



Transport and Environment Committee

10 am Tuesday 17 January 2017

Dean of Guild Court Room, City Chambers, High Street, Edinburgh

Transport and Environment Committee

Convener:	Members:	Contacts
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Recent news

Lothian Buses – Termination of Adultcitysingle ticketing option – issues update

Current context and concerns:

Further information, particularly relating to Lothian Buses feedback was requested when considering the report presented at Committee on 1 November 2016.

The issues and concerns raised can be summarised as follows:

- Digital Divide and social exclusion.
- Discounted day ticket scratchcard phasing out fears.

Digital Divide and Social Exclusion

- Growing concern revolves around concept of the 'Digital Divide' where those without smartphones, or the means to electronically access cash, are excluded from accessing essential services.

Discounted Day Ticket Scratchcard

- Additional concerns were raised relating to the long term future of the day ticket scratchcard.

Ticketing Options - Alternative solutions

- **Single journey citysmart card**

Alternative options or solutions to the issues raised by the loss of the single journey paper ticket in the form of a single journey reusable smartcard, possibly allowing alternative local service provider distributors were suggested.

Lothian Buses feedback

- **Technical and Commercial options appraisal**

As the Council has no direct control on this issue, engagement with Lothian Buses has taken place in order to inform of local stakeholder concerns and influence the seeking of suitable resolutions.

- **Scratchcard Dayticket**

Feedback from the company regarding the issues raised

Background

For further information:

S Contact: tuart Harding
Transport Operations Manager
Tel: 0131 529 3704

indicates that there are no imminent plans to 'phase out' the Scratchcard Dayticket as, commercially, it serves a different user group or market. The company are, however, looking to develop the infrastructure that supports ticketing portfolio and that the scratchcard could be modernised as part of this. They have indicated that it is their current intention to continue the scratchcard in its current disposable format if it can be delivered cost effectively.

- **Single journey smartcard**

Lothian Buses have ruled out this option as not commercially viable. They indicate that the cost to produce the card media and administer it would be prohibitive. In addition, the suggestion of having third party ticketing operational capability would not work with regards to security and reconciliation.

- **Digital Divide**

Lothian Buses recognise and accept the concerns raised with regards to the concept of the Digital Divide. In response, they point out that they currently have no plans to remove acceptance of cash fares from their buses, the most widely accessible means of paying for bus travel.

Future plans

Work is to commence next year on the replacement of the technology behind their smartcard scheme and this will enable them to explore a range of different options which are currently either technologically impossible, or not commercially viable.

Forthcoming Activities

Committee Convener and Vice Convener are not satisfied with the alternative provision offered by Lothian Buses and will hold a meeting with key stakeholders, including the original petitioner and representatives from Lothian Buses.

Recent news

In-Tenement Cycle Parking

On 1 November 2016, the Transport and Environment Committee, as part of its consideration of secure on-street cycle parking, asked for further information regarding the provision by the Council of Grant Funding to members of the public to install cycle storage in or around tenements.

This has been previously considered as a way of encouraging responsible storage of cycles within stairwells and making cycling more accessible.

On 24 August 2004, the Environment and Quality Scrutiny Panel asked the Director of City Development to put forward a proposal to investigate the possibilities of cycle storage areas in tenement areas including within, to the rear of, and in the surrounding streets of tenements.

On 25 April 2006 a report was put forward to outline progress to date and propose a course of action to install cycle parking at a number of locations under the scheme.

It identified three tenement blocks in order to trial different solutions to the ongoing problem of cycle parking.

Although this trial did not progress due to a number of issues, it did pave the way to the recent trial and subsequently approved roll-out of secure on-street cycle parking in Edinburgh.

A search has been undertaken to identify other schemes elsewhere in the UK where Local Councils offer grants to private residencies to improve cycle parking within tenements/flats. Although Hackney in London has a scheme, it only offers grants to improve on-carriageway cycle parking provision on "Council Estates".

As such, this is more akin to the approved roll-out of secure on-street cycle parking in Edinburgh. We have been unable to identify any schemes to assist with providing parking within private properties.

There are a number of factors which mean that taking forward a grant scheme is not considered to represent an efficient use of Council resources:

- i) Significant staff time would be required to administer

Background

For further information:

Contact: Allan Tinto, Transport Technician (Cycling), Road Safety and Active Travel, Transport on 0131 469 3778 or allan.tinto@edinburgh.gov.uk

the scheme.

- ii) Obtaining consents from all owners within a tenement would be very difficult to achieve.
- iii) Planning permissions and fire safety compliance would be an additional and potentially costly, administrative process for the Grant Applicant.

