



Item 6.1 - Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 28 February 2019

Dean of Guild Court Room, City Chambers

Transport and Environment Committee

| Convener: | Members: | Contact: |
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| <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>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Sarah Stirling Committee Services 0131 529 3009</p> |

| Recent news | Background |
|--|---|
| <p>Secure On-Street Cycle Parking Consultation Update</p> <p>On 1 November 2016, the Committee considered a report entitled "Secure On-Street Cycle Parking" and approved a methodology for the selection of additional sites as part of a proposed roll out. As part of this methodology, consultation was to be undertaken with residents within 100m (with the requirement to seek to establish significant support), the emergency services, Community Councils, the Streetscape Working Group and the Council's Waste and Locality teams. Where amendments to any relevant</p> | <p><u>For Further Information</u></p> <p>Thomas Haddock, Senior Project Officer Active Travel 0131 529 2122 thomas.haddock@edinburgh.gov.uk</p> |

Traffic Regulation Order were required, this would involve further public consultation as part of the statutory process.

On 4 October 2018, the Committee considered a further report entitled "[Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking](#)". This proposed doubling the extent of the previously approved roll out. In the Consultation and Engagement section of the report, it was therefore proposed that a more streamlined consultation process would be used and that approval for this revised process would be sought from the Transport and Environment Committee.

Assessment work to determine whether locations, for which requests for On-Street Secure Cycle Parking have been received, meet the previously approved criteria has recently been completed and we expect to be in a position to begin consulting on the locations that are identified as suitable in early January 2019. Following consultation with the Convener and Vice Convener, it has therefore been decided to provide information on the revised consultation process via this Business Bulletin - rather than delaying the start of the consultation until approval can be sought for the revised process, via a report to Committee on 28 February 2019.

For each location, letters will be sent to all businesses/residents likely to be impacted directly, up to a maximum distance of 50m, and to the Community Council. Any objections received will be carefully considered and consideration given to whether it is possible to address or mitigate any concerns raised. If there is a significant level of opposition a decision on the continued progression of a site will be made in consultation with the Convener and Vice Convener. Successful sites will then be progressed to installation or commencement of the Traffic Regulation Order process, as appropriate.

20mph Programme – Public Requests for Additions to the 20mph Network

The Transport and Environment Committee Business Bulletin of [6 December 2018](#) contained an update on 20mph for Edinburgh, which advised that reporting to Committee on the monitoring of the 20mph programme would be deferred until after an independent report, being produced by the Scottish Collaboration for Public Health

For Further Information

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Research and Policy (SCPHRP), has been completed in summer 2019.

It also advised that we are currently reviewing a number of streets that were not included within the previously approved 20mph network, to determine the case to bring forward Traffic Regulation Orders to reduce the speed limit, where evidence suggests that this would be appropriate.

A robust, evidence led methodology has now been developed to assess these streets. When developing this methodology, it became evident that the assessments need to be undertaken in short sections of between 200m and 400m in length, depending on the character of the street. Once these assessments of individual sections have been undertaken, it is then necessary to review the results for the street as a whole and to consider the street's place in the city's overall transport network, to ensure a coherent speed strategy is maintained.

Due to the detailed nature of the work involved in assessing these streets and the number of individual sections that will need to be assessed, the outcomes of the assessments and any resultant recommendations will be included in the report on the monitoring of the programme.

The streets listed below are being assessed (in some cases the extent of the assessment includes additional streets or sections of streets, to provide for a logical definition of the 20mph zone, or is for only part of the street).

- Balgreen Road
- Bo'ness Road
- Cammo Road
- Cluny Gardens/West Mains Road
- Craighall Road
- Granton Road
- Greenbank Crescent
- Musselburgh Road
- Roseburn Terrace
- Salvesen Terrace

The Council may also choose to consider other streets for the introduction of a 20mph limit in the future, for example when a project or development results in a significant change in the character of the street(s) concerned.

Update on the School Crossing Patrol Review

On [15 March 2016](#) the Committee gave its approval for a review of the School Crossing Patrol (SCP) service to be undertaken and for a proposed set of criteria and methodology to be used when assessing SCP sites.

