

QUESTION NO 32 By Councillor Booth for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024

Question (1) Please will the convener list all projects in the Active Travel Investment Programme 2022 - 2027, and for each project also list:

- a) the original Planned Construction Start Date
- b) the current Planned Construction Start Date
- c) the number of months the construction date has been delayed

Answer (1) The table below is based on original and current planned construction completion dates rather than construction start dates as information on original planned construction start dates is not available for many projects that have been included within the Active Travel Investment Programme(ATInP) for a number of years. However, original planned construction completion dates for these projects are available (response provided on 2 May 2019)

| Project | Original estimated construction completion | Current estimated construction completion |
|--|--|---|
| City Centre West-East Link (Melville Crescent) | 2017-2019 | December 2024 |
| West Edinburgh Link | 2022 | June 2026 |
| Roseburn Path to Union Canal | Funding dependant, no original fixed date for construction | December 2024 |
| Meadows to George Street | 2022 | May 2028 |
| George Street and First New Town | 2021 | June 2029 |
| Charlotte Square | 2016 (dependent on Developer funding) | February 2027 |
| Dropped Kerbs Programme (Phase 2) | Rolling programme starting 2018/19 | August 2025 |
| Citywide Public Bike Parking – annual rollouts | Ongoing | Ongoing |
| Meadows to Union Canal | 2016/17 | July 2026 |
| Secure On Street Cycle Parking (Phase 2) | 2017-2020 | August 2025 |
| Cameron Toll to Bioquarter | Funding dependent, no original fixed date for construction | May 2026 |
| North Edinburgh Active Travel (NEAT) Connections | Project dependent on CEC housing development programme | March 2027 |
| Leith Connections – Foot of the Walk to Ocean Terminal | Summer 2023 | December 2025 |
| Morrison Street | 2019/20 | On hold |
| Marchmont to Blackford | 2015/16 | Under review |
| QuietRoute 30 – Holyrood Park to Ratcliffe Terrace | 2017/18 | November 2025 |
| Smokey Brae Improvements | 2024/25 | October 2026 |
| QuietRoute 8 – Balgreen Road to Edinburgh Park | 2017/18 | Under review |
| Fountainbridge/Dundee Street | 2017/18 | October 2027 |
| Deanhaugh Street and Leslie Place | 2017/18 | December 2024 |
| QuietRoute 9 - Roseburn to Gyle | 2017/18 | October 2025 |
| Corstorphine Connections | Q3 2024 | March 2025 |
| QuietRoute 5 – Holyrood Park | 2017/18 (phase 1) | Under review |
| A8 Gogarstone to Middlesnorton | 2018/19 | Under review |
| QuietRoute 6 – Meadows to Bread Street | 2017/18 | Under review |

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|--|---|----------------|
| One-way Street Exemptions | 2018/21 | April 2026 |
| Minor Improvements – annual rollouts | Ongoing | Ongoing |
| Powderhall Railway | Project dependent on declassification and acquisition of railway line | On hold |
| Cultins Road Shared Footway | 2017/18 | September 2026 |
| Queensferry High School Link | Winter 2024 | Under review |
| Local Development Plan Action Programme | 2023 | 2026-27 |
| Burdiehouse to Mortonhall | 2024/25 | May 2026 |
| Bughtlin Burn Bridge | 2026/27 | October 2025 |
| Portobello to Musselburgh | 2022/23 | Under review |
| Calton Road – Waverley Station to Leith Street | 2018/19 | Under review |
| Fillyside Crossing | 2024/25 | June 2025 |
| Longstone Link | New project | Under review |
| Balerno to Kirknewton | New project | Under review |
| Reallocation of road space and reprioritisation of corridors | New project | 2024-25 |

Many of the original planned dates that are available were not expressed in terms of a specific month, so it is not possible to provide delays to completion measured in months

Current planned construction start and completion dates for the ATInP are available on the Council website and are updated regularly

The current estimated construction completion dates for projects where construction is not already underway are subject to the outcome of any required statutory processes, funding availability and the ongoing work to prioritise the City Mobility Plan Capital Investment Programme

The 36 experimental Travelling Safely projects are not listed because decisions on whether these are to be retained on a permanent basis will not be taken until next year. A programme for upgrading the infrastructure on projects that are retained cannot be developed until after this

Projects included within the 2022-27 ATInP that have now been delivered are also not listed

Question (2) Please will the Convener also outline the primary themes that are leading to active travel project delays, and what action is being taken to address these

Answer (2) Common themes for delays to implementation:

