

Notice of meeting and agenda

Transport and Environment Committee

10.00 am Thursday, 1st October, 2020

Virtual Meeting - via Microsoft Teams

This is a public meeting and members of the public are welcome to watch the live webcast.

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1. Order of Business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of Interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Deputations

- 3.1 If any.

4. Minutes

- 4.1 None.

5. Forward Planning

- | | | |
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| 5.1 | Transport and Environment Committee Work Programme | 7 - 10 |
| 5.2 | Transport and Environment Committee Rolling Actions Log | 11 - 48 |

Business Bulletin

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| 6.1 | Transport and Environment Business Bulletin | 49 - 56 |
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7. Executive Decisions

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| 7.1 | Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place | 57 - 68 |
| 7.2 | West Edinburgh Link - Gogarloch and South Gyle Proposed Residents' Priority Parking Area – Report by the Executive Director of Place | 69 - 114 |
| 7.3 | Bus Priority Rapid Development Fund – Report by the Executive Director of Place | 115 - 174 |

7.4	City Mobility Plan – Public Consultation and Engagement Key Messages and Next Steps – Report by the Executive Director of Place	175 - 236
7.5	Roads and Transport Infrastructure Improvement Plan – Report by the Executive Director of Place	237 - 288
7.6	Revenue Monitoring Update – 2019/2020 Provisional out-turn and 2020/2021 Month three position – Report by the Executive Director of Place	289 - 298
7.7	Reform of Transport Arm’s Length External Organisations – Report by the Executive Director of Place	299 - 308

8. Routine Decisions

8.1 None.

9. Motions

9.1 Motion by Councillor Lang - Spaces for People Online Consultation

“Committee:

1. notes that the Council, in conjunction with Sustrans, launched the online Commonplace tool on 29 May for people to share suggestions for creating safer spaces for walking, cycling and wheeling safely; and that the portal closed to comments on 29 June.
2. expresses its thanks to all those who submitted over 4,000 comments through this process, and believes this level of feedback places an important responsibility on the Council to explain what action has been taken in response to comments received.
3. notes that, at the Policy & Sustainability Committee of 20 August, officers confirmed the analysis of the public comments was “nearing conclusion”.

4. is concerned that, four months on from the launch of the portal, there has been no detailed report to councillors on the conclusions drawn or projects being progressed as a direct result of this consultation exercise.
5. seeks a report at the November 2020 meeting of the Transport and Environment Committee, providing the analysis of the feedback received and a definitive list of projects which have been implemented or are proposed to be taken forward through the Spaces for People process as a result of the comments received.
6. agrees the report should highlight suggestions which received significant support but did not fit the criteria for Spaces for People, and what options exist to progress these ideas through other active travel project streams.”

Laurence Rockey

Head of Strategy and Communications

Committee Members

Councillor Lesley Macinnes (Convener), Councillor Karen Doran (Vice-Convener), Councillor Scott Arthur, Councillor Eleanor Bird, Councillor Gavin Corbett, Councillor David Key, Councillor Kevin Lang, Councillor Claire Miller, Councillor Stephanie Smith, Councillor Susan Webber and Councillor Iain Whyte

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council. The meeting will be held by Teams and will be webcast live for viewing by members of the public.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Veronica Macmillan / Martin Scott, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4283 / 0131 529 4237, email veronica.macmillan@edinburgh.gov.uk / martin.scott@edinburgh.gov.uk.

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Work Programme

Transport and Environment Committee

1 October 2020

	Title / description	Purpose/Reason	Executive/Routine	Directorate/Lead Officer	Expected Reporting Date
1.	Place Directorate – Financial Monitoring	Quarterly report		Executive Director of Place Lead Officer: Susan Hamilton 0131 469 3718 susan.hamilton@edinburgh.gov.uk	November 2020 April 2020 September 2021
2.	Waste and Cleansing Services Performance Update	Quarterly report		Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	November 2020 April 2020 September 2021
3.	Communal Bin Enhancement Update	Six-monthly report		Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	November 2020
4.	Smarter Choices, Smarter Places Programme	Annual Report		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021

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Agenda Item 5.1

5.	Transport Infrastructure Investment – Capital Delivery Priorities	Annual Report		Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	April 2021
6.	Public Utility Company Performance and Road Work Co-ordination	Annual Report		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	April 2021
7.	Annual Update on Council Transport Arms Length Companies	Annual report		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	April 2021
8.	Appointments to Working Groups	Annual report		Chief Executive Lead Officer: Veronica Macmillan 0131 529 4283 veronica.macmillan@edinburgh.gov.uk	October 2021
9.	Decriminalised Traffic and Parking Enforcement Update	Annual Report		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	April 2021

Transport and Environment Committee Upcoming Reports

Appendix 1

Report Title	Directorate	Lead Officer
November 2020		
Place Directorate – Financial Monitoring	Place	Susan Hamilton
Communal Bin Enhancement Update	Place	Andy Williams
Waste and Cleansing Performance Update	Place	Andy Williams
Spaces for People Update	Place	Dave Sinclair

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Rolling Actions Log

Transport and Environment Committee

1 October 2020

No	Date	Report Title	Action	Action Owner	Expected completion date	Responsible Officer	Comments
1	7 June 2016	Review of Scientific Services & Mortuary Services	To agree to accept further reports on the outcome of the financial impact assessment of a Scottish Shared Scientific Service and the outline business case for the shared laboratory and mortuary facility in the Edinburgh BioQuarter.	Executive Director of Place Lead Officer: Robbie Beattie 0131 555 7980 robbie.beattie@edinburgh.gov.uk	May 2020	1 October 2020	Recommended for closure. A final update on this action is included in the Business Bulletin for Committee on 1 October 2020.
2	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	1. To approve Lothian Buses Business Plan 2017-2019 noting the areas for further work as set out in paragraph 3.20, and to request a progress report by Autumn	Executive Director of Place Lead Officer: Ewan Kennedy, 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	November 2020		A business bulletin update will be prepared for November Committee.

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Agenda Item 5.2

			2017 on these matters.				
			2. To note that Transport for Edinburgh's three-year operational plan would be presented at a future Committee meeting for approval			May 2020	<p>Recommended for Closure</p> <p>The Council's Policy and Sustainability Committee has approved engagement to commence on reform of the Council's Transport Arms Length Companies. [An update on this is included on the agenda for October 2020]</p>
3	9 March 2018	Special Uplifts Service	To agree that the Head of Place Management would confirm to members of the committee the area that had been procured for the pilot collection.	Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk		To be reviewed early 2021	The proposed partner withdrew from the pilot. It is intended to market test a more commercial solution to establish interest in re-use partnerships

							however this has been delayed. This approach will be reviewed early in 2021 and a new timescale set.
	9 March 2018	Public Spaces Protocol	<ol style="list-style-type: none"> 1. To agree to review the Public Spaces Protocol after a full year of use. 2. To agree that when reviewing the terms and conditions, to consider condition 10 - the noise created by generators and whether it was necessary to use diesel generators, and condition 14 – the requirement for recycling to be enforced as part of waste management arrangements. 	<p>Executive Director of Place Lead Officer: Alison Coburn</p> <p>0131 529 3149 alison.coburn@edinburgh.gov.uk</p>	February 2020	28 January 2020 (Culture and Communities Committee)	<p>Recommended for closure</p> <p>The Public Spaces Protocol will now be combined with the Edinburgh Parks Events Manifesto into a Public Space Management Plan. This was agreed by Culture and Communities Committee on 28 January 2020.</p>
5	9 August 2018	Public Transport Priority Action Plan	To approve the recommendation of a desired spacing of 400 metres between bus stops and that existing corridors were reviewed to determine	<p>Executive Director of Place Lead Officer: Ewan Kennedy</p> <p>0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	Review Early 2021		This work has been delayed due to COVID-19 and will be progressed when it is

			how this spacing could be achieved, whilst recognising equalities issues raised by this and that a full public consultation would be carried out on any proposed changes, with a consultation report returning to the Committee to seek approval for changes to bus stop locations.				appropriate to do so.
6	9 August 2018	Workplace Parking Levy Scoping	To agree that Council officers would develop a paper which set out the argument and rationale for Edinburgh to introduce a Workplace Parking Levy or wider non-residential parking levy which could also cover customer parking spaces.	Chief Executive Lead Officer: Gareth Dixon 0131 529 3044 gareth.dixon@edinburgh.gov.uk	November 2020		
7	9 August 2018	Single Use Plastics	1. To note that the report highlighted opportunities to further develop the Council's activities towards reducing the impact of Single Use Plastics and therefore to agree to establish a short-life working group to	Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	February 2020	27 February 2020	Recommended for closure. The issues identified and proposed solutions were reported to Committee in the Business Bulletin on 27

			consider this issue to report back to Committee.				February 2020.
			2. To agree that the working group would be a member-officer group; the membership would consist of one elected member from each political group and officers from relevant service areas including waste and recycling, catering and procurement; that the group would meet within one month and would aim to report to the Committee within six months. The remit of the group would be to discuss the report on Single Use Plastics and any issues arising from this to develop potential solutions.		September 2018	September 2018	<p>Recommended for closure</p> <p>This group was established and meetings have taken place.</p>

8	4 October 2018	Electric Vehicle Infrastructure: Business Case	To agree that a briefing note would be circulated to members on the assumptions related to how often people were using cars and how often they would charge them.	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	Early 2021		This has been delayed due to Covid 19 and changes in delivery team. Engagement has taken place with Energy Savings Trust and we await further information on the assumptions and feasibility study. A note on this will be prepared and circulated to Committee.
9	4 October 2018	Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking	1. Agrees to arrange a detailed briefing for those councillors who would like it on the details, including the financing, of the scheme as soon as possible.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	December 2019	December 2019	Recommended for closure This briefing was circulated December 2019.
			2. Agrees to receive an update report once the scheme is established, and in no later than 12 months' time, which		Early 2022		The roll-out has commenced. A report will be provided to committee once this has been

			will examine potential changes to the scheme including the potential to price the scheme at less than the cost of a residents parking permit				operational for 12 months.
10	6 December 2018	Transport and Environment Committee Rolling Actions Log	To agree to circulate to members a brief update on the outcome of the liaison between the Head of Place Management and colleagues in Planning and Licensing with regards to ensuring regulations for flyposting are enforced	Chief Executive Lead Officer: Gareth Barwell 0131 529 5844 Gareth.barwell@edinburgh.gov.uk	November 2020		An update for members is currently being prepared.
11	6 December 2018	Transport Asset Management Plan (TAMP)	To agree that a description of a supplementary document on ensuring regular maintenance of these issues be included in the Business Bulletin update.	Executive Director of Place Lead Officer: Cliff Hutt 0131 469 3751 cliff.hutt@edinburgh.gov.uk	2021		This information is being collated in time for the next TAMP update.
12	6 December 2018	Annual Air Quality Update	To agree that a revised NO2 Air Quality Action Plan should be presented to committee in August 2019	Executive Director of Place Lead Officer: Will Garrett 0131 469 3636 will.garrett@edinburgh.gov.uk	November 2020		This is linked to action 66.
13	5 March 2019	Strategic Review of Parking – Results of Area 1	1. Notes that progress is also being made on the ongoing	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823	January 2021		The most recent update on this was on 12

		Review and Corstorphine Consultation Results	Stadiums review and that the results of this review will be reported to the next meeting of this Committee.	gavin.brown@edinburgh.gov.uk			September 2019 . This will be covered in a Strategic Review of Parking report in January 2021.
			2. Notes the report identifies parking issues in Newbridge and the timetable which exists to take forward a traffic regulation order to address these issues; and therefore agrees to a formal review of the effectiveness of any new measures within twelve months them being in place and a subsequent report to Committee.		January 2021		The 12 month implementation period is almost complete. Expected Business Bulletin update for Committee in January 2021.
14	5 March 2019	Electric Vehicle Business Case: Implementation Plan	Note that further progress reports will be submitted to Committee.	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	Early 2021		The current situation is that Phase 1 of the Electric Vehicle On Street Charger Roll Out programme is

now well under way (66 chargers located at 13 sites across the city) with regular engagement with procurement, Scottish Power Energy Networks (SPEN) along with other stakeholders.

Phase 2 of the project is currently being planned as part of the city's larger sustainability plans and as such is ongoing with full consultation with colleagues in the relevant teams and engagement with the

							marketplace
15	5 March 2019	Use of Street Lighting for Electric Vehicle Charging	Agrees to receive a further report within 12 months, once further conversations with key stakeholders including SP Energy Networks have been carried out, to explore the potential for an Edinburgh pilot of this technology, and that this report will also outline potential funding for such a pilot.	Executive Director of Place Lead Officer: Alan Simpson 0131 458 8038 alan.simpson@edinburgh.gov.uk	Early 2021		This has been delayed due to Covid 19 and changes in delivery team. However, Phase 2 of the project is currently being planned as part of the city's larger sustainability plans and as such this idea of using street lighting may be revisited after full consultation with colleagues in the relevant teams and engagement with the marketplace.
16	18 March 2019	Neighbourhood Environment Programme and Community Grants Fund	To agree that the Executive Director of Place would revisit the methodology used to allocate funding for each Locality from the carriageway and footpath capital budget for	Executive Director of Place Lead Officer: David Wilson 0131 469 3912 david.wilson@edinburgh.gov.uk	Early 2021		This work has been delayed due to COVID-19 and Spaces for People and will be progressed

		(referral from the South East Locality Committee)	improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations.				when it is appropriate to do so.
17	18 March 2019	Motion by Councillor Miller – Tollcross Primary School Road Safety Improvements (referral from the South East Locality Committee)	To add development of a Place Plan with pupils at Tollcross Primary School to this Committee's Work Programme.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Spring 2021		An update was included in the Business Bulletin considered at Transport and Environment Committee on 5 December 2019 .
18	18 March 2019	Viewforth Bridge Update (referral from the South East Locality Committee)	To request a report back to the first meeting of the Locality Committee after the summer recess on the outcomes of the traffic modelling exercise.	Executive Director of Place Lead Officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov.uk	October 2020		Recommended for closure The traffic modelling exercise was completed; however, it was inconclusive with regards to promoting any particular option for the closure or partial closure of Viewforth.

Various local groups/representatives have been canvassed for views on this but the feedback so far has not concluded that Viewforth Bridge should be closed.

As part of the Spaces for People programme short-term proposals to increase capacity for pedestrians and cyclists in the area and offer an alternative to the Union Canal tow path have been investigated. However, further work is required to develop the proposals for implementation.

							It is not proposed to bring forward any separate proposals for Viewforth Bridge at this time.
19	28 March 2019	Grounds Maintenance in the South West Locality (referral from the South West Locality Committee)	That officers would investigate the city-wide issues relating to leasing of equipment and recruitment and report to the appropriate committee.	Executive Director of Place Lead Officer: David Jamieson 0131 529 7055 david.jamieson@edinburgh.gov.uk		October 2020	Recommended for closure Recruitment has now concluded for an additional six members of staff and three additional tractors were hired following the lockdown period to support grounds maintenance teams. Procurement of new ride-on mowers, tractor mounted units and pedestrian operated mowers has now concluded and

							delivery of the equipment is expected in around 10 weeks.
20	28 March 2019	Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality (referral from the North West Locality Committee)	To report back to the North West Locality Committee in one cycle setting out a strategic transport analysis of the North West Locality area.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 Ewan.kennedy@edinburgh.gov.uk			An update on this will be provided in November 2020.
21	16 May 2019	Emergency Motion by Councillor Burgess – Waste and 2030 Climate Emergency	To call for a report on minimising climate-changing pollution from waste to come back to the Transport and Environment Committee in three cycles, in response to the new 2030 net-zero carbon target.	Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	December 2019	27 February 2020	Recommended for closure. A report responding to action 3 was considered by Transport and Environment Committee on 27 February 2020 .