A technical assessment of all 243 SCP sites was subsequently undertaken between late 2016 and mid 2017. On 5 October 2017 a further report was considered by Committee which noted the next steps were to undertake consultations with service users and service providers to seek their views about existing, alternative or additional new sites and to develop a draft SCP policy for further consideration by Committee.

This consultation was subsequently undertaken between February and May 2018. In addition to the opportunity to provide their views about existing, alternative or additional new SCP sites, stakeholders were given the opportunity to comment on any other aspect of the service or to make suggestions for how it could potentially be improved. A total of 1,140 responses were received covering a wide variety of issues, many of which were not originally included within the scope of the review.

The high number of responses, with contributions from each of the seven stakeholder groups, together with the breadth of opinions expressed indicated a successful consultation. The Feedback received will be used to direct further work on the Review. Examples of key issues raised are:

- comments upon existing locations and suggestions for new sites;
- a desire for greater absence cover;
- to review the Guides' operational hours;
- to consider the education of parent/carers, children and road users on the role of the Guides;
- location specific issues such as potential infrastructure improvements; and
- the high value in which the service is held by users.

Further information on the consultations that have been undertaken with service users and service providers and the issues arising from the feedback that was received is available on the Council website.

For Further Information

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George Street and First New Town Preliminary Design (GNT) – project update

In advance of a fuller report to the Transport and Environment Committee in May 2019, this Business Bulletin provides an update on the development of the GNT project, including:

- a summary of the recent consultation on a concept design and headline findings;
- the next steps in the development of an operational plan and preliminary design for the area;
- alignment with the City Centre Transformation project.

Consultation

On 25 January 2019, a ten-week long consultation period ended. Consultation and engagement activities included an online questionnaire, staffed drop-in events and an exhibition of the proposals in the Central Library, and outreach sessions with school geography classes. The online survey received over 1,300 responses from a wide range of individuals and organisations. The concept design has elicited a variety of views.

Initial analysis indicates aspects of the concept have strong support, such as the inclusion of greenery, outdoor seating for people of all ages and abilities, and the removal of central parking on George Street to allocate more space for pedestrians. Responses highlight the need for a proper maintenance programme if any greenery is provided.

Aspects of the concept attracting concern include the potential for displacement of traffic, pedestrian safety adjacent to a cycleway, and plaza areas being geared to visitor rather than resident needs. A general concern is noted, that the needs of elderly and disabled people must be taken into account.

Deeper analysis of consultation findings will help inform the draft preliminary design.

The outcomes of the consultation will be published online in March, and also communicated to all those who have asked to be kept informed.

For Further Information

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Next steps

Outputs from the consultation will be fed into the development of a draft preliminary design. Further engagement will then be undertaken with specific user groups on more detailed aspects of the design.

In addition, a number of ongoing technical studies are being carried out, including:

- a parking survey for the study area,
- ongoing integrated impact assessment process,
- project alignment with adjacent and nearby city centre projects.

A report on the draft GNT Preliminary Design and Project will be reported to T&E in May 2019, in advance of final public display which will provide the public with an opportunity to view and comment on the proposals.

The report will include a draft operational plan and outline business case and delivery plan, including initial scheme costs estimates and options around future construction.

Use of Drones for filming in Public Parks

A rise in popularity in the use of drones for filming by the commercial sector has resulted in an increase the number of applications received by the Parks, Greenspace and Cemeteries Service to film in public parks, cemeteries, and other greenspaces.

In line with the City of Edinburgh Council Code of Practice for Filming, when an application is received it is sent to Public Safety for authorisation. Once Public Safety have confirmed that the paper work is compliant with the legal requirements the request is passed to the Parks, Greenspace and Cemeteries Service for consideration. Applications are assessed on a case by case basis, a number of factors are considered such as location, time of day, public access, the range, and the height of the flight required among others.

Other permissions may be required from different agencies, for example, to fly in Princes Street Gardens,

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written permission from Historic Scotland is required due to the proximity to Edinburgh Castle.

