

TEC 01.02.24 – Notes

Papers are here...

<https://democracy.edinburgh.gov.uk/ieListDocuments.aspx?Cid=136&Mid=6736&Ver=4>

There are 3 massively important (and lengthy) papers here, 7.1-7.3. There is no way one TEC meeting can go into them in any detail!!

5.1 Work Programme - Expected dates of future Committee reports. Not yet published

Mar 7

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Apr 25

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5.2 Rolling Actions Log – Not yet published

- Massive list as always – I probably won't be able to check it

6.1 Business Bulletin - info for councillors on topics of interest. *Deputations and councillor questions on these items is still possible.* Includes...

- p5/6 Historic Scotland Holyrood Park consultn – Council response (in app 2 of the Bulletin). The response includes a lot on transport implications, including: 2.13. The Council welcomes the vision that across the Park by 2034: “vehicular traffic will largely cease, and active travel will become the primary mode of transport [...]; reflecting wider societal trends away from a car dominated urban environment”,
- p6/7 Trams to Newhaven – various snagging items, including consideration of Elm Row parking & bike route

7.1 City Mobility Plan 1st Review [including ATAP]

- All the CMP Action Plans, including ATAP, have been combined into this massive document, as appendices 6-10
- The report also looks at progress on all the KPIs (Key Performance Indicators) in the CMP
- ATAP is appendix 6 rather than being a separate document. I have not looked to see what has changed since the previous draft ATAP, or how far [our comments](#) have brought changes.

7.2 Our Future Streets a circulation plan for Edinburgh

- The Circulation Plan – now renamed ‘Future Streets’ when combined with the Action Plans
- A massive report, so big that it is in 2 separate files. I have hardly looked at any of it
- Includes the Circulation Plan maps for different traffic modes
- Now a ‘primary’ cycle network which is largely segregated on main roads – good! But the devil will be in the detail. e.g. Dean Bridge is retained on the motor traffic map as a main traffic route, yet the cycle map and the city centre map show it as special cyclist treatment to ensure a ‘connected’ cycle network. No discussion of how this will be done!
- ‘Secondary network’ will be mainly off road and quiet streets. It also aims to connect the primary network to local areas.
- Two specific early actions...
- (a) Close Cowgate to “some or all” through motor traffic in 2024

- (b) Design A8 ‘key corridor’, Roseburn to Gogar, “incorporating a transformation of St Johns Road as a shopping street for people, better provision for people walking/wheeling, protected cycling infrastructure and measures to improve bus journey times and reliability”
- Stuff about ‘Liveable Neighbourhoods’ but not sure how far this entails traffic restrictions such as bus gates or modal filters

7.3 Tram from Granton to BioQuarter and Beyond Consultation for Strategic Business Case Development

- To approve a consultation on the ‘preferred route’ which is on Roseburn Corridor, then Princes st, then Bridges
- Recommends that the path beside the tram would be walking-only! We have already contacted TEC councillors to seeking amendments against this
- Note that Spokes has always accepted the concept of tram on Roseburn path as long as high quality cycle/walk remains alongside. e.g. see [our comments on City Plan 2030](#) (in the ‘Major Concerns’ section of our response)

7.4 West Edinburgh Transport Improvements Programme Outline Business Case

- Basically just a report on current stage of WETIP – outline business case complete and recommend go on to detailed design, traffic orders, final business case, etc
- Aim is significant improvements for bus and AT on A8/A89 corridor (also includes surfacing Newbridge to Dalmeny path)

7.5 Procurement of the Decriminalised Parking Enforcement Contract

- Council recommended to continue outsourcing its enforcement scheme, using a contractor who adheres to the British Parking Association (BPA) Model Contract

9.1 Motion by Councillor McKenzie - T7 Longstone Link

- Re the Longstone bridge which we, Longstone Community Council & others have long fought for .. Planning Cttee has agreed a developer contribution of £168K, and Cllr Mackenzie is now asking TEC to fund the rest and to get on with it ASAP, before new residents start arriving.

“Committee:

- 1) Notes that application 22/02233/FUL for Planning Permission at 22 Inglis Green Road has been granted and that the development will include 120 flats.
- 2) Notes the report to the Development Management Sub-Committee of 24 January 2024 regarding the delivery of a pedestrian bridge at this site. The proposed bridge would connect Inglis Green Road to New Mart Road providing a much-needed active travel connection between Longstone/Redhall and Chesser.

The report states:

“Advice from internal consultation, Bridges and Structures, estimated that a 3m wide pedestrian bridge development would cost £560,000. The applicant has agreed to contribute up to 30% of the estimated cost, £168,000.”

And

“The remaining finances would be applied for via the Transport Scotland Active Travel Transformation Fund.”

- 3) Notes that the proposed bridge is in the Local Development Action Programme and is safeguarded in the proposed City Plan but does not currently appear in the Active Travel Action Plan.
 - 4) Recognises the importance of establishing active travel links before the travel patterns of new residents are established and therefore agrees to proceed with the project at the earliest opportunity.
 - 5) Requests a Business Bulletin update to the next Transport and Environment Committee on 7 March 2024 which will provide an update on the progress of the funding application and an estimated timeline for delivery of the bridge, including consideration of the feasibility of completing the bridge in advance of new residents moving into the development.”
- C) Minutes from Community Councils Together on Trams.
D) Relevant Place officers (Trams to Newhaven and ‘mainstream’ departments).