22	20 June 2019	Review of Chargeable Garden Waste Service	Agrees that officers include a variety of options for re-introduction of a universal free garden waste collection within Autumn draft budget proposals for 2020/21.	Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	February 2020	20 February 2020	Recommended for closure A variety of options were discussed as part of the Council's budget setting process. The Council set its budget for 2020/21 on 20 February 2020 .
Page 25 23	20 June 2019	Public Transport Priority Action Plan Update	1. Recognises the unsatisfactory nature of the current report's conclusions and requests a further report focussing on further potential solutions for the A90 corridor within 2 cycles, subject to consultation with transport spokespeople and ward councillors.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2020		Recommended for closure An update on the A90 was included in the Business Bulletin on 27 February 2020 .

			<p>2. Agrees that the development of a methodology for a bus stop rationalisation process, as described in the report. This will include consultation with both the City of Edinburgh Council Equalities Champion and appropriate external organisations including the access panel Edinburgh Access Panel and will be brought back to Committee for approval</p>		Review Early 2021		<p>This is linked to action 5.</p> <p>This work has been delayed due to COVID-19 and will be progressed when it is appropriate to do so.</p>
			<p>3. Notes that a consultation on amending bus lane operational hours will be held between September and October 2019 and agrees to receive a consultation report at the first TEC of 2020.</p>		October 2020	October 2020	<p>Recommended for closure</p> <p>This was raised in the draft City Mobility Plan. The consultation results are included on the agenda for Committee on 1 October 2020.</p>

24	20 June 2019	Communal Bin Enhancement Update	Notes the content of this report and agrees to receive an update every six months.	Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	December 2019	27 February 2020	Recommended for closure A report was considered at Transport and Environment Committee on 27 February 2020 and regular updates will be provided in future.
25	20 June 2019	The Edinburgh Parks Events Manifesto Update	Note that a full review of the Edinburgh Parks Events Manifesto is being progressed alongside the review of the Public Spaces Protocol and that these will be reported to Committee on 5 December 2019. A note on this will be included in the next business bulletin for Culture and Communities Committee.	Executive Director of Place Lead Officer: Gareth Barwell Head of Place Management 0131 529 5844 gareth.barwell@edinburgh.gov.uk	February 2020	28 January 2020 (Culture and Communities Committee)	Recommended for closure The Public Spaces Protocol will now be combined with the Edinburgh Parks Events Manifesto into a Public Space Management Plan. This was agreed by Culture and Communities Committee on 28 January 2020 .

26	20 June 2019	Edinburgh's Coastline	To agree to bring an update report to Committee in one year.	Executive Director of Place Lead Officer: Kyle Drummond, Senior Economic Development Officer- 0131 529 4849 kyle.drummond@edinburgh.gov.uk	November 2020		A report will be presented to Committee on 12 November 2020.
27	20 June 2019	Presentation by Lothian Buses	To agree to circulate the Lothian Buses Driver's Guide and Conditions of Carriage documents to committee members, as soon as they become available.	Executive Director of Place Lead Officer: Vicki Baillie 0131 529 3081 victoria.baillie@edinburgh.gov.uk	Estimated January 2021		These are currently being updated by Lothian Buses.
28	22 August 2019	Motion by Councillor Mowat – Summertime Streets Programme Agenda - The City of Edinburgh Council – 22.08.19	1. Notes that the Transport and Environment Committee approved a report on Summertime Streets in June 2019, which described the approach towards monitoring and feedback, and noted that data and information gathered during Summertime Streets would be provided to support CCT and Open Streets, and therefore welcomes an update to Transport and	Executive Director of Place Lead Officer: Alison Coburn, Operations Manager 0131 469 3853 alison.coburn@edinburgh.gov.uk	December 2019	5 December 2019	Recommended for closure The evaluation report for Summertime Streets 2019 was considered by Committee on 5 December 2019 .

			Environment Committee within one cycle on this flow of information and the next steps.				
12 September 2019	Transport and Environment Committee Business Bulletin	1.	To agree that ward members would be included as stakeholders for Delivering Safer Streets.	Executive Director of Place Lead officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov.uk	December 2019	5 December 2019	Recommended for closure Ward Councillors were included as stakeholders in the evaluation for Summertime Streets 2019. This was considered by Committee on 5 December 2019 .
		2.	To agree to add to the report a comparison of the Road Condition Index between CEC and other local authorities.	Executive Director of Place Lead officer: Sean Gilchrist 0131 529 3765 sean.gilchrist@edinburgh.gov.uk	February 2020	February 2020	Recommended for Closure A briefing was circulated in February 2020.

			3. To agree to circulate the report on road surface drainage to ward members once available.	Executive Director of Place Lead officer: Sean Gilchrist 0131 529 3765 sean.gilchrist@edinburgh.gov.uk	October 2019	9 October 2019	Recommended for Closure A briefing was circulated on 9 October 2019
30	12 September 2019	Deposit Return Scheme (DRS) for Drinks Containers	To agree to circulate a briefing note to members on the Scottish Government consultation and CEC's response.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	May 2020	December 2019	Recommended for closure This briefing has been circulated.
Page 30			2. Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City Plan 2030 impact on that.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Summer 2021		This action links to City Mobility Plan and City Plan 2030.
31	12 September 2019	Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed					

		Implementation Strategy	<p>3. Committee does not yet agree with the Area 5 conclusion with respect to Davidson's Mains and therefore instructs officers to engage with the Davidson's Mains and Silverknowes Association and ward councillors on the possible introduction of priority parking further surveying of parking pressures within parts of the zone and to report back to the committee through the business bulletin within two cycles</p>	<p>Executive Director of Place Lead Officer: Gavin Brown, 0131 469 3823 gavin.brown@edinburgh.gov.uk</p>	January 2021		<p>An update will be provided in January 2021.</p>
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19 September 2019 (Council)	Motion by Councillor Rae – Greening the Fringe Agenda – The City of Edinburgh Council – 19.09.19	1. Calls for officers to investigate the possibility of hardwired power in public spaces to allow pop-up venues to use energy from renewable sources instead of having to opt for gas power and report back to the Transport and Environment Committee within three cycles.	Executive Director of Place Lead Officer: Gareth Barwell 0131 52 5844 gareth.barwell@edinburgh.gov.uk	February 2020	28 January 2020 (C&C)	Recommended for closure It was agreed by Culture and Communities Committee that this would be integrated into the Public Spaces Management Plan on 28 January 2020 .
		2. Asks waste services to reconsider the level of recycling provision in public spaces, during festival season in particular		February 2020	28 January 2020	Recommended for closure It was agreed by Culture and Communities Committee that this would be integrated into the Public Spaces Management Plan on 28 January 2020 .

33	11 October 2019	Transport and Environment Committee Business Bulletin	To agree to incorporate the analysis on Granton Square into the Granton Waterfront Project.	Executive Director of Place Lead officer – Katie Green 0131 469 3668 katie.green@edinburgh.gov.uk		February 2020	Recommended for closure It has been agreed to add the analysis on Granton Square to the Granton Waterfront project.
Page 33	11 October 2019	Evaluation of the 20mph Speed Limit Roll Out	1. To note that consideration is being given to the potential for further extension of the 20mph network and that a report on this subject will be brought to first meeting of this Committee in 2020.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2020	27 February 2020	Recommended for closure This report was considered by Committee on 27 February 2020 .

			2. To note that a further report on the analysis of road casualties and vehicle speeds will be presented to this Committee in 2021, three years after completion of the final phase of the 20mph network.		2021		
			4. To agree that the February 2020 report to Committee should provide a broader, clearer and more quantifiable set of criteria for the installation of additional physical traffic calming measures			27 February 2020	Recommended for closure This report was considered by Committee on 27 February 2020 .
35	11 October 2020	Household Waste Recycling Centres – Update	1) To agree receive an updated Household Waste Recycling Centre Access Policy within two cycles.	Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	February 2020	27 February 2020	Recommended for closure A report was considered by Transport and Environment Committee on 27 February 2020 .

			2. To note that that there would be an update to the Business Bulletin in December on performance targets		December 2019	5 December 2019	Recommended for closure A report was considered by Transport and Environment Committee on 5 December 2019 .
Page 35 36	11 October 2019	Edinburgh's Low Emission Zones – update	1. To note that a further report will be prepared for Transport and Environment Committee in February 2020 on the key workstreams underway (including refined impact assessments, transport and air quality modelling and a revised LEZ scheme).	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2020	27 February 2020	Recommended for closure A report was considered by Transport and Environment Committee on 27 February 2020 .
			2. To agree to have an update in the Business Bulletin in December 2019 on an overview of the legislative options		December 2019	5 December 2019	Recommended for closure This was included in the Business Bulletin on 5 December 2019 .

			3. To agree to a briefing for members on the overview				An update on this will be provided in November 2020.
			4. To agree that supplementary reports and modelling work would be made public once available				An update on this will be provided in November 2020.
37	11 October 2019	Open Streets Programme Progress Report	To agree that the final list of consultees that notices were given to would be shared with ward Councillors.	Executive Director of Place Lead Officer: Ian Buchanan 0131 458 8020 ian.buchanan@edinburgh.gov.uk		1 October 2020	Recommended for closure This is included in the Business Bulletin on 1 October 2020.
38	11 October 2019	Place Directorate – Financial Monitoring 2019/20 – Month Three Position	To agree that officers would provide a briefing to Councillor Miller on the reason for the delay of the TRO for the Parking Action Plan phase 2.	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	February 2020	February 2020	Recommended for closure This was included in the Parking Action Plan update report.
39	11 October 2019	Roads Services Improvement Plan Update	To agree that a new redesigned improvement plan is drafted to take account of the progress made to date and the	Executive Director of Place Lead Officer: Cliff Hutt 0131 469 3751 cliff.hutt@edinburgh.gov.uk	1 October 2020		Recommended for closure An improvement plan for the Roads and

			realigned service structure and responsibilities. This new plan will be submitted to Committee for approval by March 2020				Transport Infrastructure service is included on the agenda for Committee on 1 October 2020.
40 Page 37	11 October 2019	Motion by Councillor Miller – Safe Cycle Journeys to School	1. To agree that Duddingston Road would be added to the forthcoming report on the review of cycle provision	Executive Director of Place Lead Officer: Ewan Kennedy, 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	2021		
			2. To agree that a written update which would clearly set out how the deputation's concerns could be addressed would be circulated to the deputation, the committee and the local ward councillors.		2021		
41	5 December 2019	Transport and Environment Committee Rolling Actions Log	1. To agree to amend the wording for Action 50 (now 30) – Strategic Review of Parking to reflect that updates would take the form of reports.	Chief Executive Lead Officer: Veronica Macmillan, Martin Scott, Committee Services 0131 529 4283 / 4237 veronica.macmillan@edinburgh.gov.uk / martin.scott@edinburgh.gov.uk			Recommended for closure Now updated

			2. To agree that Committee Services and the Directorate would work together to rationalise and reduce the length of the Rolling Actions Log.	Executive Director of Place Lead Officer: Paul Lawrence 0131 529 7325 paul.lawrence@edinburgh.gov.uk	October 2020	1 October 2020	Recommended for closure The Rolling Actions Log has been reviewed and updated. A number of outstanding actions are now recommended for closure.	
Page 38	42	5 December 2019	Transport and Environment Committee Business Bulletin	1. To agree to discuss development plans for the Lothianburn Park and Ride with planning officers.	Executive Director of Place Lead Officer: Stuart Lowrie 0131 469 3622 Stuart.Lowrie@edinburgh.gov.uk		Recommended for closure These discussions are on-going	
				2. To agree to a Business Bulletin update in six months on the progress of the Energy Efficient Street Lighting Programme.	Lead Officer: Alan Simpson 0131 458 8038 Alan.Simpson@edinburgh.gov.uk	August 2020	August 2020	Recommended for closure A briefing note was circulated in August 2020.
				3. To agree to bring back an update to the Working in Partnership with Police Scotland with the inclusion of the outcome	Lead Officer: Stacey Monteith-Skelton 0131 469 3558 Stacey.Monteith-Skelton@edinburgh.gov.uk	January 2021		An update will be prepared for Committee in January 2021

			of discussions with Police Scotland on the lessons learned from the actions taken by the West Midland Police on Operation Close Pass.				
			4. To agree to engage with the strategic context around the solutions for dealing with wider parking pressures and to bring back an update on this in the Business Bulletin.	Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Summer 2021		This links to City Mobility Plan and will be considered as part of this work.
			5. To agree to consider options for a simplified road signage guide for members of public. This would include notification that the removal or displacement of signage was an offence.	Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	Early 2021		Now that the Roads Improvement Plan has been implemented the relevant teams can work together to ensure simplified road signage guidance can be developed and circulated to all stakeholders, including on the Council Website.

43	5 December 2020	Citywide Ban on 'A' Boards and Other Temporary On-street Advertising Structures – 12 Month Review	1. Agrees a report on this support and examples of agreed alternatives will be reported back to committee within two cycles	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021		
			2. Agrees that an annual update will be provided to committee detailing warnings and penalties issues to businesses for non-compliance.	Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk	January 2021		
			3. To agree to circulate to members the decision that was previously taken on community event advertising.	Lead Officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov.uk	January 2021		
			4. To agree that the Executive Director of Place would discuss with senior staff CEC's policy on the height and width of lamppost wrap communications.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021		
44	5 December 2019	Progress Update on Edinburgh St James' GAM Works	Agrees that a report be brought back to Committee providing the results of the consultation exercise and seeking approval to	Executive Director of Place Lead Officer: David Cooper 0131 529 6233 david.cooper@edinburgh.gov.uk	April 2021		The consultation exercise was programmed to start in spring 2020 but has

			proceed with a preferred option for the Central Island.				been delayed. A new timetable is being developed.
45	5 December 2019	Decriminalised Traffic and Parking Enforcement (Update)	To agree to a report in six months reviewing the effectiveness of the actions to be implemented as agreed in the report.	Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk	January 2021		Business Bulletin update to be prepared for January 2021.
46	5 December 2019	Kirkliston and Queensferry Traffic and Active Travel Study	To agree to a Business Bulletin update in six months on the progress of the actions as agreed in the report.	Executive Director of Place Lead Officer: Dave Sinclair 0131 529 7075 david.sinclair@edinburgh.gov.uk	November 2020		
47	5 December 2019	Gilmore Place Driveway Parking Overhanging Footway – Response to Motion	Agrees an update report within the next 12 months, on the impact of activities outlined in the report, any further measures to address the issue, and implications for other streets facing similar pressures.	Executive Director of Place Lead Officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov.uk	December 2021		The previous report suggested progressing an assessment in summer 2020 to assess the extent of the problem during the upcoming tourist season. However, due to the Coronavirus pandemic, and resources being required for

							other activities, the assessment has not been carried out. It was also likely that low visitor numbers to the city, changes in demand for parking at accommodation, and relaxation of parking charges over the summer would have artificially affected the assessment and would not provide an accurate picture. It is therefore proposed to roll this action forward to Summer 2021.
48	5 December 2019	Communal Bin Enhancement Update	To agree to circulate to members the timescales for phase 2 of the Citizen Digital Enablement project to members, once available.	Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	October 2020		Recommended for closure Cost benefit analysis has been undertaken

							and decision made not to progress Routesmart Phase 2
Page 43	5 December 2019	Waste and Cleansing Services Performance Update	1. To agree to circulate to members the data on overflowing bin complaints broken down by ward	Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	January 2021	October 2020	Data was to be included in the Performance report for May committee. Will now be circulated separately.
			2. To agree to provide further detail on the issue where customers could evidence having paid for a permit but those details had not carried through to the service				Recommended for closure A new CRM was introduced in October 2019 which has allowed the processes around data quality during registration to be refined
50	5 December 2019	Summertime Streets Evaluation	1. Agrees that an outline plan would be submitted to Committee in February 2020 which includes the details of the plans for consultation	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823	February 2020	April 2020	Recommended for closure Summertime Streets 2020 did not go ahead

			with residents	Gavin.Brown@edinburgh.gov.uk			due to the cancellation of the Summer Festivals.
			2. Agrees that an interim workshop is held for committee members and ward councillors between February and May 2020 to discuss any issues arising from the Summertime Streets programme.		March 2020	April 2020	Recommended for closure Summertime Streets 2020 did not go ahead due to the cancellation of the Summer Festivals.
			3. Agrees that a report containing a detailed operational plan would be submitted to committee in May 2020 which would include details and mitigations for delivery access and bus service access.		May 2020	April 2020	Recommended for closure Summertime Streets 2020 did not go ahead due to the cancellation of the Summer Festivals.
51	16 January 2020	City Mobility Plan – Draft for Consultation	Agrees that following consultation a finalised Plan will be brought back to committee in the third quarter of 2020	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2021		The results of the consultation are being reported to Committee on 1 October 2020.