Every effort is made to accommodate requests however a “cautious” approach is adopted. If an applicant is prepared to pay to have an area cordoned off for a short time we do on occasion facilitate this (taking account of the percentage of the available space required vs the space unaffected). In addition, flying early in the morning and whether a flight could be a single vertical shot i.e. straight up and down are also compromises that can be agreed, in order for permission to be granted.

As for all filming activities within public parks, a fee is charged by the Parks, Greenspace and Cemeteries Service.

Progress on the implementation of the citywide ban on temporary on-street advertising

A citywide ban on ‘A’ Boards and other temporary on-street adverts came into force on Monday 5th November 2018. The ban was approved by the Transport and Environment Committee in May 2018.

The ban was put in place primarily to improve pedestrian accessibility and safety, and is part of wider efforts to help create a more welcoming, clutter-free city for everyone.

Compliance with the ban

Levels of compliance with the ban have been extremely high, with an estimated 90% plus of businesses now complying citywide.

In the first few weeks of the ban, Environmental Wardens concentrated on working with businesses to ensure awareness of the requirements. Formal enforcement action was then initiated in cases where compliance was not forthcoming, and this process has been extremely successful.

Members of the public have also provided valuable inputs into the enforcement process through raising enquiries via the dedicated email address aboard@edinburgh.gov.uk, which has been set up to allow breaches to be reported.

Impacts on pedestrian accessibility and safety

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Significant positive impacts are being reported across the city in relation to improved pedestrian accessibility and safety since the ban was implemented.

A variety of Community Councils, Living Streets, the Edinburgh Access Panel, RNIB and members of the public have provided extremely positive feedback on the impacts that the ban has had on people's ability to access the city's streets and spaces easily and safely.

Particularly positive impacts are being seen by people with sight or mobility difficulties, who consistently struggled with the 'obstacle course' of 'A' Boards and other temporary advertising structures before the ban was introduced.

The Edinburgh Access Panel provided feedback from one of their members who is blind: *'The removal of A-boards has made a massive difference to getting about the streets of the city much more safely and less stressfully.'* The Panel confirmed that this is especially true in places like the Royal Mile and Morningside Road, where the pavements are busy and very narrow in places. The Panel concluded that they are *'delighted with the ban and regard it as a big success'*.

The RNIB confirmed that the ban has made negotiating Edinburgh streets less stressful and more enjoyable for people with sight impairments.

One RNIB campaigner said: *'I am very pleased that the Council have banned A-boards. There is only one on Newington Road which is actually a sign so it has made my life a lot easier walking about the city, especially in the winter when it's dark at night'*. Another campaigner with no sight said that the ban has meant he has *'not tripped over any of these boards of late'*.

Southside Community Council stated that compliance seems to be very high and *'many people have commented on the great improvement - some almost ecstatic in their relief'*.

Currie Community Council has confirmed that *'we are extremely supportive of this ban for the obvious reasons..on street use must be accessible for all not just those with no visual or other impairment.'*

It is clear that the ban is delivering the improvements to pedestrian accessibility and safety that were sought.

Impact on visual amenity

The ban has resulted in a reduction in street clutter which has had a positive impact on the visual amenity of the city's public realm.

In particularly sensitive historic areas such as the World Heritage Site, the ban has had a significant positive impact in enhancing the special characteristics of the streets, spaces and views through them.

Impacts on businesses

Businesses have adapted to the ban in a variety of ways, including affixing signage to walls and shop windows and by incorporating advertising into barriers around licenced tables and chair areas.

Where advice from businesses has been sought on alternatives, they have been directed to the Council's Guidance for Businesses. This has helped to ensure a consistent approach to the use of alternative signage. Advice is provided where consent would be required for new signage.

Environmental Wardens continue to monitor the variety of alternative methods being adopted by businesses, and guidance will be provided on the appropriateness of these methods where necessary.

Some businesses have raised concerns that the loss of their temporary on-street advertising has had a negative impact on trade. Whilst this is certainly concerning, there are many factors that can be attributed to this.

In particular, national reporting over the Christmas period confirmed a significant downturn in spending across the UK compared with previous years, with concerns over the outcome of Brexit contributing to this trend. In addition, in Edinburgh footfall during November was generally lower in certain areas of the city centre compared with November 2017. These factors confirm that whilst the loss of temporary on-street advertising may have had some impact on trade for some businesses (particularly for those that are off main streets, down closes or in basements), there are many wider factors which have had a potential impact as well.

Advice and support will continue to be provided to businesses on alternative ways to advertise to help mitigate the impact of the ban. Maximising the online presence of businesses is a significant tool in mitigating the potential impact of the ban.

Support for businesses

The following support continues to be offered for businesses in mitigating any potential impacts of the ban:

- [A page on the Councils website](#) has been created specifically to support businesses, and includes general guidance on advertising for businesses, listed buildings and conservation areas.
- [Business Gateway](#) provide free support and advice to start-ups and existing businesses. This includes their DigitalBoost programme which provides targeted advice on improving the online presence of individual businesses.
- Edinburgh World Heritage has produced [guidance on how to showcase your shopfront](#) and information about grants for properties within the World Heritage Site.
- Historic Environment Scotland has [guidance on shopfront and signage design](#).

12 month review of the impacts the ban

A report reviewing the impacts of the ban will be presented to the Transport and Environment Committee at the end of the year, to reflect on the 12 month period since its implementation.

Burnshot Bridge Update

Following consultation with various stakeholders including local residents, Councillors, Community Councils, local businesses, local interest groups (Sustrans, Spokes, Living Streets), Utility companies, public services (Police, Ambulance, Fire, etc) and internal Council staff, a scope for the design of the new bridge was developed.

Balfour Beatty Civil Engineering Limited (BBCEL) were appointed to undertake this design and following a competitive tender process, they appointed Engineering Consultants Mott MacDonald (MM) to progress this.

For Further Information

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Council staff worked closely with both BBCEL and MM throughout the design process.

The final structure is an integral bridge with a 33m long single-span concrete deck spanning over the A90. The bridge beams are supported on concrete columns which are surrounded by reinforced soil abutments which retain the embankments and support the traffic loading on the approach to the bridge.

With input from the Council's Active Travel team and Sustrans, new pedestrian and cycling facilities have been incorporated within the final design. The bridge has been designed to accommodate for the different needs of Eastbound and Westbound pedestrians and cyclists, and considers future expansion of the Active Travel network in the area. A segregated Eastbound cycle path has been provided for the predominately commuter and leisure cyclists approaching on Burnshot Road from Kirkliston, facilitating onward travel to Edinburgh or South Queensferry along National Cycle Network route NCN1. The recently-constructed shared-use path on the A90 Northbound slip will be used by cyclists from Edinburgh travelling West along Burnshot Road, therefore a Westbound shared-use path has been provided across the bridge to cater for local residents who may be cycling or walking.

The bridge has been designed to support vehicles up to 100 tonnes; adequate for current and anticipated future needs.

BBCEL and the Council are in the process of finalising the price for the construction works in accordance with the SCAPE Agreement. Further details of the construction pricing and procurement will be provided in a subsequent Finance and Resources Committee paper.

Subject to approval from the Finance and Resources Committee on 7 March 2019 to award a contract to BBCEL for the construction of the new bridge, it is expected that construction will commence in May 2019, and last for 10-11 months. This would result in the new bridge being open to traffic in Spring 2020.

Traffic Management

The bridge has been designed to minimise disruption to road users during construction. Careful planning and programming of the construction works has resulted in just

occasional closures of the A90 being required to facilitate operations such as installing the bridge beams. These will be limited to off-peak, overnight or weekend closures. Additional lane closures and/or lane narrowing will be required to safely undertake works in the verges of the dual carriageway during the day, but disruption from these operations will be minimal.

Closures of Burnshot Road will be required to undertake works to the junctions either side of the bridge. The impact of this will be minimised with suitable timing and diversion routes in place for all road users including pedestrians and cyclists.

