key destinations. The core of the plans is the creation of attractive, direct and convenient cycling and walking routes linking the major business district of South Gyle/Edinburgh Park to residential areas to the north and south.

AECOM has been appointed as consultant to the City of Edinburgh Council to assist in the development of this project.

Immediate activity in July subsequent to this appointment has concentrated on the review of the proposed route to develop a clear draft set of objectives and requirements referring to the various parts of the route, and carrying out site investigation work. On completion of this activity, design optioneering will be undertaken for both pedestrian and cycle routes and also for landscaping through July and early August.

This will allow engagement and consultation on initial options and proposals to be undertaken from mid-August through September with the public, businesses and key landowners.

Update on business support measures in response to citywide ban on temporary on-street advertising structures

General engagement and support

A 'Business Promotion' drop-in event was held on 26th June to provide advice and share ideas about options for alternative means of signage, shopfront design and maximising opportunities for online promotion. The event also included information about shopfront improvement grants for premises in the World Heritage Site and advice on licensing requirements. All businesses across the city were invited by letter. A one-stop shop webpage has also been created to provide information on the ban which links to relevant guidance and business support.

For further information contact:

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Walking tours

At the end of June Police Scotland issued formal correspondence to the Council recommending that street clutter in the busiest city centre locations be cleared before the start of the Festival due to significant safety concerns. Police Scotland noted that this included advertising structures and in particular, the enclosed box structures associated with walking tours on the Royal Mile. These recommendations were reiterated by the Council's Public Safety team.

Walking tour operators were informed of this situation and meetings were undertaken to discuss temporary short-term measures to mitigate against the loss of their advertising structures, with particular focus on providing support through the Festival. The measures were focussed around a) providing means of advertising the tours and b) providing means of identification for meet-points. Measures were suggested in discussion with tour operators, Police Scotland and the Council's Roads, Public Safety and Planning teams and include:

- Hand held signage
- Moveable plinths with advertising and meet-point identification (to be manned at all times and removed at the end of each day)
- Signage affixed to bollards and ground-based banner poles (to be removed at the end of each day)

It was agreed that these and other potential measures would be trialled and reviewed at appropriate intervals, with the opportunity to refine them and extend timescales for their use providing that they are having no adverse impacts.

The principle of one or a series of permanent pole-mounted flat signs for all operators to advertise their tours together was also discussed with operators. These discussions are ongoing and there has been some positive feedback from a number of tour operators already. Input is also being sought from a number of relevant Council services before matters associated with the design and location of the signage can be agreed. Collaboration

between four operators will be key to the success of this option. (***this will be updated before Committee***)

Businesses down closes

Existing wall-mounted and hanging signage at Advocates and Warriston's Close is the preferred option for formalising signage for businesses down closes. A detailed audit of the closes has been undertaken to inform direct engagement with affected businesses. Discussions with Edinburgh World Heritage to align with the Twelves Closes project are ongoing.

Support measures for other types of business premises

The Council's Guidance for Businesses provides detailed advice on signage and shopfront design which offers support to businesses in determine the best ways to advertise and enliven their premises. The Guidance also includes specific guidance for premises in listed buildings and conservation areas, and for those located in basements and of a domestic character.

George Street and First New Town Redesign

The [George Street and First New Town redesign](#) is progressing, with stakeholder consultation recently completed. The results will be used to information options which will be published shortly. More active consultation with stakeholders, Elected Members and the public will take place following publication of the options.

For further information contact:

[Anna Herriman](#)

Partnership and
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Waverley Masterplan

Following dialogue between Scotrail, Network Rail and Transport Scotland, a partnership has been established to develop a new Masterplan for Waverley station. It is recognised by all partners that while welcome investment in the station has recently taken place, a new long term vision is required to fulfil the station's role as one of Scotland's major gateways. This would address issues of services for the travelling public, ancillary issues such as taxi and onward connection services, commercial

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Team Manager

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opportunities, and the day to day management and servicing of the station in its wider environment. A brief for consultancy services was issued by Network Rail and the successful tenderer is to be announced shortly. Regular updates on the progress of the work will be reported to Committee.

Leith Street

Leith Street reopened to all traffic on Saturday 28 July, following extensive works to create a much more accessible and people-friendly thoroughfare. The project, carried out on the Council's behalf by Laing O'Rourke and THRE as part of the Edinburgh St James development, has resulted in:

- Significantly increased footway area – up 33% to 2660m² and crossing points nearly double their previous width
- Improved footway widths along the full length of Leith Street and better pedestrian access into Calton Road
- High quality footway materials to enhance the streetscape
- Reduced carriageway area – down by 25% to 4395m²
- Formerly a dual carriageway with a central reservation and different carriageway heights, Leith Street is now all one level and fully permeable, with four primary crossing points and a new signalised crossing point at Calton Road
- More than 100m of two-way, segregated cycleway installed to date. When the new Picardy Place layout is in place and once the outstanding Redetermination Order is confirmed to enable this Leith Street section to open (at the southbound end initially, until the new Picardy Place layout is in place), cycle provision in the area will be greatly improved with more than 630m of high quality, segregated cycleway connecting Leith Street, York Place and the southern end of Leith Walk
- Larger bus stops, with improved waiting areas for passengers
- More than 340m of guardrail removed

The entrance to Calton Road is currently closed to vehicles and is due to reopen later this month.

For further information contact:

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Policy and Planning
Manager

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Leith Street's reopening marks the completion of the first stage in a significant programme of improvement linked to the redevelopment of the St James Centre.

Forthcoming activities:
