

## TEC 07.10.24 – Notes on the papers

Papers are here ..

<https://democracy.edinburgh.gov.uk/ieListDocuments.aspx?CId=136&MId=7241&Ver=4>

Another agenda remarkably free of active travel infrastructure stuff, again without the expected bike hire report. I wonder if things are already slowing down due to Councils still (I think) not having been given the results of their bids for 'tier 2' Scot Govt active travel cash – and the rumour that it will be cut entirely – in which case many planned projects can not go ahead.

There is also the fact that TRO decisions now go to a different Committee, which means less going to TEC – I've not been watching that Cttee, has anyone else?

[ ] Square brackets are my thoughts

Red Seems particularly important

### 5.1 Work Programme - Expected dates of future Committee reports.

#### November 2024

- George Street and First new Town – Cycle Link Update
- Bike hire update (*originally to be June mtg, then August, then October, now November!!*)
- Options for minimizing private vehicles travelling into Edinburgh daily
- School Travel Plans review
- Whitehouse Road
- Secure On-Street Cycle Parking

#### December 2024

- Speed Limits – Rural Roads (originally for September)
- Speed Limits – 20mph implementation plan
- Elm Row plans
- ATINP update [this seems odd, as we understood this was to be incorporated into a “wider prioritisation for the City Mobility Plan Implementation Plan” noted by Alex from the previous Rolling Actions log – I've not checked this one, report 5.2]
- Queen Street safe cycling route [did we know about this?]
- Climate-Ready Edinburgh update

### 5.2 Rolling Actions Log

- Massive list as always (82 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...

- **p4 Car-Km annual update** [This feels like it is being hidden away as much as possible, as it is **not good news**, with just a 2-line paragraph referring you to the [Council's Business Plan](#). The Council's target is to reduce car-km 30% by 2030, and this target is a *Key Performance Indicator* in the Business Plan. It feels like it is failing drastically; and the decisions to stop work on a WPL and to postpone the City Centre ban on through traffic, leaves little hope that the Council will achieve any reduction at all in car-km, let alone 30%].

Page 29 of the Business Plan does not even give an actual car-km figure. It says “*mileage for cars (including taxis) is at 95% of pre-pandemic levels*”, but an adjacent graph shows that car-km for 2023 is higher than for 2022 – and in fact has increased every year since covid year, 2020, so could well be up to 100% next year. The adjacent text says of the target: “*we expect to impact/improve in the medium term*” once other measures have taken effect (apart from the LEZ, this is mainly ‘carrots’ such as bus improvements, AT routes, etc).

- **p5-7 Leith Connections update**

- LTN – survey data. Some good figures, some disappointing
- Additional trial measures will be in a ETRO update in Feb 2025 [not clear to me if these measures are those currently in place or additions]
- FoW to Dock Street – **Contract has been awarded at last.** [Source of funding not stated. Presumably either CEC has at last had a positive reply to their 'Tier 2' bid, which I doubt, or they are using existing AT cash].
- Hawthornvale to Seafield – Feedback and technical stuff have led to design changes, so further consultation to begin

## **8.2 Incorrect parking on the Tram Line**

- The problem is now very minor, so no additional measures planned. It has been helped by the Council's overall ban on pavement, drop kerb and double parking. [No mention of parking in bike lanes or if this too has improved following the ban]
- Re bike parking, the report says: *The Council have installed 60 Sheffield Cycle Stands along the TTN route. Discussions are ongoing regarding installation at other locations, but bike hangars are not planned for installation on the TTN route due to the limited available space and the fact that they are usually placed on adjacent side roads rather than major transport routes*

## **8.3 Parkgrove Drive**

- Various minor improvements suggested to tame local traffic and improve routes to school. Statistics suggest there isn't a significant problem, but there has been local pressure.
- Sections 4.5- 5.2 of the report list the proposals, which are to be developed & discussed with local councillors and Clermiston Primary Parents' Council.

## **9.1 Motion by Councillor O'Neill - Holyrood Park Strategy**

- Notes the recent [Historic Scotland \(HES\) report](#), which excludes 'movement' strategy as this will depend on Council transport policies in surrounding areas.
- Motion asks for a report on how the Council will be working with HES & Scot Govt to develop the movement strategy, including *"the possible addition of updated and safe segregated cycle infrastructure and road reduction or traffic calming measures to tackle the issues around Holyrood Park Road"*

## **9.2 Motion by Councillor Booth - Delivery Cyclists insights into an overlooked demographic**

- Notes the recent [Sustrans/ScotGov report](#) exploring the experiences of delivery cyclists in Edinburgh and Glasgow
- Asks for a report on implications for council policies & practice, including factors such as route design for cargo-bikes, missing links in networks, etc...