Temporarily relocation of bus stops will be necessary. Suitable signage will be displayed to minimise the impact to the public.

Temporary Service Bridge removal

Since the demolition, a rented temporary bridge has been in place to support public utility cables. This will remain until the new bridge construction is sufficiently progressed that the cables can be diverted back onto the new structure, at which time the temporary service bridge will be removed. The temporary bridge will be dismantled and removed overnight, again minimising any disruption to drivers on the A90.

Ongoing Consultation

Consultation with affected stakeholders will continue throughout the construction phase of the project. This will include any local residents or public services who may be affected by the works, as well as local Councillors and Community Councils via ongoing regular briefing notes.

Rendered images of the proposed bridge are below.



Feedback from Oslo

Following the Convener's visit to Oslo in November 2018, the feedback report is now appended to this Business Bulletin.

For Further Information

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Low Cost Cycle Initiatives

Attached is a summary of projects which were identified as potential ways to boost cycle use, by locality.

For Further Information

Local Transport and Environment Managers

CONFERENCE/CIVIC VISIT FEEDBACK FORM

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| Report by the Convener of Transport and Environment | |
| Event name and location: Delegation to Oslo to meet the Vice Mayor for Urban Development, Hanna Marcussen and the team delivering ambitious plans for Oslo, including its city centre and the waterfront. | |
| Authorising Committee: Transport and Environment Committee | |
| Event organisers: City of Edinburgh Council partnered with Sustrans Scotland City of Oslo, Urban Development Department | |
| Nature of event e.g. conference /seminar, civic event. Meeting with the Vice Mayor, Hanna Marcussen 8:30am – 11:30am Started the day with a viewing of the hugely impressive main hall of the City Hall. | Date(s) of attendance: 9 November 2018 |
|  | |

The Vice Mayor welcomed the delegation from Scotland and introduced her role and that of her team. She introduced Oslo's policies for sustainable growth.

Councillor Lesley Macinnes responded with an outline of Edinburgh's vision and ambition and shared outcomes and objectives with Oslo.



The discussion included the strategic aims and aspirations of Oslo's car-free city centre programme focussing on liveability. There was agreement on the shared outcomes around equalities and fairness and that transport and urban development can be enablers for a better quality of life and place for citizens and visitors alike.

There was conversation around where the cities were dissimilar - unlike Edinburgh, Oslo city centre does not have a significant residential population. Oslo has an extensive and completely integrated public transport system and a road and rail network that is tunnelled through to across the city centre.

The moment of big change seemed to be when the decision was made to charge a toll for the ring road which would be used to invest in sustainable travel. This has been key to the modal shift in Oslo.

John Lauder and Ewan Kennedy discussed the place that Edinburgh occupies within the wider city region. Finally the discussion revolved around the specific car-free city centre project in Oslo and Daisy Narayanan set out the details of the early stages of consultation and planning around Edinburgh's City Centre Transformation project.

The discussion ended with sharing ideas on public participation and ensuring co-design from the outset. Some of the challenges and opportunities seemed familiar to both teams. The Oslo team also reiterated how important they had found monitoring and evaluation throughout the project.

The meeting ended with a shared acknowledgement of the importance of giving streets back to people and an invitation from the Vice Mayor to visit Oslo again. Cllr Macinnes welcomed the team to Edinburgh and looked forward to meeting some of the team at the Eurocities conference in November.



Presentations:

There were presentations from the teams leading on transport, the car-free city centre team and strategies for sustainable urban development and mobility.

Some of the key points from the discussion were:

- Making it easier to walk and cycle has an impact on people's life.
- It is important to ensure the monitoring and evaluation of that impact.
- Oslo is planning to build 60km of bicycle routes in 4 years.
- Cycle hire scheme is in place.
- Toll-ring revenues will fund this investment.
- Transportation is part of the Climate and Energy Strategy.
- Fossil free construction area as an example of creating low-carbon and low-impact procurement, delivery and build methods for construction projects.
- Low emissions criteria in procurement process (workshop done with businesses)
- 10 year programme on Future Build - innovation programmes to help maturing the market.
- Number of cars being sold is at an all-time high.