Utilising Council Transport staff to deal with the above issues would deflect resources from the delivery of other cycling improvement projects, many of which will potentially deliver a greater positive impact on cycling in the city. Consideration will therefore be given to the potential for delivering such a scheme via a third party.

Recent news

Proposed Charges for Secure On-Street Cycle Parking

On 1 November 2016, the Transport and Environment Committee approved a further roll-out and proposed methodology for the selection of new sites for on-street secure cycle parking for use by residents.

More detail was requested on the level of charging that would be made for the use of these facilities.

Preliminary discussions have been undertaken with a number of companies over possible charges for the management and maintenance of this scheme. Based on these discussions it is anticipated that approximately £5 per parking space, per month, would be required to cover basic maintenance of the units, and management of keys and contracts etc.

Public consultation work, which was carried out prior to the trial, asked residents to respond on the matter of cost, specifically whether they would be prepared to pay for this facility and if so, how much - £5 or £10 per month. The results were then applied to a notional "average" street containing 140 flats within a maximum distance of 100m from the on-street units. This allowed an estimate of the number of individuals per street who may be prepared to pay to use the facilities at various charging levels.

Table 1 shows the figures based on all users interviewed and on only those who owned a bike.

Background

For further information:

Contact: Allan Tinto, Transport Technician (Cycling), Road Safety and Active Travel, Transport on 0131 469 3778 or allan.tinto@edinburgh.gov.uk

Contributes to Coalition Pledges: P45; P50

Council Priorities: CP2; CP9; CP11

Single Outcome Agreement: SO2; SO4

<u>Table 1</u>	Free	£5	£7.50*	10
All Users	47	36	22	9
Bike Owners Only	40	28	15	6

*£7.50 was not an option included in the survey – the results have been interpolated from the responses to proposed charges of £5 and £10.

As any new location is proposed to have between 10-12 spaces, this analysis indicates that there would be sufficient demand to fill the units if the charge was up to £7.50.

It is therefore propose to initially charge this sum, with the excess, over the management and maintenance charge incurred by the Council, being held to cover any repairs not covered by the maintenance contract. This would include damage caused by accidental vehicle impact or vandalism.

The initial roll-out is expected to be of between 10 and 15 locations per year. The annual excess that would accrue to the Council from this, assuming 100% take up, would be:

15 Locations x 12 spaces per location x £2.50 excess x 12 months = £5,400 per annum.

The cost to replace one damaged unit would be approximately £2,000-£3,000.

The level of charge could be varied to address levels of demand either above or below that predicted.

Recent news

Review of Tables and Chairs Permits in George Street

On the 2 June 2015, the Transport and Environment Committee agreed to extend the operating hours of the tables and chairs permit system that was in place during the Experimental Traffic Regulation Order for George Street.

The purpose of this experiment was to give local operators, with existing tables and chairs permits, the opportunity to operate until midnight during the Edinburgh Fringe Festival only, subject to certain conditions on noise and anti-social behaviour.

The trial has demonstrated that, taking into account George Street's specific nature, extended hours can function effectively within a properly managed event area. In practice, during 2016, not all operators chose to extend the operation of their table and chair areas to midnight. Those that did tended not to continue until midnight when weather was less favourable or where numbers of people in the street were lower.

This indicates that future arrangements for extending tables and chairs hours on George Street should operate satisfactorily where they form part of a proposal for a properly managed event area during the Fringe Festival period.

Committee also decided on 2 June 2016 that it was necessary to consult with key stakeholders prior to allowing midnight extensions to tables and chairs permits in the wider city centre ward area (on a trial basis, to those premises located within 150 metres of an official Festival or Fringe venue). Views were sought from local Community Council representatives, local Elected Members, and from a range of services including Police Scotland, Environmental Wardens, Roads Services and Regulatory Services and the feedback indicates that, given the very diverse areas across the city centre ward, each with their own mix of factors and features, replicating the George Street approach to extend tables and chairs is not suitable as it would create a wider and distinct set of consequences in other areas of the City Centre ward. This takes into account the fact that some areas, or streets with significant resident population, already have a high concentration of

Background

For further information

Contact: Anna Herriman, City Centre Programme Manager, 0131 469 3853
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Contributes to Coalition Pledges:

P24, P28, P31

Council Priorities: CP5, CP6, CP8, CP9, CP12

Single Outcome agreement: SO1, SO4

outside tables and chairs areas (e.g. Grassmarket), or are in very close proximity to a number of licensed premises (e.g. West End, and Broughton Street). Similarly extending any outside licensed area to midnight on a key transport route is considered by consultee groups to have wider, undesirable consequences.

