



Public Meeting – 7:30 pm - 11th December 2018

Venue: Function Hall, Colinton Bowling Club

Agenda

Item	Subject	Time
1.	Welcome, apologies and any declarations of interest	7:30
2.	Police Report – the November report will be on the website	7:32
3.	Minutes of the meeting held on 11 th November 2018	7:45
4.	Matters arising from the November minutes	7:50
5.	Reports – various including Ward Councillors	8:00
6.	Redford Barracks placemaking workshop	8:20
7.	A.O.C.B. to be notified to the Secy. prior to the meeting	8:40
8.	Questions from the Public	8:50
	Close	9:00

Unapproved minutes of the previous meeting and reports will be on the website

Times for each agenda item should be adhered to wherever possible to allow time for informal conversation after the business of the evening has been concluded

Next scheduled meeting date: 12th February 2019

Present:

Tom McDonald (Chair), David Bewsey (Secretary), Anne McDonald, Dr David Houston, Ian Cowie, Bill Alexander, Lorraine O'Shea, Jennie Loudon (CVE), Cllr Scott Arthur, Cllr Phil Doggart, PC David Crow & 7 members of the public.

Welcome: The Chair, Tom McDonald, welcomed everyone to the meeting.

Apologies: Carol McMillan (Treasurer), Ken Eyeington, & Cllr Jason Rust.

Declarations of Interest: There were no declarations of interest.

Police Report:

PC David Crow gave a brief overview of the October report. He reported that there would be overtime to support a high visibility operation to tackle crime in the Bonaly area as there had been quite a few incidents reported. Air and water dispensers at the Tesco filling station had been targeted but the culprit had been apprehended trying to buy his weekly shopping at Tesco with twenty pence pieces. BA asked what was being done to catch those smashing car windows in West Mill Road and disturbances in Spylaw Park. PC Crow reported that he would look into these incidents.

Minutes of the meeting of 9th October 2018:

These were accepted as a true record. Prop. Bill Alexander, Sec. Ian Cowie.

Matters arising from the Minutes:

DB had contacted Duncan Campbell to update KE on the specifications for the historic railing to be placed along the Woodhall Road railings.

DB had also been in contact with Playfair Scotland with regard the proposed public consultation on the Tiphereth proposal. He reported that more information would be available soon.

He also reported that contact details had been added back on the website.

Reports

Chair: He reported that due to illness he had not yet arranged a meeting to discuss how best to respond to the proposed closure of the Public toilets.

Secretary: DBs report was discussed by the Chair as part of the Roads section.

Communications: AM gave a verbal report on the work both she and DB had carried out in looking at suitable positions for banners to be hung in the village such that these positions could be used by all groups.

An article had been written for the CAAs winter edition of their magazine.

The new flyer had been supplied to the Dell Directory for their next edition.

It was suggested that a new digital format notice be prepared to be included on various display screen including the Doctor's Surgery, Library and the Parish Church. This would be done so that the date could be changed ahead of each meeting.

ACTION:AM

AM also reported that the cost of the new flyer including design and printing had been £115.20 and approved by the Chair pending the next meeting. This was agreed.

Roads: DH reported that he had met with CAA to discuss what progress they had made in regard the safety issues on Bridge Road and discussed the issues with the relevant Council officers. It was agreed that a progress report would be presented to the next meeting. **ACTION: DH**

Planning: TM reported that there was nothing to report in the planning weekly lists.

Councillor's Reports:

Cllrs Rust and Arthur's reports were available in the meeting papers on the website. Cllr Arthur discussed his report and mentioned that the proposed speed survey on the bridge at Bridge Road was in a queue and would be carried out as soon as possible. The Secretary recalled the previous survey done some years ago and suggested it would be useful to compare with the new survey.

Proposed closure of Redford Barracks:

Councillor Doggart reported that as Convenor of the Council's working group that a community consultation involving all key groups would be held in early December. He went on to say that this was likely to be a 20 year development programme and that early discussions would be a good thing. DH asked who made up this committee. Cllr Doggart informed the meeting that he convened the group. Other members were Cllr Jason Rust, Cllr Scott Arthur, Cllr Neil Gardiner, Cllr Kate Campbell (other co-convenor), Cllr Robert Aldridge and Cllr Gavin Corbett.