Funding

As reported to Transport and Environment Committee on 12 December 2024, significant reductions in external funding for 2023/24 has led to the need to the City Mobility Plan Capital Investment Programme. This has resulted in a pause on commencing work on some projects and is likely, in due course, to result in work on others ceasing or being phased over a longer time frame. It is likely that, going forward, additional Council Capital and Revenue funding will be required to mitigate further delays

Awaiting funding decisions from external funding partners –most commonly on the outcomes of annual funding bids or the approval of change control processes – has also impacted on the programme. In 2024/25, many funding application decisions were delayed by around 6 months

This follows a review (in 2021) of the ATInP to reduce overall costs. The review included undertaking extensive value engineering reviews of the larger projects within the programme. However, in some cases, work originally descope from projects under this review has subsequently been taken forward due to new funding becoming available(e.g. the Melville Crescent element of CCWEL)

Processes

Changes to project scope/project reviews/redesigns can arise for various reasons (e.g. to reduce costs/value engineering) when work on schemes resumes after being on hold for lengthy periods, due to changes to national design standards and/or Edinburgh Street Design Guidance, changes to funding partner requirements, unexpected ground conditions, as a result of consultation feedback and in response to decisions of the Council or Committees

Statutory or negotiated processes taking longer than expected (such as land acquisition by agreement/Compulsory Purchase Order, planning consent, traffic orders, public hearings and legal agreements (e.g. relating to works adjacent to/over railway lines))

Some activities are restricted to or need to avoid certain times of year (e.g. wildlife surveys, landscaping planting periods and the bird nesting season) for ecological reasons(for example, a relatively short delay to a project that requires tree clearance to be undertaken at the outset could delay delivery by six months or more, if the delay would take the start of the construction period into the bird nesting season)

Increasing the use of Experimental Traffic Regulation Orders allows early implementation of schemes on a trial basis, generally using temporary infrastructure. However, assuming the trial is deemed a success, it may delay implementation of permanent infrastructure due to the time needed for the trial and the subsequent evaluation process

It also entails producing two designs and two delivery processes, increasing costs and workload

The Council's new Consultation and Engagement policy (introduced in 2021) introduced new requirements for public consultations for some projects that were greater and of longer duration than previous normal practice

Officer resources

Development and delivery of ATInP projects spans a number of teams across the Council (including Transport Strategy and Partnerships, Traffic Signals, Street Lighting, Traffic Orders, Procurement, Legal, Estates and Planning)

Therefore, these projects often need to be balanced with other competing workload priorities

In some cases, this has meant that projects within the ATInP have had to be suspended, often for periods of in excess of a year, due to a lack of available officer resources

Project Managers will manage multiple projects concurrently which means that where a task on one project takes longer than expected, it can often cause delay not just to that project but to others being managed by the same person

Turnover can also impact on delivery, with recruitment generally taking several months

Additional unplanned workloads/expansions of programme can arise for a variety of reasons (e.g. altering existing schemes or investigating new schemes/initiatives)

Examples of this include the incorporation of prioritised actions from the Local Development Plan Action Programme and the experimental Travelling Safely projects into the ATInP

The Spaces for People programme (delivering this extensive programme of measures on an urgent basis, in response to the COVID-19 pandemic) resulted in the reprioritisation of resources for a period of circa 18 months in 2020 and 2021

Mitigation measures:

Many of the above reasons for delay are outwith the Council's control

However, to mitigate some of the issues experienced, additional resources have been recruited to help to progress active travel projects

There is ongoing and close liaison with external funding partners to try to minimise delays to funding decisions, understand potential future changes to funding and try to influence funding processes to increase efficiency

A report recommending an improved process for the implementation of traffic calming measures was presented to the Transport and Environment Committee on 12 December 2024. The proposals presented in the report have the potential to result in quicker delivery of some active travel projects

Some of the issues highlighted above (such as increased requirements for public consultation) are positive developments that will result in better projects. However, they do have an adverse impact on programmed delivery dates for projects that were initiated prior to the changes. Programming of delivery dates for infrastructure improvement projects is difficult to do with a high degree of certainty during the initial stages of project inception and development, as projects are often not fully scoped and there are many potential risks to delivery, including the issues set out above. It is not therefore uncommon for there to be significant change to early delivery forecasts for such projects; however programming certainty increases as projects progress through their design and delivery lifecycle

The introduction of a Programme Management Office in summer 2019 has improved the robustness of the programme and project management processes, which will enhance the reliability of project programming moving forward