Recent news

Bus Lane Network Review – Outcome of Bus Operator Consultation

Council officials invited all local bus operators to a meeting at the Tram Depot on 8 December 2016 to seek their views on the bus lane network review reported to the Transport and Environment Committee meeting on 1 November 2016. Committee requested an update in January following consultation with local bus operators on the principle of extending the city's bus lane network and any associated issues.

The issues raised by these operators could be broken down into the following categories:

- **Corridors**

That the Council investigate new bus lanes or extensions on the A8 corridor from Newbridge to Gogar and through Corstorphine.

Improved bus priority measures requested on Queensferry Road from Barnton into the city, including traffic signal enhancements at Queensferry Street.

Traffic congestion around the Fort Shopping Centre was also raised.

- **Enforcement**

Specific concerns were raised around issues created by parking on Princes Street at the Balmoral Hotel and on the South Bridge Corridor.

- **Local Plan Development Areas**

General concerns were raised about the number and scale of developments towards the City of Edinburgh Boundary, which may directly affect bus journey times and reliability. The potential for greater patronage may

Background

At the Transport and Environment Committee meeting on 1 November 2016, Committee requested an update in January following consultation with local bus operators on the principle of extending the bus lane network and any associated issues.

For further information:

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Tel: 338 5842

not be captured if lack of infrastructure improvements make bus journeys unreliable.

Additional bus priority will be investigated to attempt to resolve any emerging issues and details will be reported to future Committee Meetings.

- **Event Planning**

Concerns were raised about special events and the affect this can have on bus journey times and the ability to reach the city centre. George Street in particular was mentioned both regarding temporary restrictions and longer term plans.

Further issues were raised about the suitability of diversion routes used for events, overhanging trees on routes not used by daily bus services were raised (as well as those on existing routes).

Not all bus operators are consulted about events, so an updated contacts list is to be agreed for all consultations.

- **Bus Stop Rationalisation**

For a variety of reasons, the average bus stop spacing in Edinburgh is significantly lower than the national recommended distance. Fewer stops could reduce journey times and improve reliability. It was agreed that a method of implementation should be presented to Committee and perhaps a trial undertaken to gauge the effect on a particular corridor.

- **Bus Lane Camera Enforcement**

Consideration of extending the existing camera lane enforcement and the numbers of cameras to be deployed.

Forthcoming Activities

It was agreed that this consultation meeting with the local bus operators will be repeated quarterly to discuss the above issues and allow inclusion of others as they are identified.

It is also intended that a guest speaker will be invited to each meeting to give the bus operators an update on current issues. As an example it was suggested that an explanation of the new Edinburgh Local Development Plan would be beneficial.

Recent news

Edinburgh Playing Out Streets Pilot

Awareness of the pilot was made via Facebook, Twitter, the Council's website and the Edinburgh Playing Out group.

At present, there is insufficient evidence to draw any conclusions from the pilot. Only a small number of enquiries were made which did not result in any streets being closed for play purposes. It is therefore intended to extend the pilot. This would run from from mid-April to mid-August 2017 and would cover both the Easter and Summer school breaks, with a suitable lead in time.

It is intended to increase awareness of the Edinburgh Playing Out Streets pilot through contacts with Locality Community groups and via the Council's website.

The guidelines developed for the Pilot will be reviewed to ensure clarity for applicants.

A report on the outcome of the extended pilot will be brought to the Transport and Environment Committee in January 2018.

Background

A report on Playing Out Streets was considered at the Transport and Environment Committee meeting on 7 June 2016. The committee agreed that a pilot would take place from July to October 2016 and a report be brought to Committee in early 2017 to present the findings of this pilot.

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Contributes to Pledges and Outcomes: P33, P44, CP4, CP9

Recent news

Open Space 2021: Edinburgh's Open Space Strategy

The Planning Committee on 8 December 2016 considered a report on [Open Space 2021: Edinburgh's Open Space Strategy](#).

The Committee approved the recommendations in the Executive Director's report and referred the report to the Transport and Environment Committee for information.

Background

For further information:

Andrew Smith, Planning Officer
0131 469 3762
andrew.smith@edinburgh.gov.uk

Recent news

Community Policing Performance Update – July to September 2016

The Police and Fire Scrutiny Committee on 9 December 2016 considered an update on the joint working activities and detailed performance carried out under the SLA with Police Scotland from [July to September 2016](#).

The Committee agreed to note the content of the report and to refer to the Health, Social Care and Housing Committee and the Transport and Environment Committee for information.

Background

For further information:

Contact: Michelle Miller, Head of Safer and Stronger Communities
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