Edinburgh Association of Community Councils (EACC):

DB, as Secretary of EACC reported on several city-wide matters including the review of Community Councils being carried out and in particular looked at creating a robust complaints procedure as well as suggested changes to Community Council boundaries especially within city centre locations. He also mentioned the renewal of street lighting which will see LED lighting heads replace the current High Pressure Sodium lighting. This work is to take place during February/March in Ward 8 (Colinton/Fairmilehead).

AOCB:

Several issues were raised by the Chair.

1. The annual audit of our accounts is due soon and all those who have been involved previously will need to assist our new treasurer to assemble all necessary paperwork.
2. Writing a cheque requires two signatories, but as internet banking – which is much more convenient in certain cases - can be operated by any one authorised person we need an internal protocol for authorising/processing payments in this way.

TM will present a proposal at the next meeting.

Action TM

3. The Chair requested retrospective approval for a digital payment for the new leaflets prepared in time for Art in the Park during our Summer recess. This was approved unanimously.
4. LO was asked to describe her new paid position with the Co-op. Her responsibilities will involve her in liaison with the community and disbursement of funds to local beneficiaries. She sees no immediate conflict of interest with her Community Council role.

Mention was made of CVE's Books in the Park event on 17th November 2018 and Christmas on the Corner to be held on 12th December 2018 between 6 and 8pm.

Public Comments:

A question was asked about maintenance of Defibrillators.

Concerns were expressed over parking on the bridges over the City Bypass. Cllr Arthur is to seek further action on this but reported that there were legal difficulties over removing the vehicles.

There was a question as to whether the 20 mph initiative was a success. Cllr Arthur said there would be a review of the scheme and also looking at reducing 40 mph areas to 30 mph such as part of Lanark Road.

ACTION: Cllr Arthur

Next meeting: This will be on Tuesday 11th December 2018 at 7:30pm, at Colinton Bowling Club.

28 Nov 18

Secretary's Report:

Since the last meeting I was re-elected as Secretary of the Edinburgh Association of Community Councils. Issues of City-wide concern can be raised and shared with other attending Community Councils at these meetings which occur quarterly. The next meeting will be on 21st February 2019.

On 4th December I attended a meeting of the Civic Forum where updates on various city-wide planning issues were discussed including what is now being referred to at City Plan 2013 (formerly the Local Development Plan). Until the Strategic Plan is approved by Scottish Ministers, CEC will not be able to finalise their proposals until later in January 2019. They will then publish their "Choices" previously called the Main Issues Report, detailing preferences and suitable alternatives for development around the City.

The Chair and I were invited to a Redford, Oxgangs and Colinton Placemaking Workshop looking at opportunities presented by the closure of Redford Barracks in 2022. This placemaking workshop focussed on the surrounding communities of Redford, Colinton and Oxgangs, and to look at opportunities which may arise from the redevelopment of the Redford Barracks site, seeking to agree a view on how this area could be different. The workshop outcomes will inform future investment planning in the local area, including both the brief for the Redford Barracks site masterplan and the Council's City Plan 2030. There are likely to be further meetings to gather views from the wider community.

Environment: Our suggestion that the path under the City Bypass from the Polo Fields to the hills has been taken on by Amey Consulting. They intend to replace the existing gabion baskets which have rotated in the burn, creating a gap between them and the footpath.

They plan to replace the existing, failed gabion baskets, with a vegetated Envirolok system.

As already intimated, these works to be carried out safely and the footpath will have to be closed and diverted for the duration of the works which will commence from 10th December until 22nd December. A diversion route will be posted on the website.

While the issues raised at the June Environment Walkabout have still to be actioned, the community's view on which area of Colinton would benefit from some improvement would be welcome. The December Walkabout was postponed and next review in June 2019, but we can submit suggestions at any time.

David Bewsey
Secretary

Update on Three Road Issues in Colinton Village – Dec 2018

Summary:

A meeting has been held with the CAA Chair to discuss their ideas on these issues and explore their experiences in previous attempts to get something done. Further discussions and clarifications have also taken place with the Roads Dept to find out which bodies require to be consulted in order to approve any changes and explore any statutory or policy constraints on what could be done to address these issues. They have also supplied me with useful large-scale maps of the areas involved which will be useful in defining solutions.

Evidence of traffic queues for issue 3 has been helpfully recorded on a daily basis by Jennie Loudon and I have some photographic evidence as well. A meeting has now been requested with the traffic light team as the evidence is now overwhelming that it is a major current issue that should be addressed as soon as possible.

Progress on issue 1 is also significant as I was helpfully supplied by a local resident with notes from a meeting in 2014 when the issue of a crossing was discussed with Council officers and 2016 correspondence via Councillor Rust on the possibility of a controlled junction. Taking this together with my discussions with the CAA would suggest that feasible solutions to this issue lead to a crossing of some nature on the west side of the junction across the end of the bridge. The Roads Dept intend to monitor the speed of traffic on the bridge which would also provide helpful information.

Issue 2 needs detailed measurements of the position and width of the existing position of the bus stop and adjacent parking places and also of the new proposed positions. Investigating sight lines and compiling previous minor accident data is also required but difficult to do as the area is continually busy with traffic during daylight hours. More than one person remembers a previous attempt to get the bus stop moved but I have been unable to get hold of any notes from that meeting which is believed to have been about 5 years ago.

I have requested any accident data in all three areas but have been disappointed by the response so far. Please give any memories of incidents however vague with rough detail and how long ago.

I am happy to take on board any suggestions at this stage as we move into the first meeting and continue to research the other two issues.

The rest of the report covers each issue in turn starting from the Colinton CC policy on these and giving some more detailed progress. I would be grateful if you approved the amended policy (proposed changes underlined) on Issue 1.

David Houston
Colinton Community Councillor

1. Dangerous Junction between Spylaw Street and Bridge Road and Need for Pedestrian Crossing:

Colinton CC has had a number of complaints from residents that the junction is dangerous because it is blind to traffic approaching eastwards from the bridge. This means that there is a high risk of an accident for any vehicle at the top of Spylaw St when turning either left or right on to the main road: Bridge Road. The only current provision to reduce the danger is a small warning sign on the bridge and SLOW painted on the road. There is now a 20MPH speed limit on both roads but many drivers are ignoring this. There is also significant local demand for a pedestrian crossing between the

pavement outside the former Bank and the bus stop adjacent to the dentists because of the danger from speeding traffic.

Colinton CC Policy: This junction is dangerous and also lacks a pedestrian crossing to the bus stop, dentists and Broad Steps. Existing measures to increase the safety of drivers and pedestrians are inadequate.

Strategy: Investigate possible solutions such as mini roundabout, give way signs on Bridge Rd, controlled junction or crossing, larger flashing warnings, etc, take advice from officials on these and decide which solution(s) to consult on.

Progress so far: Roads Dept staff continue to advise that full traffic lights with crossings and even a mini roundabout would not be professionally compatible with the junction geometry and the position of the bus stop. In addition, both constructions would have negative effects on general traffic flow through the village given the proximity of the crossing at the Post Office and the traffic lights at the top of Bridge Road. They have agreed to measure traffic speed and are considering installing a flashing speed alert sign on the bridge.

From their experience, CAA can see the difficulty of installing traffic lights or a mini-roundabout and do not wish to see the bus stop being moved any further from the village centre. They agree a crossing of some kind would be highly desirable, even if this was an old-style zebra crossing with belisha beacons.

The discussion moved on to the potential positioning of this crossing west of the junction at the end of the bridge where the road width is narrower and a crossing there would be visible from both directions. This would also be convenient to the foot of the Broad Steps and at least would link the stretch of isolated pavement (from the bus stop outside the dentists to the bridge) to the village centre. Raising the height of this crossing to pavement level would be a possible option (if Justifiable) as it would provide both traffic speed management and easier access for people with disabilities or walking difficulties to the bus stop while affording some protection to cars emerging from Spylaw St.

Next steps: Await the result of the Road Dept's traffic speed monitoring and then hold a meeting between them, Road Safety, CAA and ourselves to look at all possible solutions and consult the Colinton public about these, possibly through the Colinton Magazine. A detailed map of the junction has been obtained so that the various solutions can be presented visually and geometrically.

2. Two Dangerous Parking Spaces in Bridge Road outside Chemists:

Colinton Community Councillors note the chicane caused by these two spaces between parked vehicles and the stone wall on the other side of the road. The remaining road width is barely sufficient for two cars to pass (depending on the width of parked vehicles). This means that there are several minor accidents per year removing wing mirrors and/or scrapes and dents. Heavy vehicles such as lorries coming westwards with the momentum from the downward sloping road often have to brake sharply. When there are roadworks nearby and a traffic queue through the chicane, traffic attempting to move in the opposite direction is stopped by any larger vehicle unable to negotiate the gap. It is important that there are adequate parking spaces near the Chemist for use by elderly or disabled patients collecting urgent prescriptions but these spaces need not be at the Chemist. There is now a 20MPH speed limit on Bridge Road but many drivers are ignoring this.

Colinton CC Policy: These parking spaces compromise road safety and should be removed but replaced by two other spaces elsewhere so that the total number of parking spaces in Colinton Village is not reduced.

Strategy: Investigate possible solutions such as moving the bus stop box two spaces eastwards and repositioning these spaces outside the restaurant, take advice from officials on these and decide which solution(s) to consult on.

Progress so far: We have studied the geometry of this location but need to produce detailed maps of the existing position of the parking spaces and bus stop and the proposed new positions. This is proving difficult because the road is very busy during daylight hours.

CAA has also looked at this and had discussions some years ago with the Bus Stop Location specialists who would not approve any change. A key aspect was the visibility of the pedestrian crossing by drivers overtaking a bus when stopped at the bus stop.

Both CAA and ourselves feel that it is safer to have a bus stopped for a short time with only one line of traffic being able to overtake or pass at a time rather than two lines of traffic attempting to pass each other at a chicane during an extended period of parking. There is even a case to build the pavement out more for the bus stop as has been done elsewhere in Edinburgh so that there is clearly just one lane available. A bus stops only for a very short period and so traffic behind the bus will not be delayed unduly. Arguably, the safety of the pedestrian crossing is enhanced by drivers not being distracted by the chicane.

It is known that a number of minor accidents have occurred with wing mirrors being smashed or longitudinal bumps and scratches being sustained by the parked vehicles.

More work needs to be done on this before organising a meeting between the Bus Stop Location team, Road Safety, CAA and ourselves. Again, it is important to have local consultation with the Colinton public.

3. Lack of Right Turn Filter at Traffic Lights between Bridge Road and Woodhall Road:

Colinton CC has had many complaints from residents that large traffic queues build up eastwards through Colinton Village particularly in the evening rush hour due to vehicles waiting to turn right from the Village into Woodhall Road blocking traffic wishing to proceed straight ahead eastwards. As there is no filter, turning right needs gaps in westward moving traffic and there are often none at this time and so the turning traffic often have to wait a full cycle until the lights change to amber, blocking the whole of the queue behind them. This causes heavy air pollution and frustration in drivers, many of whom are tired after a day's work.

Colinton CC Policy: A Right Turn Filter should be installed to reduce pollution and driver frustration.

Strategy: Organise the collection of statistics including length of queue daily at 5pm, number of vehicles getting through the traffic lights per cycle, etc, take advice from officials and persuade them of the seriousness of the issue. Reinforce proposal by gaining public support as part of the consultation process.