52	16 January 2020	Smarter Choices, Smarter Places 2020-21	To agree to provide a progress update in the Business Bulletin in September 2020 to Committee	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	September 2020	1 October 2020	Recommended for closure A business bulletin update is provided.
	27 February 2020	Transport and Environment Committee Business Bulletin	1. Summertime Streets – to agree details would be provided on what the budget allocation was to provide summer time streets this year. What the model of partnership working will be between the Council and the Police to ensure the approach is fully integrated and who the key stakeholders are that are mentioned in the business bulletin	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk	March 2020	20 March 2020	Recommended for closure Summertime Streets 2020 did not go ahead due to the cancellation of the Summer Festivals.
			2. To agree that details would be circulated to Ward Members and all Community Councils regarding the Water of Leith litter picks.	Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk			Recommended for closure An agreement has now been reached between the Council, Forth Ports and Water of Leith Conservation Trust for this

							area.
54	27 February 2020	Edinburgh Low Emission Zone - regulations and guidance consultation response and programme update	1. To agree that officers would provide an interim briefing partway through the development process and any questions would be sent to the Convener.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk			An update on this will be provided in November 2020.
			2. To agree that Action Plan on air quality would be updated and to agree that details of the contents of the report would be embedded in the update.				An update on this will be provided in November 2020.
Page 5 46	27 February 2020	Parking Action Plan	To agree that details would be provided regarding the revised costings.	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk	January 2021		This will be included in a future update on Parking.
56	27 February 2020	Edinburgh: Million Tree City	To note that details of the meeting between the partners would be forwarded.	Executive Director of Place Lead Officer: David Jamieson 0131 529 7055 david.jamieson@edinburgh.gov.uk			This action will be updated for November's Committee.
57	27 February 2020	40mph Speed Limit Review	To agree to email councillors when the TRO goes live.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	2021		This will be actioned when the TRO goes live.

				ov.uk			
58	27 February 2020	Motion by Councillor Miller – Bike Buses Agenda – Transport and Environment Committee – 27.02.20	Agreed to consult with bike bus volunteers and pupils on challenges they have identified and to bring back an update to Committee in two cycles on actions to support and enable bike buses to school	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk ov.uk	Early 2021		
59	27 February 2020	Motion by Councillor Lang – Lothian Buses Agenda – Transport and Environment Committee – 27.02.20	the Convener invite the managing director and chair of Lothian Buses to give a presentation to the committee at a future meeting, with an opportunity for committee members to ask questions and that such an agenda item should become an annual part of the committee’s work-plan	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk ov.uk			An annual update from the Council’s Transport Arms Length Companies is included on this Committee’s work programme. However, Policy and Sustainability Committee recently approved a review of the Council’s Transport Arms Length

							<p>Companies. Due to this and the impact of COVID-19 on public transport organisations, consideration is being given to the appropriate time to bring forward the update for 2019/20.</p>
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Business bulletin

Transport and Environment Committee

10.00am, Thursday, 1 October 2020

Virtual Meeting, via Microsoft Teams

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes (Convener)</p>  <p>Councillor Karen Doran (Vice-Convener)</p> 	<p>Councillor Scott Arthur Councillor Eleanor Bird Councillor Gavin Corbett Councillor David Key Councillor Kevin Lang Councillor Claire Miller Councillor Stephanie Smith Councillor Susan Webber Councillor Iain Whyte</p>	<p>Veronica Wishart Senior Executive Assistant 0131 469 3603</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Martin Scott Committee Services 0131 529 4237</p>

Recent news	Further information
<p><u>Smarter Choices, Smarter Places (SCSP) Update:</u></p> <p>The Council was awarded £455K in March 2020 for the financial year 2020-21, and has since been awarded additional funds of £100K in August, to support communications and monitoring for the introduction of temporary measures to create more space for walking and cycling under the Spaces for People programme.</p> <p>Overall spend to date is £120K. The SCSP programme ends on 31 March 2021, and the Council is working on plans for a future bid for 2021-22, which would be expected to be submitted in January 2021.</p>	<p>The SCSP programme has been reviewed since submitting the bid in January 2020, to ensure projects are relevant and appropriate during these times. A summary of the changes to the programme are outlined in this note.</p> <p>‘Be Bright Be Seen’ will remind road users to ‘look</p>

The Council has run the [‘Paths for Everyone’](#) campaign, initially asking path users to stay local and physically distance when using paths, and now, is asking users to adhere to the code of conduct.

Since April, the Council has supported the Bike Station’s [‘Hero Bikes’](#) project, providing refurbished bicycles to key workers to enable safe and reliable transport to work.

[Workplace travel planning](#) has recently resumed to offer local support to businesses as they move through this situation. Due to the widespread absence of work-related travel over the past few months ie homeworking remains the norm for many businesses at present, this support was paused until now. Workplaces are affected differently by the measures set out in [Scotland’s Route Map](#) and will each have their own future plans.

In July, the Council commissioned research to understand employer and employee intentions as we move through this pandemic. This is being supported by Edinburgh Chamber of Commerce, and the Federation of Small Businesses.

Businesses are being asked to [register their interest](#) in participating on an ongoing basis.

Since July, the Council has been running a series of promotional (subsidised) offers in collaboration with [Edinburgh Cycle Hire](#), to enable people who do not own their own bicycle to cycle, as a safe and reliable mode of transport.

Promotions have included 14 days of free unlimited trips for all to coincide with the opening of non-essential shops in early July, in conjunction with a similar offer in Glasgow as part of a [national campaign](#), and a [‘Back to Work’](#) pass available to coincide with some workplaces returning in mid-July

Taxi Rank Review

Following a motion put forward by Councillor Webber on 28 July 2020 at Full Council Committee and taking into account the Green addendum, which required this to be reported back to Committee in one cycle, this Business Bulletin has been prepared to outline the process that will be followed to address each point raised. Please note that a full report will follow but will take time to produce. A full assessment of taxi rank provision will need to take

out for one another’ this Autumn/Winter.

There is significant opportunity for the Council to influence sustainability of work-related travel at this time of change, as per behaviour change literature and practice.

This follows on from an initial survey with the largest 25 employers in the city.

From September, a new pass is available to Council staff; and another for students in all higher education institutions in the city. Each higher education institution has financially contributed to this offer.

Contact

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cognisance of many projects that are ongoing, or planned, such as Places for People and City Centre Transformation. In addition, travel patterns and journey types have changed due to Covid-19 and this could have a long lasting effect on transport demand across all modes.

Motion Issues to Address:

- 5) Requests that signage and road markings for existing taxi ranks are refreshed to permit the enforcement of the road regulations and to ensure they are available for use by licensed taxi cabs and to make them more accessible for passengers.
 - Taxi Stances are established through the Civic Government (Scotland) Act 1982, however, to enable enforcement through the current parking enforcement contract, a Traffic Regulation Order is also required. This parking enforcement requires standard signs and road markings that need to be legible and properly maintained.

Therefore, an inspection of all existing taxi ranks will be undertaken and a refresh of the lining and signage will be carried out as required. This inspection will also review all current taxi rank provision to ensure appropriate orders are in place to allow enforcement of the ranks.
- 6) Instructs the pending review of taxi rank spaces be expedited.
 - A dedicated internal project resource has now been put in place.
 - Transport Consultants, Jacobs, have been procured and appointed to undertake a city wide (not just city centre) review. This is being coordinated with live City Centre Transformation (CCT) workstreams.
 - A project steering group has now been established
 - Timescales to be developed and discussed with Jacobs to align with CCT inputs.
 - Budget for consultancy assistance provided by Licensing..
- 7) Welcomes the reallocation of road space as part of Spaces for People, outlined in 1 above, while recognising that taxis form part of a strategy to help people move around the city without recourse to a

private car; and that therefore there is a legitimate expectation of taxi-drivers to have access to earmarked space which is convenient for passengers to be picked up and dropped off; and further therefore, to agree that review of taxi rank spaces should come to the appropriate Committee within one cycle and include options for reallocating space currently provided for on-street parking of private cars to taxi ranks.

With the implementation of any new traffic management in the city, which does include Spaces for People, it is inevitable that changes are required to the existing kerbside use and taxi stances will be affected through these processes. However, an exercise 'reallocating space' cannot be carried out until the aforementioned review is complete.

Low Emission Zone Scheme - Update

In February 2020, the Committee agreed that a proposal be developed for the Traffic Commissioner to consider a Low Emission Zone (LEZ) scheme for buses, that would be enforced through Traffic Regulation Conditions. This would maintain progress to implement a LEZ in 2020, as per the Programme for Government Commitment 2017/18.

As guided by Scottish Ministers during the recent pandemic response, this work was paused and now revised dates for LEZ implementation have been set out.

LEZs are now to be introduced across Edinburgh, Aberdeen, Dundee and Glasgow between February and May 2022.

The regulations and guidance that are necessary for local authorities to be able to introduce and enforce LEZs following primary legislation [Transport (Scotland) Act 2019], are being developed and expected in Spring of next year, dependent on the parliamentary timetable. In accordance with this, the Council will develop and consult on a final scheme in preparation for implementation in 2022.

Contact

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Review of Scientific Services

Scientific Services has undergone a review over the past 12 months as part of the Council Change Strategy. The

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recommendation of that review is that service continues in-house, with investment in more modern equipment and an increased income target which the management of the service are confident can be achieved.

There is no longer a proposal for a national Scientific Service, and it is therefore recommended that the outstanding action around a review of Scientific Services is now discharged from the forward plan of this committee.

Open Streets Programme

Further to the Open Streets update at Transport and Environment Committee on [11 October 2019](#), please find below the list of consultees.

In addition, there were two general consultation sessions arranged, a visitor and resident survey, a survey of businesses and a review of staff and volunteer feedback.

Looking ahead, there is a plan to set up resident and business focus groups.

[Iain Buchanan](#)

Wards affected

City Centre

Open Streets – Programme Consultees

Community Groups

Old Town Community Council
Edinburgh Old Town Association
Edinburgh Old Town Community Trust
Neighbourhood Churches

School and Youth Community Groups

Active Schools, Sports clubs
Canongate Youth
Street Soccer
Royal Mile Primary School

Residents and Housing Groups

Dumdiedykes Residents Association
Croft -an-Righ, Viewforth Housing
Whiteford House, Veterans Residence
Salvation Army

Cultural and Interest Groups

City of Literature Group
Scottish Storytelling Centre
Museums and Galleries (CEC)

Edinburgh World Heritage

Business Engagement

BID networking meeting

Meetings, Radisson Hotels

Equalities and Accessibility

Access Panel

Forthcoming activities:

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Transport and Environment Committee

10.00am, Thursday, 1 October 2020

Spaces for People – East Craigs Low Traffic Neighbourhood

Executive/routine Wards Council Commitments	Executive 3
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1. Recommendations

- 1.1 Transport and Environment Committee are asked to:
 - 1.1.1 Approve the introduction of a Low Traffic Neighbourhood (LTN) in East Craigs, as set out in this report and in Appendix 2;
 - 1.1.2 Note the other LTN and Quiet Route proposals which are currently being developed will return to this Committee for approval in the future; and
 - 1.1.3 Note that developing schemes will be informed by ongoing reviews and will take into account other interacting projects.

Paul Lawrence

Executive Director of Place

Contact: Dave Sinclair, Local Transport and Environment Manager

E-mail: david.sinclair@edinburgh.gov.uk | Tel: 0131 529 7075

Spaces for People – East Craigs Low Traffic Neighbourhood

2. Executive Summary

- 2.1 This report seeks approval to introduce a temporary Low Traffic Neighbourhood (LTN) in East Craigs and sets out further plans for temporary LTNs and a Quiet Route which are currently being developed as part of the Spaces for People programme.

3. Background

Spaces for People

- 3.1 The Spaces for People programme was set up in April 2020 in response to the outbreak of the COVID-19 pandemic and the need to ensure that people had sufficient safe space for physical distancing, at the time while outdoors for exercise purposes. The City of Edinburgh Council secured £5m of Scottish Government funding for interventions in the city.
- 3.2 A report to Policy and Sustainability Committee on [14 May 2020](#) set out where temporary measures might necessitate prioritising mixed-use road space for walking or cycling, Councils may use temporary traffic regulation orders (TTRO) in the event there is a danger to the public.
- 3.3 The COVID-19 lockdown period saw large increases in the number of people walking and cycling, whilst the roads were quiet, facilitating the maintenance of physical distancing.
- 3.4 Spaces for People schemes are approved for implementation by the Council Incident Management Team (CIMT), followed by discussion between the Chief Executive, the Leader of the Council and the Depute Leader under the delegated scheme approved in response to COVID-19.
- 3.5 Generally, the schemes to date have related to individual streets under the themes: space for exercise; travelling safely; space in the city centre; and space in town centres. These schemes are reported to Committee every two months.
- 3.6 The schemes set out in this report cover a broader geographical area and therefore, with the agreement of the Convener and Vice Convener of Transport and

Environment, such schemes will be presented to Committee for approval, rather than being approved by the CIMT.

Low Traffic Neighbourhoods

- 3.7 A “Low Traffic Neighbourhood” (LTN) seeks to create a safer environment for all road users by removing or dramatically reducing through traffic, often referred to as rat running, from a group of residential streets. The main way to create a LTN is by reducing the ability of motor vehicles to travel through certain streets, whilst maintaining local access for residents and deliveries, albeit sometimes via less direct routes. Non-local traffic is thereby discouraged from travelling through the neighbourhood and is encouraged instead to use the main or strategic roads. The key outcomes that LTNs typically aim to achieve are:
- Making it more attractive and safer for people to travel through the area on foot, wheeling or by bike;
 - Reduced levels of traffic, especially rat running at peak times; and
 - making streets more adaptable for other uses by local residents, such as for children to play and for community activities.
- 3.8 Road closures to vehicles can be used for introducing placemaking elements such as art, seating or plants, if desired by the community.

Permanent Changes

- 3.9 LTNs have a key part to play in delivering the ambitious agenda set by the Council in respect of walking and cycling.
- 3.10 In normal circumstances the introduction of a permanent LTN would be the subject of consultation and engagement in the development of plans and as part of the process to advertise a Traffic Regulation Order. This process can often be lengthy.
- 3.11 Since 2018, as part of the West Edinburgh Link (WEL) project, the Council has been consulting local residents, carrying out vehicle volume and speed surveys and considering long-standing concerns from local Community Councils regarding increases in traffic through East Craigs and in the surrounding areas.
- 3.12 On 20 August 2020 the following extract from an Addendum by the Coalition was approved specifically in relation to East Craigs:
- 3.12.1 Reaffirms that low traffic neighbourhoods should continue to be taken forward by officers as part of SfP for reasons of public health and public safety;
- 3.12.2 Notes some residents in East Craigs have expressed concerns relating to the lack of public consultation on the proposed low traffic neighbourhood for their area. Further notes the current process of stakeholder engagement for the rollout of SfP projects and that widescale public consultation unfortunately cannot be part of that process due to the need to act quickly;
- 3.12.3 Therefore agrees that as well as moving forward with the SfP low traffic neighbourhood proposals, also agrees to accelerate the permanent TRO process for East Craigs low traffic neighbourhood to the earliest possible time

to allow full public consultation to take place at the earliest opportunity with residents as part of the permanent TRO process.