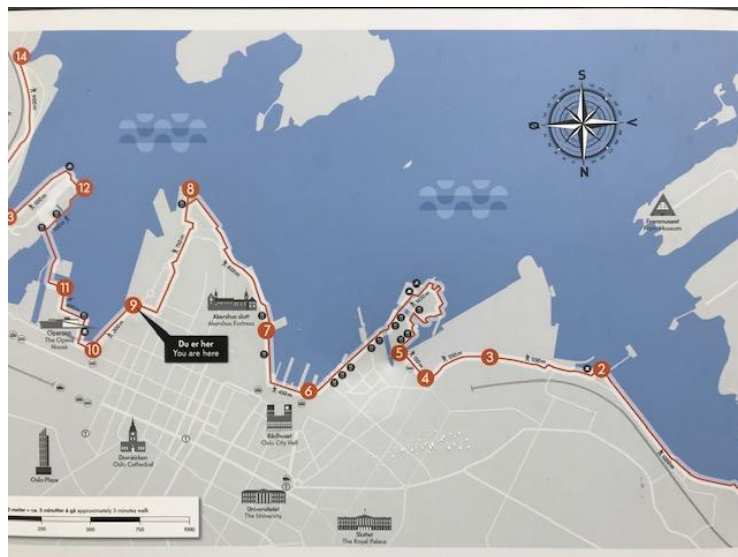
- Enforcement, like Edinburgh is an issue that needs to be tackled better.
- Local plans in Edinburgh will be made landscape focussed.
- Mental Mapping to ensure people know where they are - lighting, greenery play a vital role.
- Participation - outreach is important.
- Basic needs of the city need to be catered for:
Establish power outlets
Public toilets
Drinking water
- Oslo is part of the Age friendly City programme
- Pop up libraries were an example of providing delight and citizen participation.

11:30am – 1:30pm

The Oslo team led a walk along the waterfront, looking at the historic centre and the development of the Fjord City. The integration of transport, public realm and public art was hugely interesting.

The Harbour Promenade is nine kilometres long and connects the city to the Fjord, east to west. With its adjoining parks and urban spaces, the promenade makes the Fjord City accessible for everybody in Oslo.

There were a lot of parallels with and lessons to be learnt for Edinburgh's aspirations for its waterfront.



1:30pm – 4:00pm

City of Oslo organised lunch at the Opera House and teams continued further discussion on shared objectives between the two cities.



Collaboration:

The trip concluded with further discussions between City of Edinburgh Council and Sustrans on collaboration and using the learning from the trip in partnership projects in Edinburgh.

**Purpose of attending:**

To set up a collaborative partnership between the cities of Edinburgh and Oslo, building on the strength of the Eurocities network.

Key areas which you found particularly useful:

Meeting the Vice Mayor and sharing the vision and aspiration for both cities.

The site visit to the Waterfront.

Benefits of attendance for the Council, including relevance to key Council priorities and Pledges:

Strengthening the partnership between Edinburgh and Oslo. The visit has helped to facilitate a further meeting with the Oslo delegation to the Eurocities conference in Edinburgh. This meeting was with Ms Zainab Al-Samarai, a national-level MP, the Head of International Affairs, Ms Erna Ansnes and Ms Mari Rosten, Senior Adviser in the Office of the Governing Mayor. An invitation has been extended to attend the Urban Future Global Conference in Oslo.

Additional comments:

| <u>Low Cost Ways to boost Cycle Use</u> | | | | | | | |
|--|-------------------------------|---|---|--|------------------------------|--|--|
| <u>Locality</u> | <u>Street</u> | <u>Location</u> | <u>Brief Description</u> | <u>Status</u> | <u>Deliverability</u> | <u>Duration to be delivered</u> | <u>Comments</u> |
| North East | Seafield Promenade | From Kings Place in a north west direction for approximately 1 km | Painted features for cyclists i.e. meandering lines to follow, start/stop lines for measured distance | Complete | Not recommended | N/A | There are already conflicts between cyclists and pedestrians on the promenade. Marking features that would encourage cyclists to weave on the promenade would increase the potential for conflict with more vulnerable users |
| North East | Brunstane Road South | Bridge over railway line | Provide wheeling ramps on steps | on going | Deliverable | Short to MediumTerm | Active Travel team investigating possibility of being taken forward by Sustrans to allow for earlier delivery |
| North East | Kings Place | Through car park area | Mark out shared use path through car park connecting Portobello and Seafield Promenade | on going | Deliverable | Short Term | Currently being taken forward as a NEP project through Portobello and Craigmillar Neighbourhood Partnership |
| North East | Leith Walk | Various | Speed sensors on traffic lights that change to red when someone speeding approaches | Complete | Not deliverable | N/A | Traffic signals should not be used to control vehicle speeds. This should be addressed by implementing, environmental or physical changes supplemented with enforcement. Public transport would be delayed unnecessarily. |
| North East | Restalrig Road South | Junction with London Rd/Portobello Rd/ Restalrig Rd South | Introduce cycle lane on approach to junction | on going | Deliverable | Short Term | During resurfacing works planned for this location later in 2019 we will look to implement and advanced stop line and lead in lane. |
| North West | Cramond Uphill Shared Footway | Cramond Road North and Ravelston Dykes Road | Designate footpaths as (uphill) shared cycleways | Not considered appropriate | Not deliverable | N/A | Both the Active Travel Team and the NW Locality team have considered the proposal. Unfortunately, the footpath at both locations is now wide enough to allow a pedestrian and a cyclist to pass safely |
| North West | Russell Road Footpath | Russell Road - West end between Roseburn Street and the Roseburn Cycle ramp | Introduce segregated cycleway - The project also requires footpath widening and a Redetermination Order | Ongoing - The Active Travel team will consider this link as part of future infrastructure in the Roseburn area | Deliverable | Medium to Long Term | To provide a connection of suitable standard is not just a matter of providing signing. A section of footway needs to be widened with associated TRO to ban waiting and probably loading. It is proposed to wait until after the conclusion of the Public Hearing into the already proposed TRO/RSO in Roseburn before proceeding with this section. |
| North West | Arboretum Avenue | Entrance to link path through to Inverleith Park | Provide a drop kerb at the side of the road to improve cycle access across the pavement and on to the link path | Not considered appropriate | Not deliverable | N/A | The width of the link path and entrance point is not adequate for a formal cycle route. Visibility is restricted at the access to the path and shared use could result in conflict. |
| North West | Belford Road/Terrace | South access to the Modern Art Gallery adjacent to the Belford Bridge | Provide an access ramp at the two steps to improve wheeled/disabled access | Spokes could consider approaching the Modern Art Gallery to consider the proposal | Deliverable | Not for CEC to consider | The Modern Art Gallery would need to consider if cycling is appropriate on the internal link path. Improvements for wheelchair access should be directed to the Gallery. The current suggestion is to install a ramp on the public footpath. |
| South West | Dundee Street | Telfer Subway | New Signage to remove conflict between cyclists and pedestrians | Complete | Delivered | Short Term | Signs have been installed on site at each approach to the subway to prevent pedestrians being dazzled by cyclists lights |