Progress so far: We are gathering statistics on the length of queue developing through the village in the evening and analysing the traffic flow. There is a huge problem of queuing through the village most weekdays between 4.45 and 6pm. However, It is variable and very sensitive to volume of traffic. On Thursday 8th November, for example, the traffic queue at 5.45pm almost reached Lanark

Road with all the driver frustration, air pollution and additional accident risk that comes with that situation in the darkness. At other times there is virtually no queue, but it is this variability that has dogged this problem in the past.

The cause of the problem at peak time is that traffic waiting to turn right from Bridge Road into Woodhall Road quite often needs to wait to the end of the green light period because of the continuous traffic moving westwards towards them from Colinton Road to Bridge Road, blocking their route across to Woodhall Road. This westbound traffic continues right through to amber leaving a very short time for the right-turning traffic to clear before the pedestrian cross phase (or the Woodhall Road green phase) begins.

An added safety risk is that right-turning traffic actually have two lanes of traffic to negotiate which are both at green during the right turn: the westbound traffic through the village and the other lane of westbound traffic entering Woodhall Road.

The majority of the eastbound traffic through the village is going straight on to Colinton Road and is completely blocked by any vehicles waiting to turn right. This is the root cause of the queue lengthening dramatically.

CAA agree that this is the main problem and have proposed solutions in the past. Unfortunately, any on-site visits by the traffic signal specialists at the Council have not been made during a problem period.

Solutions now being discussed and considered by CCC:

A. Adding a right filter arrow to the traffic lights and adding an additional phase to the traffic light cycle.

Here, there would be a period where both lanes of westbound traffic were stopped while eastbound traffic would see a full green light and right turn filter light allowing all eastbound traffic to proceed. The length of this phase would need to be sufficient to clear a reasonable number of eastbound vehicles coming through the village without imposing undue delay on westbound vehicles or indeed, traffic emerging from Woodhall Road. The advantage of a right filter is that the drivers of right-turning vehicles have a clear right of way against both lanes of oncoming westbound traffic

B. Allowing a longer period of green to eastbound vehicles than to westbound within the existing traffic light cycle

This has many of the advantages of Solution A except that there would be ambiguity to right-turning drivers: Do I have right of way or not? This ambiguity would be worse in November to February when the junction is in darkness.

C. Having a more complex phasing system involving Woodhall Road traffic being separately phased

CAA have looked at some options here but they do not appear to assist the main problem of village traffic queuing and so my recommendation is to focus on solutions A and B.

Next steps: Continue to document queue lengths at the problem period in the evening. Obtain detailed maps of the junction so that solutions A and B can be presented clearly. Hold a meeting with the Traffic Signals Group, Road Safety, CAA and ourselves. Consult the Colinton public on the result of this meeting.

DJRH 3 December 2018

Communications Report

1. **BANNERS:** following the refusal of all but one of our suggested banner positions by CEC, a briefing document was prepared and sent to Councillors with a request that the issue be raised at the Transport and Environment Committee on 6 December. As Cllr Arthur was unable to attend the Committee we accepted his offer to arrange a meeting with a CEC official in the village to discuss. Meanwhile, permission has been granted by the owner of Mackenzie Cottage for us to use the fence outside the building; and we are seeking permission from CCCT to use The Belvedere at Drovers' Path.
2. **ARTICLE:** our article on Campbell Park has been published in the CAA magazine
3. **DIGITAL MEETING NOTICES:** work on this is ongoing
4. **ADVERTISING/PROMOTION POLICY:** currently our policy is not to carry any advertising or promotional material for commercial events/services; we do however promote events/services run by charities – eg Swing Cafe, Tipereth etc; and local events/services run on a not-for-profit basis. Recently however we had a request to publicise a Christmas Fair which was run in St Cuthbert's Church Hall. This did not have a charitable purpose or connection; and it was run in order to make stall holders a profit- so fell outwith our current guidelines. Happily the request was misdirected and was in fact intended for CAA, so we were able simply to pass it on. The request did however highlight a situation where our policy would have meant we couldn't promote a Christmas Fair in our community: so, do we need to review our policy on advertising and promotion? We would welcome members' views on this matter.

Anne McDonald
Communications Lead