- 3.13 Plans for permanent changes arising from WEL will be subject to the normal Traffic Regulation Order (TRO) processes.

4. Main report

Proposed East Craigs LTN

- 4.1 The report in May 2020 set out proposed interventions for improving conditions for walking and cycling, in response to COVID-19. This included introducing schemes, under the travelling safely theme, in neighbourhoods such as East Craigs and Leith to close selected roads, reducing through traffic to enable local trips to be made safely, especially to parks and schools.
- 4.2 A temporary LTN has been proposed for East Craigs, to provide quieter roads, enabling people to safely walk, cycle and wheel and to support the on-going need to maintain physical distance when moving around the city. The East Craigs LTN has been developed based on the preparatory work which was undertaken for the WEL project. This work has been ongoing since 2018.
- 4.3 The key elements of the WEL project preparatory work that fed into the temporary East Craigs LTN proposals were:
- 4.3.1 Detailed public consultation carried out on the concept of making the area safer for walking and cycling. The feedback received from residents highlighted that certain streets in the area did not feel safe enough to cycle on due to the number of vehicles choosing to use them to avoid busier areas and the speed of vehicles on these streets. The consultation report can be viewed [here](#).
- 4.3.2 Vehicle volume and speed surveys were carried out on the streets in the area to follow up on the feedback received from the consultation. These surveys confirmed that traffic volumes on Craigs Road were already higher, at peak times, than levels which the Edinburgh Street Design Guidance describes as suitable to be attractive and safe for cycling. The average speeds recorded on many of the roads in the area exceeded 20mph, with higher speeds particularly noted on Craigs Gardens, North Gyle Loan, North Gyle Drive, Dechmount Road and Craigs Road. Further, the level of peak time traffic on North Gyle Road and Craigs Gardens, was such that it was judged as likely to become too high for safe and attractive cycling once additional vehicles begin using this route (see 4.3.3).
- 4.3.3 Longstanding concerns from local Community Councils regarding increases in traffic through East Craigs and surrounding areas due to the West Craigs/ Cammo Developments.

4.3.4 Detailed feedback received from an advisory group of local residents about where the modal filters should be located to best address issues raised in the consultation and speed surveys.

4.3.5 The East Craigs Primary School Travel Plan which indicates that some of the same issues reported in the WEL consultation are also ones that make parents and pupils feel less safe about traveling to school by walking, cycling or wheeling.

4.4 In addition to this preparatory work, the Council also received feedback relating to East Craigs from members of the public through the Spaces for People [Commonplace website](#). This included many of the issues reported through the WEL consultation as well as highlighting unsafe conditions for cycling, narrow footways and requests for certain roads to be closed in the East Craigs area.

4.5 The original Spaces for People scheme design for East Craigs LTN is included in Appendix 1.

Resident Concerns

4.6 Local residents have expressed significant concern about the original proposals, including at a public meeting in Gyle Park on 28 August 2020. These included:

4.6.1 Difficulty of turning right across Drum Brae South from Craigs Road;

4.6.2 Difficulty of turning right across Glasgow Road from North Gyle Road, North Gyle Grove and Craigs Gardens;

4.6.3 Enforcement of restrictions in areas where double-yellow lines are in place e.g. for Craigs Road school drop-off;

4.6.4 Journeys for car dependent residents, including when accessing the Gyle Shopping Centre; and

4.6.5 Concerns around congestion.

4.7 Following the public meeting, officers were asked to consider the concerns raised by residents and information was issued to those who had contacted the Council directly.

4.8 Collision information has been reviewed for locations where residents need to turn in or out of side roads on to the major roads at the edge of the LTN. This found that there had been some collisions involving turning vehicles, and as noted below, the project has now been modified to remove the need for more drivers to make the turns of concern. The North Gyle Grove/Glasgow Road junction is due to be considered under the Council's 'Accident Investigation and Prevention' (AIP) programme; however the number of collisions occurring at the other locations would not trigger inclusion in the AIP programme.

Amended Scheme Design

4.9 An amended scheme design has now been developed and is included in Appendix 2. The main changes are:

4.9.1 Removing the Craigmount Avenue and Craigs Loan modal filters;

- 4.9.2 Changing the position of the Craigs Gardens modal filter;
 - 4.9.3 Changing the North Gyle Terrace filter to No Entry east bound (from Maybury Road); and
 - 4.9.4 Altering the Craigs Road bus gate so that it always permits one-way westbound traffic and restricts eastbound traffic at peak times (07:30 – 09:30 and 16:00-18:30).
- 4.10 These refinements ensure that every area in the LTN can access (entry and/or exit) onto two of the major distributor roads (Drum Brae, Glasgow Road or Maybury Road). By so doing, the new design alleviates the requirement for right turns across Drum Brae South and Glasgow Road, which have been key concerns of residents.
- 4.11 The design still ensures that through traffic/ 'rat running' will be reduced or eliminated throughout the area, in particular past Craigmount High School during school opening/closing times, and the main WEL north-south cycle route.
- 4.12 In response to resident concerns about congestion and increased journey times, the impact of the proposed changes have been assessed with the aid of a traffic model and the findings suggest that the impact of the LTN on the major junctions of the area: Barnton; Drum Brae; and Maybury will be minor. The initial modelling was at strategic level looking across the whole area of East Craigs and, as such, did not provide precise predictions for side roads such as Craigmount Approach.

Monitoring and Refinement

- 4.13 Implementation of a LTN on a temporary basis (under the TTRO process) enables the scheme, including side roads, to be monitored and reviewed following implementation with adjustments being made, if required, in response to any issues identified. This will include monitoring of vehicle numbers and speeds and analysis of the effectiveness of the scheme.

Engagement on a permanent LTN

- 4.14 It is still intended to progress with consultation on a permanent LTN scheme for this area as part of the WEL project. Engagement will continue on this through the autumn and will utilise any findings from the temporary scheme. A full TRO process, including appropriate statutory consultations will be undertaken for the permanent scheme.

Other LTNs

- 4.15 In addition to the East Craigs LTN, two further areas have been identified for similar potential schemes. The development of plans for these is still underway but they are summarised below. In each case the measures proposed will be analysed holistically. In particular, development of proposals will take into account any inter-relationships with other nearby projects and will consider whether there is a need to modify these projects in parallel with the introduction of the LTN proposals.

Corstorphine South, Featherhall LTN

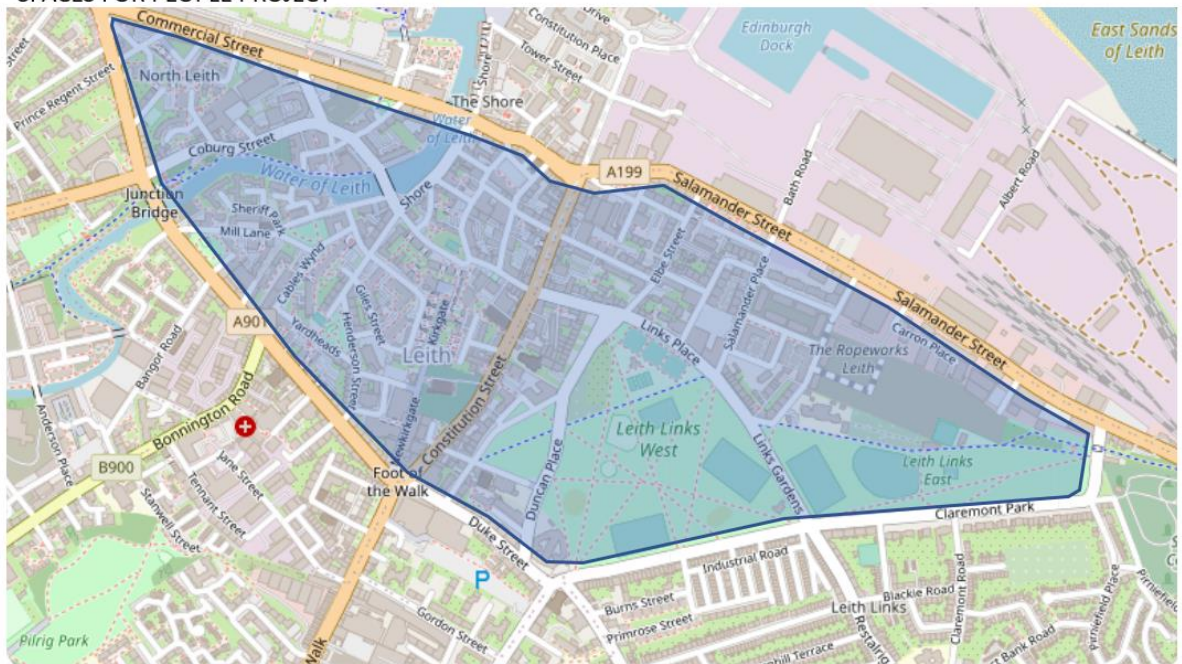
- 4.16 The North West Locality team, with input from local Councillors and Corstorphine Community Council, had previously implemented temporary road closures and traffic calming in the area around Featherhall to address issues of vehicles using local streets to avoid busier routes and increase the safety and attractiveness of the streets for walking and cycling, particularly around the local schools.
- 4.17 Building on the success of this and taking into consideration feedback from the Council's Locality and Road Safety teams, the Commonplace website engagement and Corstorphine Community Council, a Spaces for People scheme is being developed to introduce a temporary LTN in this area (funded by the Neighbourhood Environmental Programme (NEP) budget) .
- 4.18 The rationale for this scheme as part of the Council's response to COVID-19 is that removing 'rat running' and making streets feel safer and more attractive for walking and cycling will help encourage people to choose active travel to exercise and to provide space for physical distancing when walking or cycling. Discussions will also take place about enhancing road safety in this area.

Leith LTN

- 4.19 A LTN in Leith was already under consideration as part of the Council's Active Travel programme. Notwithstanding this, feedback from local councillors and via the Spaces for People Commonplace website engagement suggested that there was significant demand for implementing a LTN in the area as part of the Council's response to COVID-19.
- 4.20 The purpose of the proposed LTN is to address issues of 'rat running' and to make the streets feel safer and more attractive for walking and cycling, in line with the objectives set out in paragraph 3.7. Addressing these issues will help people use active travel both for day-to-day journeys and to exercise, which in-turn has been linked to [aiding recovery from COVID-19](#) , and also to physically distance when walking and cycling.
- 4.21 The LTN is being developed in discussion with the Trams to Newhaven project and considering bus services, to ensure that its benefits can be delivered whilst these other crucial projects and services continue.

4.22 An outline of the area proposed to be covered by the LTN is included below.

Leith LTN, project extend under consideration
SPACES FOR PEOPLE PROJECT



Greenbank to Meadows Quiet Route

- 4.23 The Greenbank to Meadows Quiet Route (QR) aims to establish a network of safe quiet streets between Greenbank Crossroads (the junction of Comiston Road and Braidburn Terrace) and the Meadows. It is the second half of a proposed route from Fairmilehead, Buckstone, Comiston and Oxgangs to the city centre. The first half consists of the segregated cycle lanes recently created on Comiston Road through the Spaces for People programme. The Quiet Route will run along quiet roads parallel to Morningside Road; road closures/'modal filters' will be introduced at various locations to remove through traffic on the route.
- 4.24 Earlier on in the Spaces for People programme, a road closure was installed at Braid Road, with associated one-way street (except cyclists) on Braidburn Terrace. These two interventions have had the effect of significantly reducing through traffic in the Hermitage Drive/ Braid Ave/Midmar Dr area. However, there has been some concern from local residents about the impacts of associated traffic re-routing. With this in mind, development of proposals for the Greenbank to Meadows QR will incorporate a review of the Braid Road closure and consider the impacts of different options holistically
- 4.25 At its southern end the QR runs along Hermitage Drive between Braid Road and Hermitage Gardens. With Braid Road closed this link is lightly trafficked, however, were Braid Road opened this would be likely to require further intervention to ensure it was safe.
- 4.26 The Greenbank to Meadows QR has been designed so as to cut out 'rat-running' traffic from streets between Cluny Gardens and Comiston Road with strategic

closures. This would include diagonal closures at the junctions of Braid Road and Braid Crescent, and the junction of Cluny Drive and Hermitage Gardens, as well as a modal filter on Braid Avenue. If Braid Road remains closed, these further closures would effectively eliminate through traffic cutting through residential streets between Cluny Gardens and Comiston Road, whilst allowing local access to both roads.

- 4.27 As part of Greenbank to Meadows QR, it is also proposed to introduce two closures on Whitehouse Loan, one immediately south of Strathearn Road, the other immediately south of Bruntsfield Crescent. These closures would enable safe cycling on Whitehouse Loan, assist safe pedestrian and cycle access to James Gillespies Primary and Secondary Schools (complementary additional measures relating to school travel will be considered) and reflect proposals which have been put forward by local community group 'Blackford Safer Streets'.

5. Next Steps

- 5.1 If the LTN design for East Craigs is approved, officers will:
- 5.1.1 Notify all local residents of the final plan, setting out the rationale for the changes made and indicating the proposed date for installation;
 - 5.1.2 Install the measures required for LTN implementation;
 - 5.1.3 Undertake on-going engagement with residents, ward Councillors and Community Councils;
 - 5.1.4 Monitor implementation (e.g. traffic surveys) of the LTN; and
 - 5.1.5 Review implementation and make changes if appropriate.
- 5.2 Engagement on the proposal to introduce a permanent scheme under the WEL project will continue in the Autumn and will be subject to all of the normal processes associated with implementing a TRO.
- 5.3 Officers will continue to develop plans for the other schemes outlined above. In recognition of the relatively complex nature of the projects compared with other Spaces for People interventions, it is proposed to carry out an enhanced Notification process with wider publicity and more time for responses. After this process the projects will be presented to Committee for approval.
- 5.4 The next Spaces for People update will be presented to Committee on 12 November 2020.

6. Financial impact

- 6.1 The City of Edinburgh Council has been allocated £5m from the Scottish Government's Spaces for People programme.
- 6.2 The measures outlined for East Craigs will be funded from the Spaces for People funding. The Leith LTN and Greenbank to Meadows Quiet Route would be funded

by the same mechanism, whilst the Corstorphine South/Featherhall project would use NEP funding, as agreed by the Western Neighbourhood Partnership.

7. Stakeholder/Community Impact

- 7.1 The introduction of a LTN at East Craigs was first considered as part of the WEL scheme. Consultation with local residents and representatives was undertaken but the statutory processes required to introduce a permanent scheme have not yet commenced.
- 7.2 There has been significant correspondence from local residents of East Craigs on this matter and, on Friday 28 August 2020, a public meeting with residents took place. The revised proposals outlined in this report have been developed to respond to the feedback received.
- 7.3 An interim Integrated Impact Assessment (IIA) for the East Craigs LTN is currently being developed and is expected to be published by 9 October 2020.
- 7.4 As noted in paragraph 5.3, an enhanced Notification process is proposed in relation to the other LTN proposals. All will be the subject of IIAs.

8. Background reading/external references

- 8.1 The most recent update on Spaces for People was presented to Policy and Sustainability Committee on [20 August 2020](#).

