

TEC 12.09.24 – Notes on the papers

Papers are here (a remarkably short agenda) ...

<https://democracy.edinburgh.gov.uk/ieListDocuments.aspx?CId=136&MId=7240&Ver=4>

[] Square brackets are my thoughts

Red Seems particularly important

5.1 Work Programme - Expected dates of future Committee reports.

September 2024 – two items promised for September but not included in this agenda or in future ones

- Meadows-Canal update [originally for August mtg]
- ATINP update [was originally to be in June mtg, then August mtg. Now to be incorporated into a “wider prioritisation for the City Mobility Plan Implementation Plan” noted by Alex from the Rolling Actions log]

October 2024

- Bike Hire scheme [*originally to be in June mtg, then August, now October!!*]
- Annual update on car kilometers (BB)
- Green Street Bus Route [what is this?]

November 2024

- George Street and First new Town – Cycle Link Update
- School Travel Plans review
- Speed Limits – Rural Roads (originally for September)
- Secure On-Street Cycle Parking

5.2 Rolling Actions Log

- Massive list as always (87 pages!) – not checked

6.1 Business Bulletin - info for councillors on various topics, usually with no decisions required

But deputations and councillor questions on these items are allowed. Includes...

- **p2-3 Corstorphine Connections** Update on the completed monitoring and consultation ETRO process, so Council can now take final decision. Representative independent research shows 50% of residents in support, 24% against. [Under the new weird Council rules the decision will be done by TRO subcommittee, who will receive a full report, not TEC. It seems likely the officer recommendation will be to make the scheme permanent, but we don't know]
- **p6-7 City Centre Transformation ECCT, Delivery Plan update** [A really disappointing report, which basically only talks about past and current projects. Nothing new at all on the plans to remove all through traffic. See my further comments & map reminder in the final set of bullet points [here](#).]

7.1 Draft Princes Street and Waverley Valley Strategy

- TEC is asked to approve this draft strategy to go out for consultation. The Strategy itself is Appendix 1 to the report. Transport aspects are also included in Appendix 3. Within the Strategy document, transport is covered in section 5 (pages 15-27)
- **Princes Street** – no mention of bike lanes, although cycling will still be allowed. [There are as many or more cyclists on Princes St as George St, and it is the direct route for many journeys which would otherwise require crossing and re-crossing the tramlines. **If we wish to argue for bike lanes, we have to do so now**]
- **West End junction (p17 of strategy)** – Notes that it is to be redesigned under Lothian Rd project, **but no mention of the fact that this has been identified as the Council's number 1 danger junction, and site of a cyclist tramline-related death.**
- **East End (p19-20)** Recognises this is a gap in the strategic cycle network
- **Waverley Bridge (p20-21)** Recognises need for bike access to/from Princes St in any redesign
- **Waverley Station (p33-34)** Includes the proposed walk/cycle north-south bridge across Waverley Valley at east end of the station (Jeffrey St to Leith St) [Is a link feasible to the new bridge from Waverley Bridge, along the planned new high-level concourse? Is there more we need to say re bike parking and/or access within the station?]

7.2 George Street and First New Town - Operational Plan and Project Update

- The operational plan now includes one-way for motor vehicles, with compulsory left-turn at the end of each block. [If effectively implemented this should presumably entirely eliminate use of George St as a through motor route, thus reducing numbers substantially. Ewan and Richard have been discussing with the Council designs to allow a convenient & safe bike through-route at the cross-street junctions, whilst physically enforcing the motor-left-turn]
- 15MPH “or lower” is also being “investigated”
- Dedicated funding is in place for the detailed design, which will not be complete until end 2026 (!)
- The report recognises that Scot Govt funding for implementation may be some time away [I suspect it could be years, given that Scot Govt is now to fund AT infrastructure direct to councils rather than via Sustrans – this is a massive potential council loss as a result of the continual delays to Geo St!].
- Due to funding uncertainty, the report proposes investigating early removal of George St parking, and implementing the Operational Plan, even before the full scheme goes ahead. [**This sounds very positive indeed, and the sooner the better!**]

8.2 Draft Climate Ready Edinburgh Plan referral from the Policy and Sustainability Committee

- This is a draft climate-adaptation plan for the city. It is under discussion by the above Cttee, who have referred it to TEC for any comments on the transport aspects. There was a public consultation in Spring 2024, leading up to the draft – I don't think we commented at the time.
- The draft plan forms Appendix 2 to the TEC report.
- Theme 'D' (pages 20 & 38-39) of the report is “Sustainable Transport – actions to support a well-connected resilient city.” Only cycling reference I could see there is “*Ensuring the impacts of heat and flooding are considered as part of design and retrofitting of cycle and walking routes*”
- ‘Green/Blue’ networks also interesting – page 53-54 – the first to be Drylaw, Craigleith and Inverleith area.