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|------------|--|---|--|--|--|----------------------|--|
| South West | Pentland View/Lanark Road West | Pentland View car park | Install new cycle racks at the Pentland View shops | Complete | Deliverable | Short Term | Racks installed at Pentland View shops |
| South West | Oxgangs View | At Community Centre | Install new cycle racks at the Community Centre | Complete | Deliverable | Short Term | Racks installed at Oxgangs Community Centre |
| South West | Craiglockhart Road North and Allan Park Crescent | Cycle route between streets | widen footpath/ cycle route | Complete | Delivered | Short term | Works complete by Active Travel |
| South West | Stenhouse Drive | at Stenhouse Cross | Install new cycle racks at the shops on Stenhouse Cross | Awaiting completion | Deliverable | Short Term | To be completed in the next few weeks |
| South West | Meggetgate | At junction from Cycle way / footway on to private road | Install new give way markign for cyclists | Awaiting completion | Deliverable | Short Term | Line marking will be completed when squad returns to SW Locality in next few weeks |
| South West | Oxgangs Road North/View/ Bank | Various | Install new dropped crossings to improve cycling provisions | Awaiting completion | Deliverable | Short Term | This will be completed this financial year |
| South West | Throughout Locality | various | Removal of abandoned bikes from cycle racks through out locality | Process being established to allow removal of abandoned bikes on cycle racks or guardrails | Deliverable | Short to Medium Term | There is currently a process in place for removal of abandoned bikes. However this process is currently being reviewed to allow charities to benefit from the bikes rather than see them disposed of as waste. |
| South West | Clovenstone Road | From Hailesland Road to roundabout | Install new cycle lanes | On going | Deliverable over longer term | Medium Term | Proposal currently at design stage |
| South West | Dundee Street/Fountainbridge | From Henderson Terrace to Semple Street | Introduce more/better cycling provisions | Design/ Investigatory stage | Feasibility unknown until further designs progressed | Long Term | Proposal at very early stage - long term planning and co-ordination required |
| South West | Union Canal Towpath | Various | Low cost improvements | On going discussions | TBC | Long Term | |
| South West | Ratho | New pedestrian/ cycle bridge | New pedestrian/ cycle bridge | Procurement underway | TBC | Long Term | This is a substantial piece of work currently being led on by Culture and Events. |
| South East | Dumbiedykes Road | Queens' Park | Improve cycle access to Queens Park | Not progressed | | Long Term | The land inside Queens park belongs to Historic Environment Scotland |
| South East | Rutland Square | South West corner of square | Drop kerb, cycle route signage and change parking restrictions | Not progressed | | Long Term | TRO is required to change parking restrictions |
| South East | Canning Street | Rutland Square | Introduce a cycle contraflow | Not progressed | | Long Term | |
| South East | Spottiswoode Street | Spottiswoode Street | Improve cycle access | Ongoing | Deliverable | Medium Term | Rationalising location of bins with Waste and Cleansing and looking to make other improvements. |
| South East | Salisbury Road | Salisbury Road | 2-way cycling | Not progressed | TBC | Long Term | |
| South East | Buccleuch Street | Buccleuch Street / North Meadows Walk | Timing of lights | Not progressed | TBC | Long Term | Assessment of timing of traffic signals required. |
| South East | Charlotte Square | Charlotte Square / West Register House | Dropped kerbs | Not progressed | Deliverable | Medium Term | Forms part of the city centre west to east cycle route. |
| South East | Melville Drive | Melville Drive / Middle Meadow Walk | Box junction | Not progressed | TBC | Medium Term | Discussions with road safety. |
| South East | Randolph Lane | Randolph Lane | Double yellow lines | Not progressed | Deliverable. | Medium Term | Changes to traffic orders required. |
| South East | King Stables Road | King Stables Road | Refresh markings | Not progressed | Not deliverable | | Discussions with active travel. |
| South East | South Meadow Walk | South Meadow Walk and Leamington Walk | Swap cycling lanes over. | Not progressed | TBC | Long Term | Discussions with active travel. |

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|------------|----------------------|--|----------------------|----------------|-----------------|-------------|---|
| South East | West Maitland Street | Changes to route | | Not progressed | Not deliverable | | |
| South East | Thirlestane Road | Warrendar Park to Whitehouse Loan | Shared path creation | Not progressed | Deliverable. | Long Term | Discussions with active travel. |
| South East | Glengyle Terrace | Glengyle Terrace and Bruntsfield Links | Two way cycling | Not progressed | Deliverable | Long Term | Discussions with active travel. |
| South East | Lothian Road | Lothian Road to Shandwick Place | Cyclelane markings | Ongoing | Deliverable | Medium Term | Forms part of the city centre west to east cycle route. |
| South East | Bruntsfield Links | Bruntsfield Links | Speeding measure | Ongoing. | Deliverable | Medium Term | |