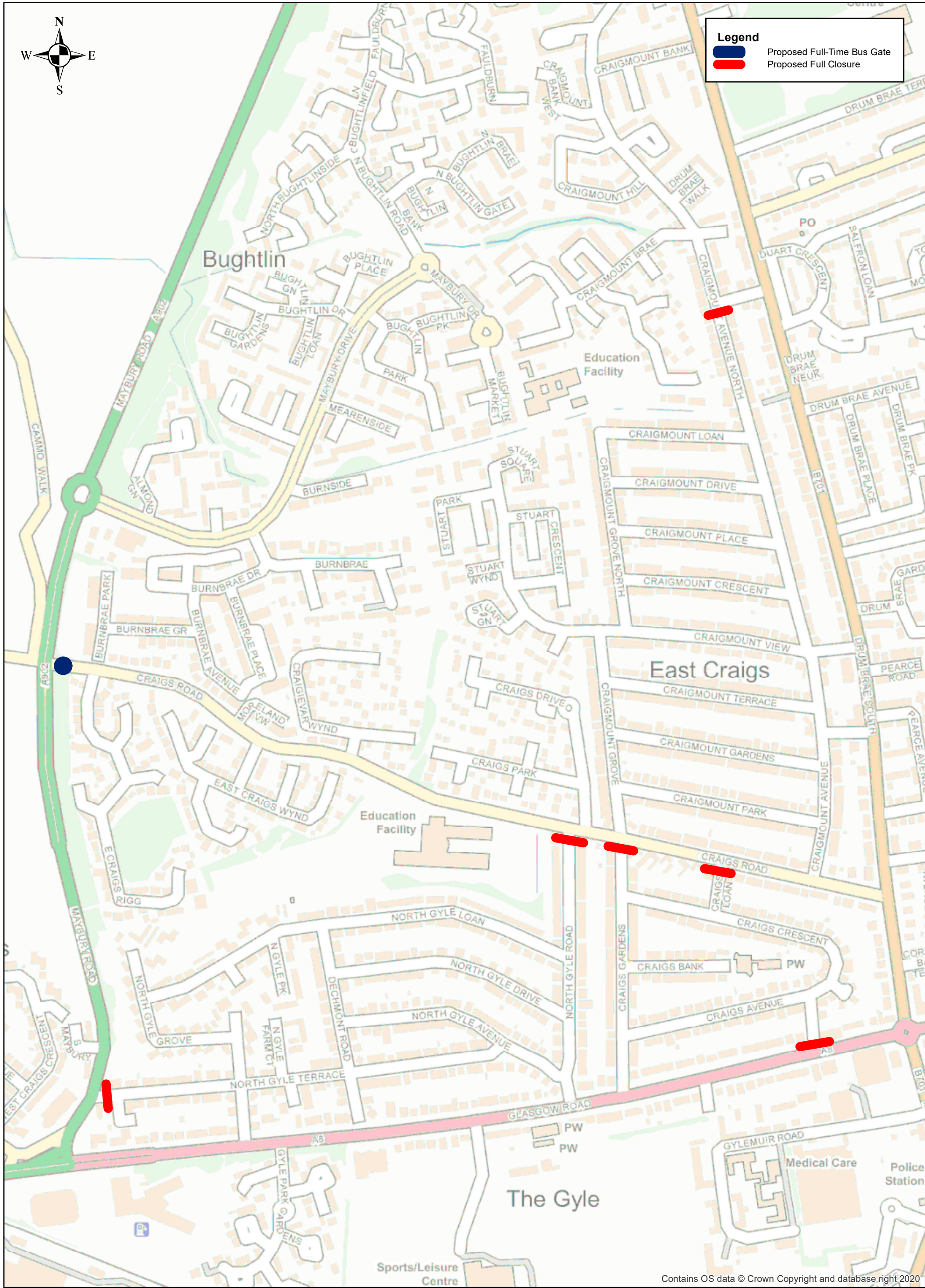
9. Appendices

- 9.1 Appendix 1 – Original East Craigs LTN Design
- 9.2 Appendix 2 – Revised East Craigs LTN Design



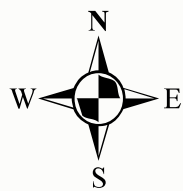
Legend

- Proposed Full-Time Bus Gate
- Proposed Full Closure



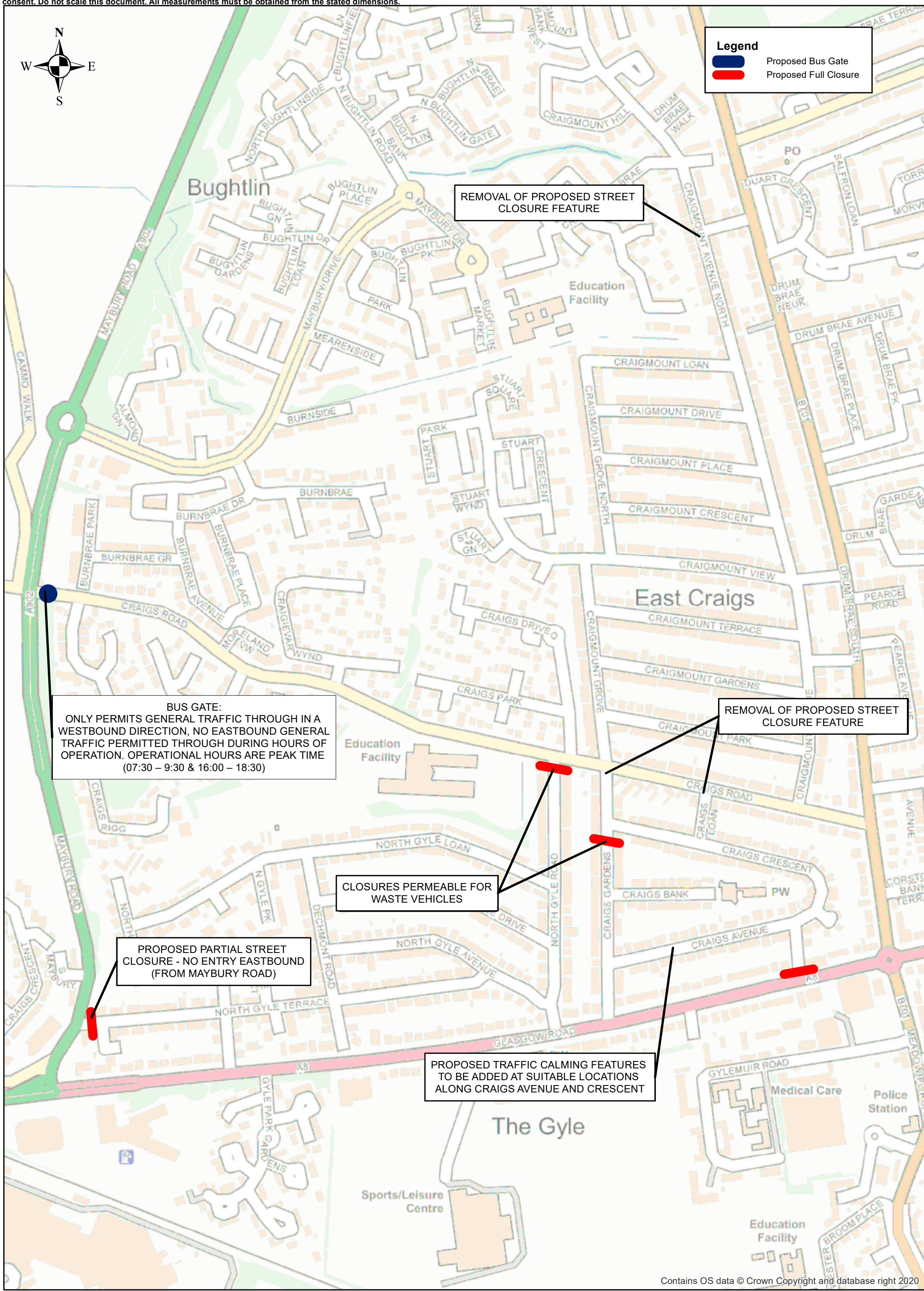
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Legend

- Proposed Bus Gate
- Proposed Full Closure



REMOVAL OF PROPOSED STREET CLOSURE FEATURE

BUS GATE:
 ONLY PERMITS GENERAL TRAFFIC THROUGH IN A WESTBOUND DIRECTION, NO EASTBOUND GENERAL TRAFFIC PERMITTED THROUGH DURING HOURS OF OPERATION. OPERATIONAL HOURS ARE PEAK TIME (07:30 – 9:30 & 16:00 – 18:30)

REMOVAL OF PROPOSED STREET CLOSURE FEATURE

CLOSURES PERMEABLE FOR WASTE VEHICLES

PROPOSED PARTIAL STREET CLOSURE - NO ENTRY EASTBOUND (FROM MAYBURY ROAD)

PROPOSED TRAFFIC CALMING FEATURES TO BE ADDED AT SUITABLE LOCATIONS ALONG CRAIGS AVENUE AND CRESCENT

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Transport and Environment Committee

10.00am, Thursday, 1 October 2020

West Edinburgh Link - Gogarloch and South Gyle Proposed Residents' Priority Parking Area

Executive/routine Wards	Executive 2 - Pentland Hills 3 - Drum Brae/Gyle 7 - Sighthill/Gorgie 8 - Colinton/Fairmilehead
Council Commitments	16 , 17 , 27

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes that the Executive Director of Place has given approval under Delegated Authority to commence the statutory procedures to make the necessary Traffic Regulation Order and Redetermination Order for most of the changes proposed as part of the West Edinburgh Link project, as described in the report;
 - 1.1.2 approves commencing the legal process to introduce a residents' Priority Parking Area in the Gogarloch and South Gyle area; and
 - 1.1.3 approves setting permit charges as detailed in Appendix 1.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Senior Manager – Transport Networks

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

West Edinburgh Link - Gogarloch and South Gyle Proposed Residents' Priority Parking Area

2. Executive Summary

- 2.1 The West Edinburgh Link (WEL) project aims to transform the quality of cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks in the west of Edinburgh.
- 2.3 This report seeks the Committee's approval for the introduction of a residents' Priority Parking Area in Gogarloch and South Gyle to complement the above changes.

3. Background

- 3.1 The WEL project aims to transform the quality of cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks in the west of Edinburgh.
- 3.2 The business parks at South Gyle and Edinburgh Park are Edinburgh's largest employment centre after the city centre. Currently they attract high levels of short (1-3 mile) journeys by private car, with low levels of trips by public transport and active travel when compared to the rest of the city.
- 3.3 The project will connect South Gyle, Edinburgh Park and nearby local neighbourhoods through high quality walking and cycling routes and new public spaces. In doing so, it will provide direct, safe and attractive walking and cycling routes to the places people want to go. This will provide a viable option to travel in sustainable ways which, together with pocket placemaking opportunities, can also greatly enhance the area as a place for people.

4. Main report

- 4.1 Following high levels of public support for the concept design, the project has now completed its developed design and is ready for the statutory processes for the required Traffic Regulation Orders (TROs) and Redetermination Orders (RSOs) to commence.

- 4.2 In order to construct the project to the deadlines agreed with Transport Scotland, as a condition of the Sustrans' Places for Everyone external funding award, it is important to start these processes as soon as possible.
- 4.3 The project proposals will make significant changes to some key streets in the area. Due to this, and despite the high levels of public support, it is anticipated that a public hearing is likely to be required to determine objections.
- 4.4 The key changes being proposed under the TRO are summarised below:
- 4.4.1 removal of all parking along South Gyle Crescent. This street currently has unrestricted parking and is heavily used by commuters;
- 4.4.2 removal of all parking along Bankhead Avenue. This street is currently mostly unrestricted parking, with one side of the street quite heavily parked by commuters. Many of these commuters are from the Council's recycling centre and Road Services depot, which are situated on the street;
- 4.4.3 removal of one of the southbound traffic lanes on Wester Hailes Road;
- 4.4.4 changes to parking restrictions along Harvesters Way; and
- 4.4.5 introduction of a residents' Priority Parking Area (PPA) in Gogarloch and South Gyle.
- 4.5 The statutory procedures to make a TRO to introduce the changes detailed in 4.4.1 to 4.4.4 above can be commenced under Delegated Powers and the Executive Director of Place has given approval for this under Delegated Authority. However, commencing the legal process to introduce a residents' Priority Parking Area, as per 4.4.5 above, requires prior approval from the Committee.
- 4.6 The main changes being proposed under the RSO are redetermining carriageway to footway and cycleway on South Gyle Crescent, South Gyle Access, Bankhead Avenue and Wester Hailes Road. Commencing the statutory procedures for the RSO has also been approved under Delegated Authority.
- 4.7 The residents' PPA is proposed to mitigate potential issues with displacement of commuter parking into nearby residential streets due to the proposed removal of the current unrestricted parking on South Gyle Crescent. South Gyle estate residents have voiced concerns about the impacts of commuter parking in their neighbourhood over a number of years. With the proposed loss of 174 roadside parking spaces on South Gyle Crescent, displacement may occur into South Gyle and also into the neighbouring Gogarloch area.
- 4.8 A public consultation was undertaken by the project team in January 2020 into three possible Options for dealing with this issue – these were:
- Residents Priority Parking Area
 - Parking Restrictions
 - Do Nothing

- 4.9 The RPPA had 74 responses that strongly supported or supported the introduction and 46 responses strongly opposed or opposed to it.
- 4.10 Parking Restrictions had 52 responses that strongly supported or supported the introduction and 65 responses strongly opposed or opposed to it.
- 4.11 Do Nothing had 50 responses that strongly supported or supported the introduction and 60 responses strongly opposed or opposed to it.
- 4.12 The Option that received the highest level of overall support from participating residents (74 votes from 145 online and postal responses) was the introduction of a residents' PPA. A summary report on the consultation outcomes inclusive of full data analysis is included as Appendix 2.
- 4.13 The streets affected by the proposed parking and loading restrictions (double yellow lines and blips) and resident priority parking bays are:
- Gogarloch Syke
 - Gogarloch Road
 - Gogarloch Muir
 - Gogarloch Haugh
 - Mid Gogarloch Syke
 - Gogarloch Bank
 - South Gyle Park
 - South Gyle Loan
 - South Gyle Mains
 - South Gyle Wynd
- 4.14 The proposed operating time of restriction in the residents' PPA is 1000–1130 on Mondays to Fridays. The nearest existing PPA is at Murrayfield, which operates between 1330–1500. This difference in operating times will allow for enforcement activities to be undertaken by the same resource.
- 4.15 The terms and conditions for the issue and use of permits and for the general operation of the proposed PPA will be the same as those for other PPAs already in operation.

5. Next Steps

- 5.1 Commence the statutory procedures to make the necessary TRO and RSO. These require the proposals to be advertised to allow those potentially affected to view the proposals and to comment or object formally.
- 5.2 The proposals will be publicised by various means, including online publication, newspaper adverts, letters and e-mails. In addition, online tools will be provided to help answer queries and provide further information on how to respond.

6. Financial impact

- 6.1 The costs associated with the TRO and RSO are estimated at £0.02m.
- 6.2 The current estimated overall project cost is approximately £15.7m. Of this, approximately £1.4m relates to the design and development of the project. 100% of these costs will be met from the Sustrans' Places for Everyone external funding award. The remaining £14.3m relates to construction costs. The Council's Committee approved Active Travel Investment Programme will meet 30% of these costs, with Sustrans' Places for Everyone external funding award meeting the other 70%.
- 6.3 This report sets out Council funded capital expenditure of £6.435m. The loan charges associated with this over a 30-year period would be a principal amount of £6.435m and interest of £5.467m, resulting in a total cost of £11.902m based on an assumed loans fund interest rate of 4.386%. This represents an annual cost of £0.397m to be met from the corporate loans charge budget. Borrowing will be carried out in accordance with the Council's Treasury Management Strategy.
- 6.4 Based on experience in other operational PPAs, it is estimated that the uptake of permits would be approximately 25% of the 1,300 households in the area. Using the increased permit rates approved by Committee in May 2018 (Appendix 1) as part of the Parking Action Plan, this would equate to an annual sum of £13,097.50 if all households purchased a 12-month permit. The increased permit rate has been used as these rates would be in operation at the time when the proposed PPA would commence.
- 6.5 All monies raised from the sale of permits will be used to offset any additional enforcement costs associated with the introduction of the new PPA

7. Stakeholder/Community Impact

- 7.1 It is expected that the proposals set out in this report will advance equality of opportunity by improving Edinburgh's cycling and walking infrastructure, and making it more attractive, safer and accessible for less confident cyclists and people on foot including children and older people.
- 7.2 There will also be positive impacts on rights to standard of living and health through improving the attractiveness of walking and cycling, and through promoting healthier forms of travel.
- 7.3 The proposals set out in this report will reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.
- 7.4 The proposals set out in this report will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure.

- 7.5 The proposals in this report will help achieve a sustainable Edinburgh through the promotion of healthier forms of travel.
- 7.6 There will be further opportunities for stakeholders to comment or object formally to the proposals as part of the statutory procedures for the TRO and RSO.
- 7.7 The introduction of the PPA should help residents to park near to their homes, improving accessibility for tradespeople, visitors etc

8. Background reading/external references

- 8.1 [Transport 2030 Vision](#)
- 8.2 [West Edinburgh Link website](#)
- 8.3 [Active Travel Action Plan](#)
- 8.4 [Parking Action Plan](#)

9. Appendices

- 9.1 Appendix 1 - Approved future parking charges
- 9.2 Appendix 2 - Gogarloch and South Gyle Parking Consultation Report

Appendix 1:

Proposed Permit Prices – Resident Permits

	Band	1	2	3	4	5	6	7
CO2 Range	From	0	101	121	141	166	186	226
	To	110	130	140	165	185	225	∞
		Priority Parking Areas						
Permit 1	12 month	£10.00	£23.50	£33.60	£40.30	£47.00	£60.50	£84.00
	6 month	£ -	£14.10	£20.10	£24.10	£28.20	£36.30	£50.40
	3 month	£ -	£7.80	£11.10	£13.40	£15.60	£20.10	£27.90
Permit 2	12 month	£11.80	£29.30	£42.00	£50.30	£58.70	£78.60	£109.20
	6 month	£ -	£17.50	£25.20	£30.10	£35.20	£47.10	£65.50
	3 month	£ -	£9.70	£13.90	£16.70	£19.50	£26.10	£36.30

Existing Permit Prices – Visitor Permits

Priority Parking Areas (B1-B10)	£1.00
---------------------------------	-------

N.B.

- The prices shown are different to current permit prices
- The prices shown reflect an amendment to the structuring and calculation of permit prices as approved at the Transport and Environment Committee of May 2018 under the Parking Action Plan
- The prices shown have been used as they will be effective when the PPA commences operation
- Prices shown are those that will be introduced by the Parking Action Plan Order. Initial prices have been agreed by Committee, but may change depending on the date of coming into operation of the proposed PPA



West Edinburgh Link

Proposed Parking Restriction Consultation

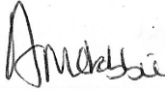
City of Edinburgh Council

Project number: 60579456

February 2020

Quality information

Prepared by



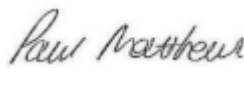
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1. Executive Summary

This section provides a summary of consultation on the proposed options for restricting non-resident parking in South Gyle and Gogarloch.

1.1 Residents vs. Non-Residents

Residents

A total of 145 responses were received from residents –106 from the online survey and 39 free post paper-based feedback forms. The results have been combined, analysed and summarised. The graph below shows the overall support for each option.

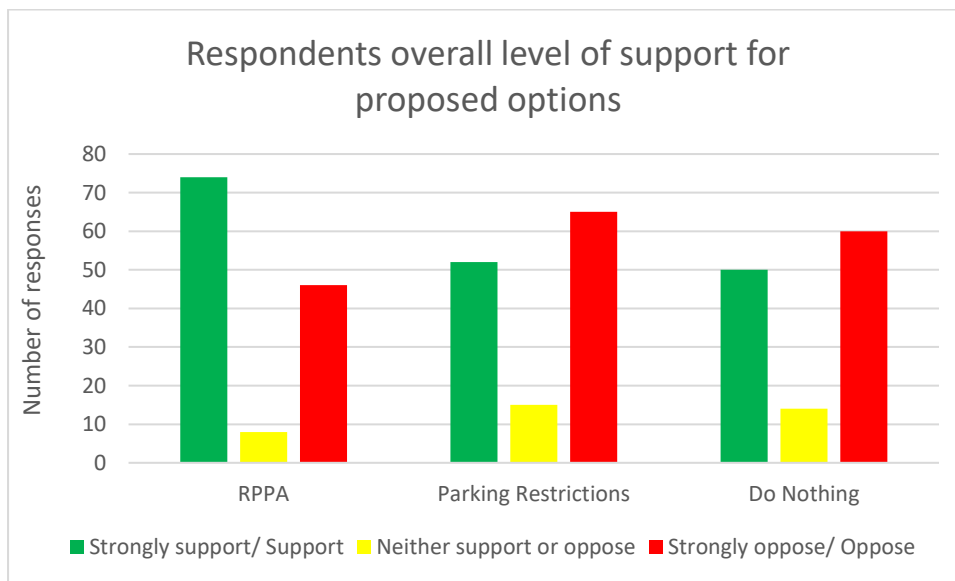


Figure 1: Overall level of support for proposed options from Residents

- 74 respondents strongly support and support a RPPA;
- 65 respondents strongly oppose and oppose Parking Restrictions;
- 60 respondents strongly oppose and oppose the option to Do Nothing.

To summarise, the respondents show most support towards a RPPA; respondents show the most opposition towards Parking Restrictions.

Of those residents which provided comment on the proposed restriction timings of 11am-1pm:

- 55 respondents oppose the proposed times;
- 21 respondents indicate opposition towards any restriction at all;
- 19 respondents indicate support towards proposed restrictions.

Of the 120 residents that provided comment on the proposed restriction timings, 47 provided suggested alternative timings:

- 10am-2pm (7 mentions)
- 11am-3pm (4 mentions)
- 10am-3pm (4 mentions)
- 10-4pm (2 mentions)

- 9am-3pm (2 mentions)
- 8am-4pm (2 mentions)

To summarise, respondents which disagreed with the proposed restriction timings of 11am-1pm, suggested that restrictions be extended.

Non-Residents

The graph below shows the overall support for each option from the 21 respondents from the online survey that identified themselves as a non-resident

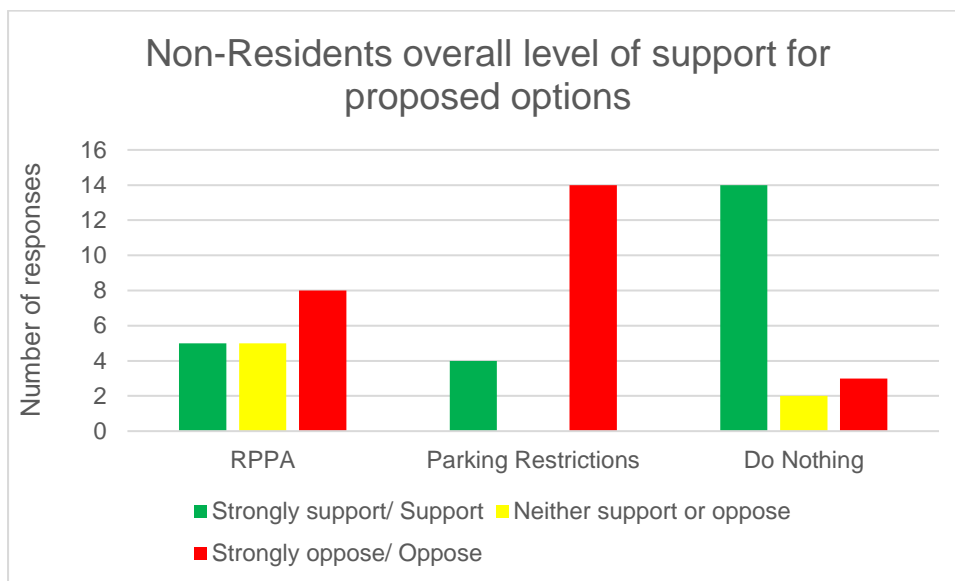


Figure 2: Overall level of support for proposed options from Non-Residents

- 8 respondents strongly oppose and oppose a RPPA;
- 14 respondents strongly oppose and oppose Parking Restrictions;
- 14 respondents strongly support and support the option to Do Nothing.

To summarise, the respondents show most support towards the Do Nothing option; respondents show the most opposition towards Parking Restrictions.

Of those non-residents which provided comment on the proposed restriction timings of 11am-1pm:

- 8 respondents) oppose the proposed restriction times of 11am-1pm;
- 3 respondents indicated support towards the proposed restriction times;
- 2 respondents indicated opposition to any restriction time;
- There were 7 comments that related to the provision of alternative parking.

Of the respondents that provided alternative restriction timings, all suggest a longer time period of restrictions to be enforced.

1.2 South Gyle Residents vs. Gogarloch Residents

Of the residents that responded via online survey and free post feedback forms, 80 respondents identified themselves as residents of South Gyle and 47 identified themselves as residents of Gogarloch. Note, 18 respondents (17 from the online survey and 1 feedback form) who identified themselves as a resident in the online survey did not provide an address therefore it has not been possible to include them in part of this analysis.

The level of support for each proposed option from both housing estates are summarised as follows:

Residents of South Gyle

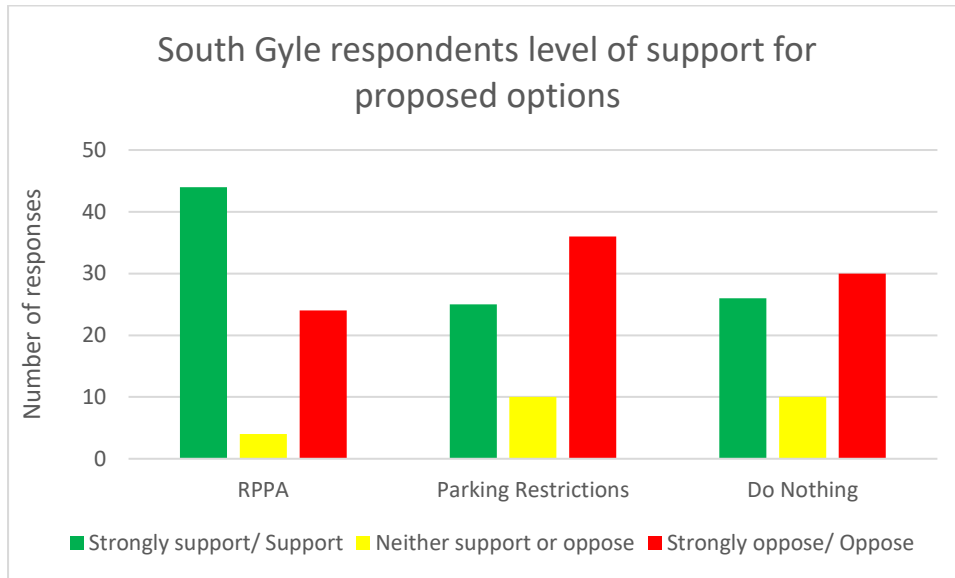


Figure 3: Overall level of support for proposed options from South Gyle Residents

- 44 respondents strongly support and support a RPPA;
- 36 respondents strongly oppose and oppose Parking Restrictions;
- 30 respondents strongly oppose and oppose the option to Do Nothing.

To summarise, the respondents show most support towards a RPPA; respondents show most opposition towards Parking Restrictions.

Residents of Gogarloch

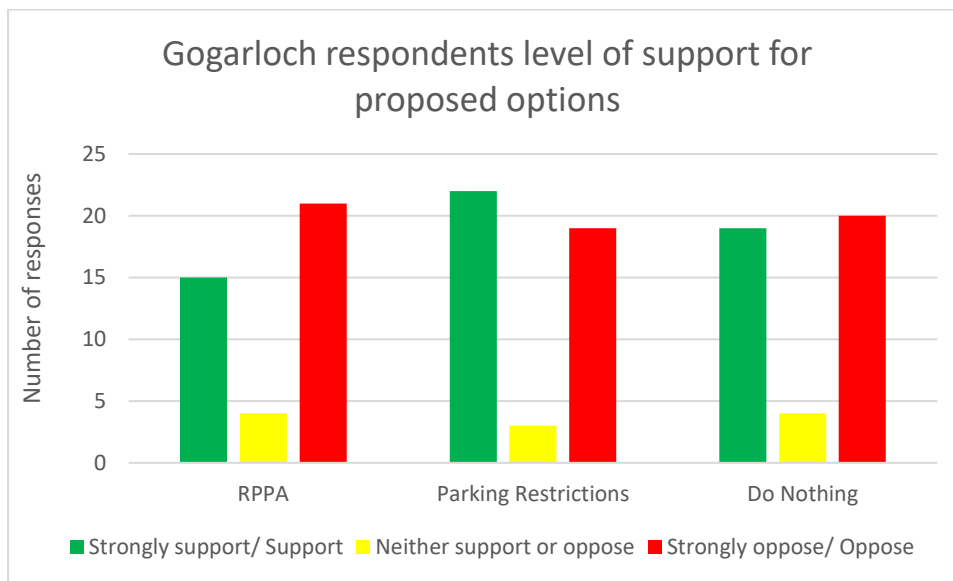


Figure 4: Overall level of support for proposed options from Gogarloch Residents

- 21 respondents strongly oppose and oppose a RPPA;
- 22 respondents strongly support and support Parking Restrictions;
- 20 respondents strongly support and support the option to Do Nothing.

To summarise, the respondents show most support towards Parking Restrictions; respondents show the most opposition towards a RPPA.

1.3 Recommendations

The City of Edinburgh Council recommends that a Residents Priority Parking Area is implemented within South Gyle and Gogarloch estates. This is based on the overall levels of support towards this option from those residents who responded.

The design and layout of restrictions will be updated to reflect the detailed feedback received from residents on each of the individual streets.

It has been noted that when the feedback is filtered to show responses from Gogarloch estate residents only, that there is slightly less support for the RPPA against the other options. However, the project team considers that the operation and implementation of parking restrictions should be delivered across the entire area to avoid any resultant effects or issues. For example, should South Gyle implement parking restrictions independent of Gogarloch, the likelihood is that parking will be displaced into these streets and create more severe parking pressure in Gogarloch. Feeding into this decision the Council also recognises that in the coming years, the scale of housing and business development across this local area means that parking pressure in Gogarloch would also be likely to rise. The proposed extents of the RPPA across both estates will ensure residents are protected against commuter parking.

1.4 Next Steps

The Council intends to progress with the necessary legal procedures which are required to make changes to the Traffic Regulation Orders for these changes associated with parking and loading. The current timeline for advertising the Orders is expected in April-May 2020.

For this process, the Council must provide a period where the public can view and comment on, or object to, the proposals. At the time of the Order being advertised all residents will be notified by letter/leaflet and details provided on how to view and respond to the proposals.

Any potential changes to the timings of the RPPA will be set out in the TRO advertisement.

2. Introduction

The West Edinburgh Link (WEL) project vision is to transform cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks, in the west of Edinburgh.

Through traffic-free paths and construction of cycleways, South Gyle and Edinburgh Park will be directly connected to the surrounding communities of: East Craigs, Gogarloch, Sighthill, Broomhouse and Wester Hailes. This will make it easier for people to walk or cycle to key places for work or leisure.

Following feedback from residents from previous public consultation in Spring 2019, there was overall support towards the removal of parking on South Gyle Crescent (61% in favour, 29% opposed, 10% neutral). This would be a total of 174 spaces. It is recognised that in order to mitigate the risk of commuters parking in Gogarloch and South Gyle as a result of this removal, residents would need protection from commuter parking.

This report summarises the engagement focussed on the proposal of two options to restrict non-resident parking in the residential estates of South Gyle and Gogarloch. The consultation events were undertaken during January and February 2020.

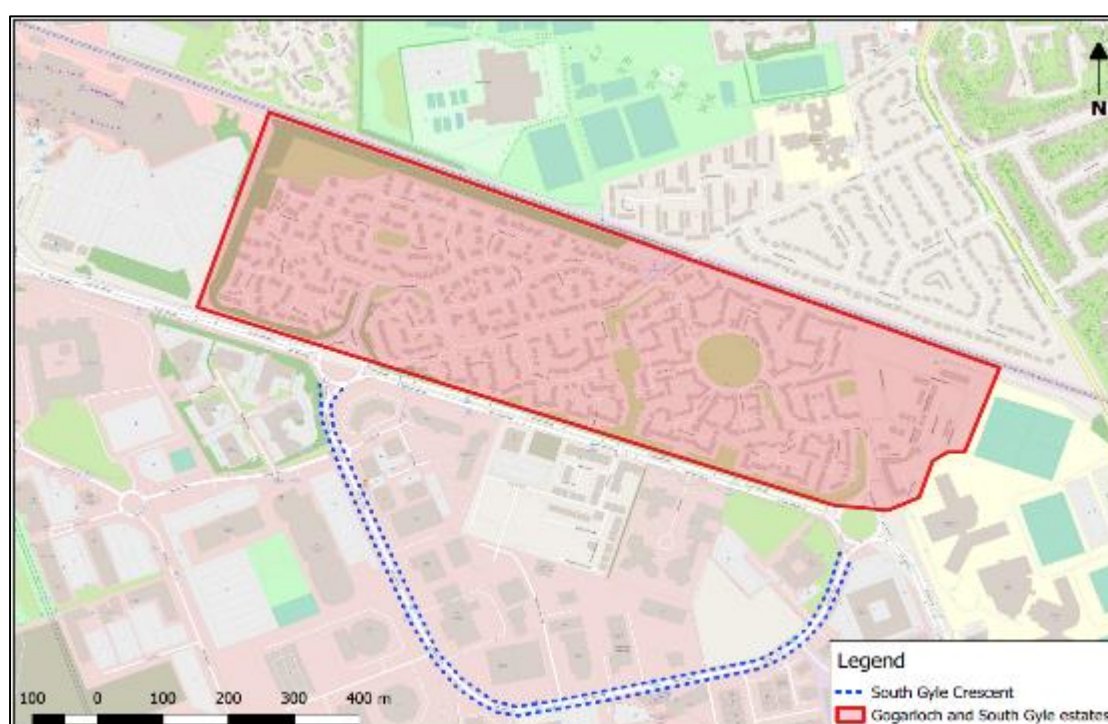


Figure 5: South Gyle Crescent in relation to housing estates

© [OpenStreetMap contributors](#)

3. Restricted Parking Proposals

This section summarises the two options that were presented to the local community for restricting non-resident parking.

3.1 Option 1: Resident Priority Parking Area (RPPA)

3.1.1 RPPA definition

A RPPA is a parking restriction which operates part-time in a defined area:

- The restriction operates for a short time period daily Monday to Friday inclusive;
- Only permit holders can park between the restricted times;
- Permit places are limited, but will usually meet the residential demand for parking in each street during working days;
- The remainder of the area will remain restricted by double yellow lines.

The proposed RPPA is designed to prevent all-day commuter parking and long-term non-residential parking from taking place within areas designated as permit holder parking. It will protect parking opportunities for resident and visitor permit holders.

3.1.2 Who can park in a RPPA?

The RPPA will consist of permit parking places only, limited to use by:

- Resident Permit Holders who live in the defined RPPA;
- Visitor Permit Holders, where the resident issuing the Visitor Permit resides within the RPPA;
- Trades Permit Holders;
- Formal deliveries and pick-ups by delivery companies to residents would still be permitted.

To be eligible for a resident's permit, the individual must both live and have a vehicle registered at an address within the restricted area. Whilst each household would be entitled to apply for a maximum of two permits, only one permit can be held per person.

3.1.3 Permit costs

The proposed cost of a resident's permit will be dependent on engine size/ CO₂ emissions and increased for a second permit.

3.1.4 Implementation

RPPA signage would be positioned at any entry and exit points of the residential area to inform motorists of the parking restriction. New poles, signs and marking would be minimised wherever possible.

Figure 6 below shows an example of existing permit holder only bays in Edinburgh.



Figure 6: Example of existing permit holder parking bays on Lutton Place, Edinburgh

3.2 Option 2: Parking Restrictions

3.2.1 Parking Restrictions definition

Parking Restrictions allow a part-time control where:

- Restrictions operate for a short, defined period Monday to Friday inclusive;
- No one, including residents (except blue badge holders) can park on these areas of street between certain times.

3.2.2 How do Parking Restrictions work?

All on-street parking in the area will be restricted between certain hours. Single yellow lines will indicate where no parking is allowed during restricted hours, while double yellow lines are used to prevent parking at any time in some areas.

Loading (including tradesmen) may still take place on single yellow lines for up to 30 minutes. Exemptions can be made for longer time periods with special permits.

Parking on single yellow lines will be permitted outside of the controlled times.

There is no cost to residents for parking restrictions. These operate in the same way as yellow lines are used and enforced across the country.

3.2.3 Implementation

A parking restrictions sign will accompany each section of single yellow line.

Figure 7 below shows an example of existing parking restrictions in Edinburgh.



Figure 7: Example of existing parking restrictions on St. Leonard's Street, Edinburgh

4. Forms of Consultation

This section summarises the forms of consultation implemented at this stage.

4.1 Community Council Meeting

The project team attended the Corstorphine Community Council meeting on 21 January 2020 to discuss the proposals and options. A question and answer factsheet was prepared following this meeting to reflect the questions asked on the night. See Appendix A.

4.2 Residents Briefing Pack

In order to engage with as many residents as possible, briefing packs were sent out to all residents in the Gogarloch and South Gyle estates (as defined in Figure 5 in red). This pack included the following:

- letter describing the proposals and options (see Appendix B);
- feedback form (see Appendix C);
- postcode specific maps visualising each of the proposed parking options; and
- a freepost business response envelope to prompt replies.

The briefing packs were sent to just over 1,300 addresses in the local area prior to the community council meeting. A total of 143 residents responded to the consultation which represents 11% of the addresses issued a briefing pack.

4.3 Online Survey

A total of 127 responses were received from the online survey which was available on the project website from 15/01/2020 to 10/02/2020.

4.4 Email Consultation

Email notifications were issued to all individuals who had registered on the projects mailing list.

5. Feedback Form outputs

The feedback forms contained in the residents briefing allowed the respondents to vote on their preferred option for restricting non-resident parking, including an option to do nothing. A total of 39 feedback forms were returned. The table below shows the support towards the options received from the feedback forms.

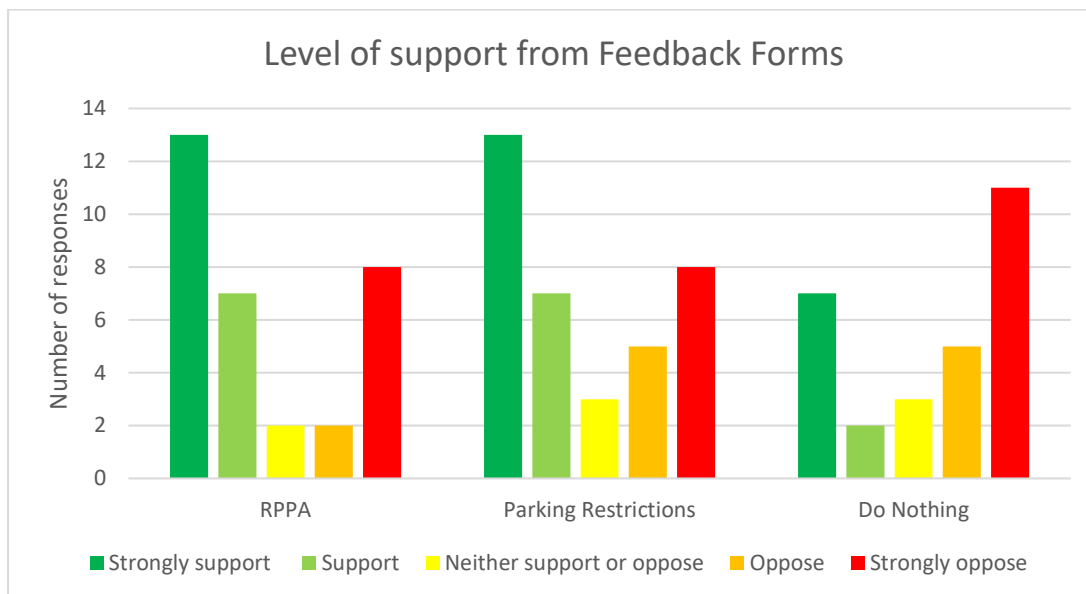


Figure 8: Level of support towards proposed options from feedback forms

Figure 8 shows that from the responses gathered from the feedback forms, Option 1 and Option 2 are both equally supported with 20 residents showing strong support and support towards both options.

Do Nothing was strongly opposed /opposed the most out of all options with 16 respondents selecting this.

Respondents were also able to provide comment on the proposed parking options and outline any adaptations/ suggestions they had on the proposals. The most common comments were around the following themes:

- **6** comments mention opposition to a RPPA;
- **4** comments mention safety concerns/ general concerns over the narrow widths of carriageways in the area due to parking;
- **4** comments mention support for Parking Restrictions;
- **4** comments mention opposition towards Parking Restrictions;
- **4** comments mention objection towards paying for parking permits;
- **3** comments relate to concern that parking proposals will exacerbate current parking conditions.

The feedback form went on to ask respondents to comment on the proposed restriction times for each parking option which had been indicatively proposed as 11am to 1pm.

- 13 respondents indicated opposition towards proposed times;
- 2 respondents indicated opposition towards any restrictions at all;
- 1 respondent indicated support towards proposed times.

Respondents who provided comment on the proposed time all suggested a longer time period for the restriction to be enforced:

- 11am-2pm
- 11am-5pm
- 10.30am-1.30pm
- 11am-4pm

- 10am-4pm
- 8am-4pm
- 9am-3pm
- 9am-5pm
- 9am-11am & 3pm-5pm
- 10am-2pm

6. Online Survey outputs

A total of 127 responses were received from the online survey. The online survey questions are provided in Appendix D. This section will firstly look at the residential addresses of respondents, then will separately analyse resident and non-resident survey results. The survey results from residents will then be further analysed to distinguish preferences of residents from South Gyle and Gogarloch separately.

6.1 Respondent demographics

Firstly, the survey asked respondent to note their name and address. Postcodes were mapped in QGIS to show the home address of respondents. Figure 9 shows a map of the extent of residential addresses that responded to the online survey. Figure 10 shows postcodes of residential addresses within the South Gyle and Gogarloch area.

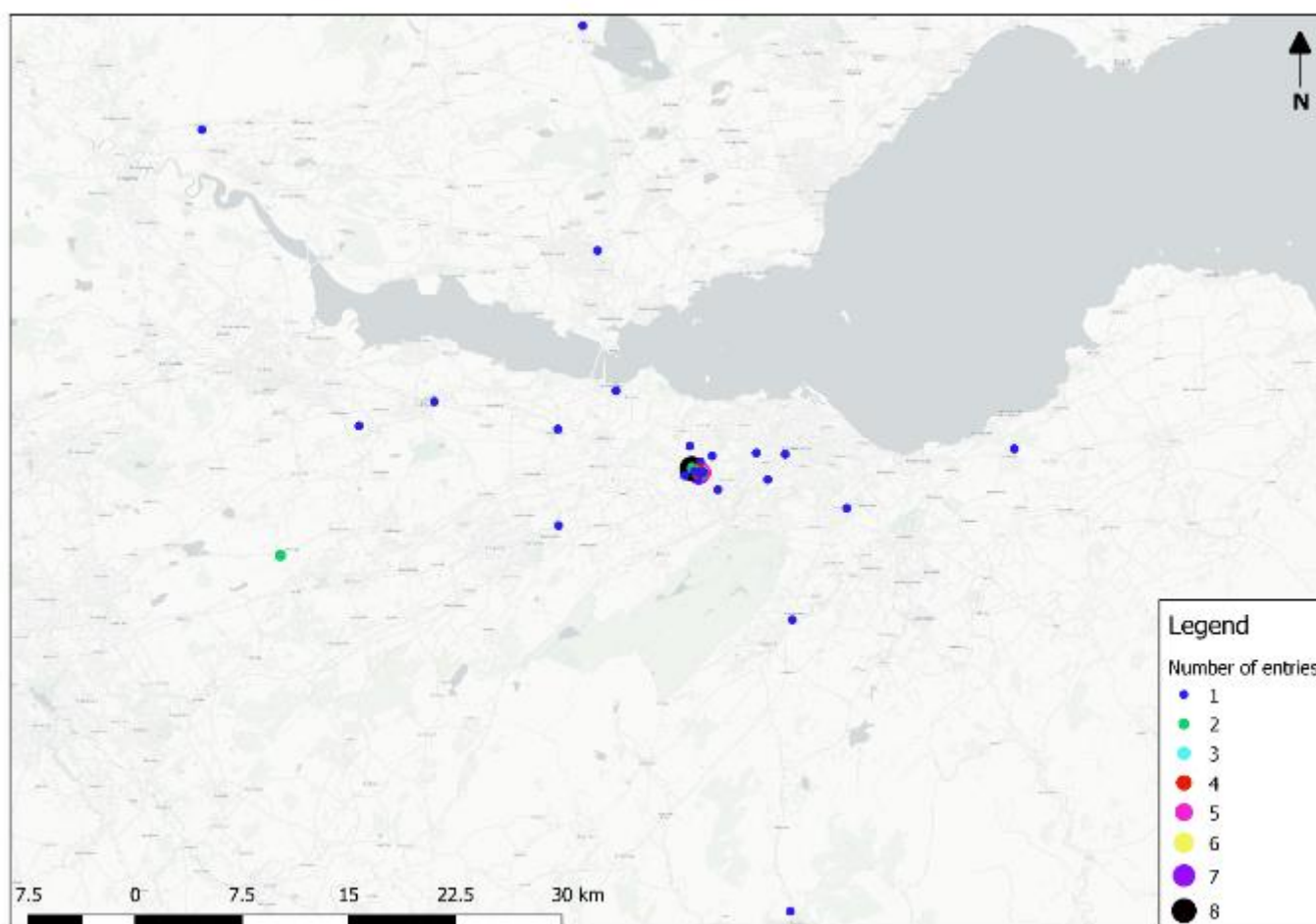


Figure 9: Extent of postcode map of online surveys received

Figure 9 shows that a number of respondents have responded to the online survey from outside the housing areas concerned. The extent of responses source from Kinross, Tullibody, Dunfermline and South Queensferry

from the north; Linlithgow, Winchburgh and Calderwood from the west; Auchendinny from the south; and Tranent from the west. This may suggest that these respondents are commuters to the South Gyle area.

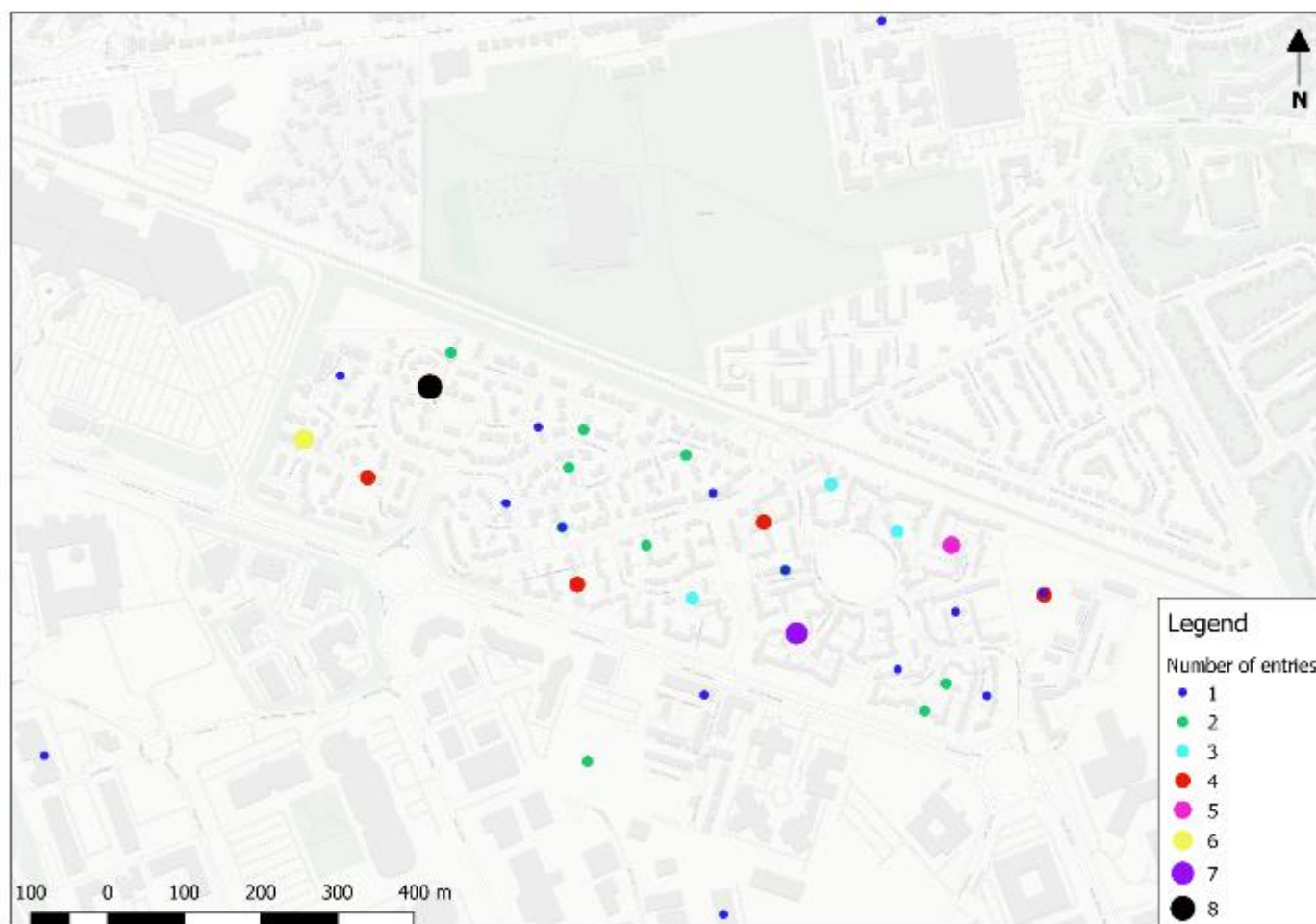


Figure 10: Postcode map of online surveys received of South Gyle, Gogarloch and immediate surrounding area

Figure 10 shows a smaller scale map of respondent postcodes provided through the online survey from the housing areas targeted in this consultation. The majority of responses came from within this area.

The online survey proceeded to ask respondents if they were a resident of the area.

- 106 responded Yes
- 21 responded No

'No' respondents were then asked to provide comment. The most common were around the following themes:

- 17 comments relate to working locally;
- 1 comment mentioned working on a local community council;
- 1 comment mentioned an occupation of Business Park Manger;
- 1 comment mentioned imminently moving to the area.

6.2 Level of support towards proposed options between Residents and Non-Residents

Of the 127 respondents that responded, 106 indicated that they are a resident and 21 indicated that they are not a resident. The tables below show the level of support towards the two proposed options: RPPA or Parking Restrictions and a third option of Do Nothing.

Figure 11 shows the level of support from residents and Figure 12 shows the level of support from non-residents.

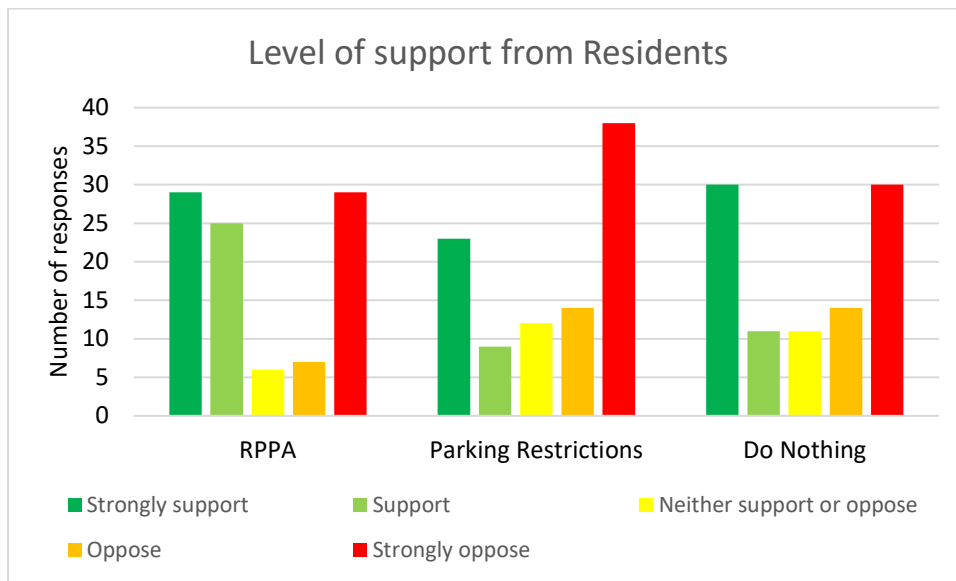


Figure 11: Level of support towards proposed options – Residents Only

Residents

- 54 respondents strongly support and support a RPPA. 36 residents oppose and strongly oppose;
- 52 respondents strongly oppose and oppose Parking Restrictions. 32 residents strongly support and support;
- 44 respondents strongly oppose and oppose the option to Do Nothing. 41 residents strongly support and support;
- **To summarise**, respondents show most support towards a RPPA; respondents show the most opposition towards Parking Restrictions.

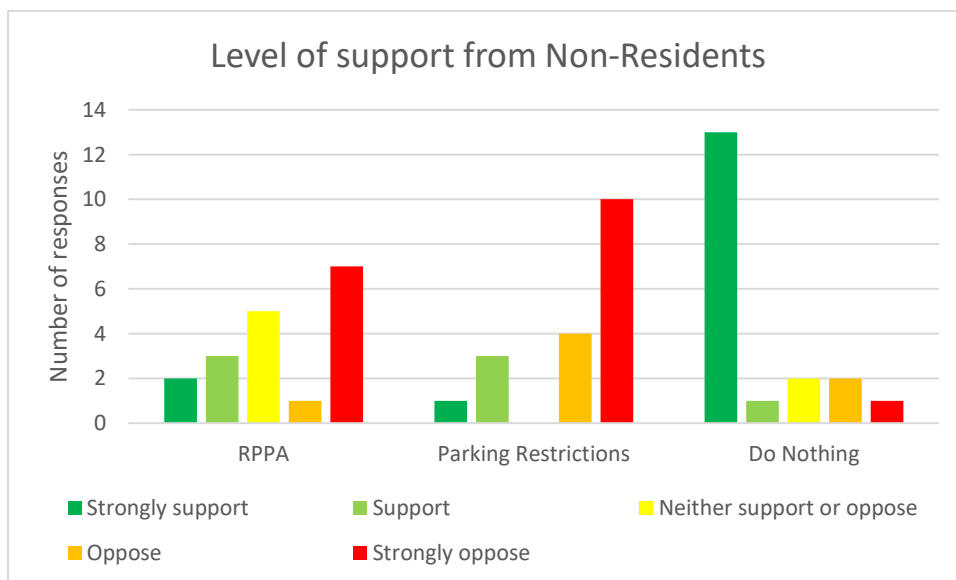


Figure 12: Level of support towards proposed options – Non-resident Only

Non-residents

- 8 respondents strongly oppose and oppose a RPPA. 5 non-residents strongly support and support;
- 14 respondents strongly oppose and oppose Parking Restrictions. 4 non-residents strongly support and support;

- 14 respondents strongly support and support the option to Do Nothing. 3 non-residents strongly oppose and oppose;
- **To summarise**, the respondents show most support towards the option to Do Nothing; respondents show the most opposition towards Parking Restrictions.

Residents showed more support towards a RPPA; Non-residents showed more support towards Do Nothing.

Respondents were able to provide comment on the proposed parking options and outline any adaptations/ suggestions they have on proposals. The most commonly made comments were around the following themes:

- **34** comments mention objection towards paying for parking permits;
- **25** comments mention opposition towards Parking Restrictions;
- **24** comments mention concern that proposals will worsen current parking conditions in the area;
- **22** comments mention opposition to a RPPA;
- **12** comments mention concern over not being able to move a car due to being away from home during restriction times;
- **10** comments mention concern over having more than 1 car and not being able to move the second due to being away from home during restriction times;
- **10** comments mention retaining the parking provision currently on South Gyle Crescent;
- **10** comments mention support towards a RPPA;
- **9** comments mention concern over how proposed options for parking will be enforced;
- **8** comments mention concern over safety relating to the narrow carriageway widths and difficulty in accessing private driveways due to on-street parking.

6.3 Level of support towards proposed restriction timings between Residents and Non-Residents

Respondents were able to comment on the proposed restriction times for the options, which for the purpose of consultation were proposed at 11am to 1pm for both options.

Figure 13 shows the level of support from residents and Figure 14 shows the level of support from non-residents.

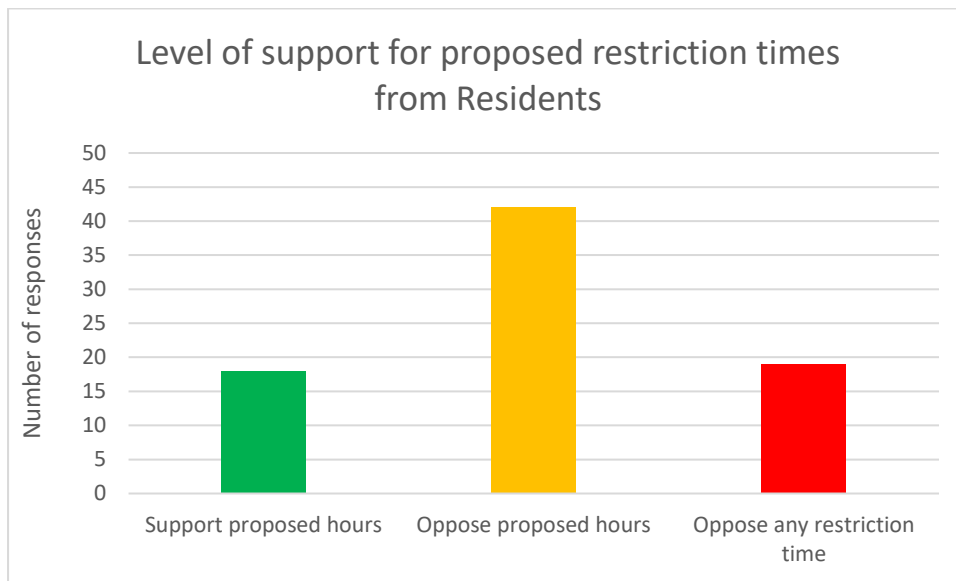


Figure 13: Level of support towards proposed restrictions times - Residents Only

Residents

- 42 respondents oppose the proposed restriction times of 11am-1pm;
- 19 respondents indicated opposition to any restriction time;
- 18 respondents indicated support towards the proposed restriction times of 11am-1pm.

Respondents who provided comment on the proposed times all suggested a longer time period for the restriction to be enforced. The most notable suggestions are as follows, ranked in order of popularity:

- 10am-2pm (6 mentions)
- 10am-3pm (4 mentions)
- 11am-3pm (4 mentions)

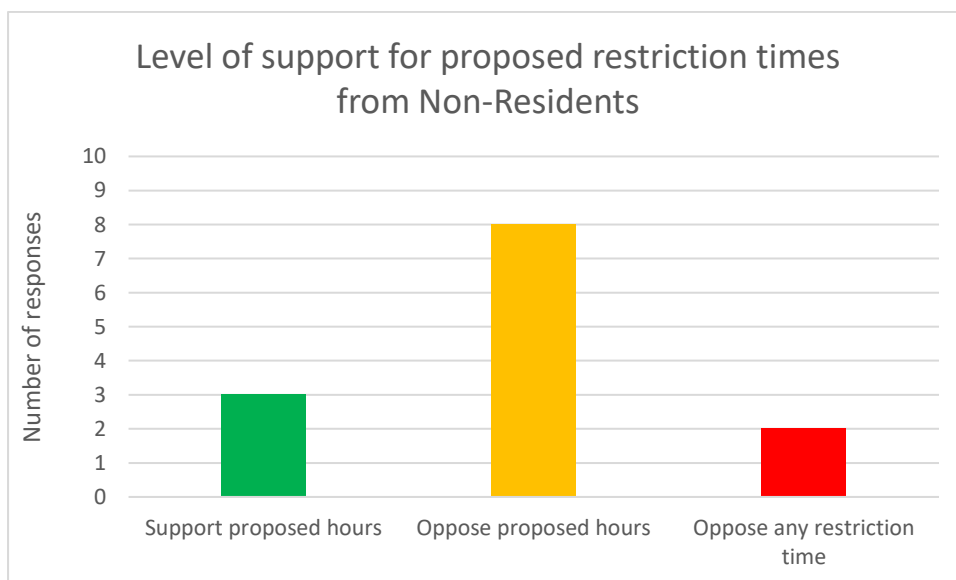


Figure 14: Level of support towards proposed restrictions times - Non-Residents Only

Non-residents

- 8 respondents oppose the proposed restriction times of 11am-1pm;
- 3 respondents indicated support towards the proposed restriction times;

- 2 respondents indicated opposition to any restriction time;
- There were 7 comments that relate to the provision of alternative parking.

6.4 Level of support towards proposed options between Residents of South Gyle and Gogarloch

Of the 106 respondents that indicated that they are a resident of the area in the online survey, data has been refined to compare views of those residents from South Gyle (59) and Gogarloch (30) separately. Note that the remaining 17 respondents that identified themselves as residents of the area did not provide an address within South Gyle or Gogarloch or failed to provide an address at all.

Figure 15 shows the level of support from residents of South Gyle and Figure 16 shows the level of support from residents of Gogarloch.

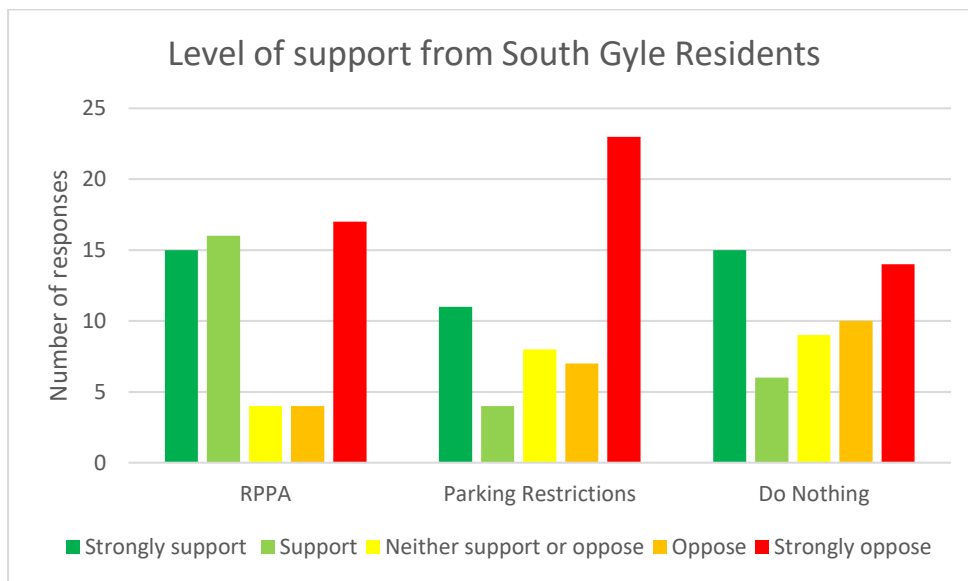


Figure 15: Level of support towards proposed options - South Gyle Residents Only

Residents of South Gyle

- 31 respondents strongly support and support a RPPA. 21 residents oppose and strongly oppose;
- 30 respondents strongly oppose and oppose Parking Restrictions. 15 residents strongly support and support;
- 24 respondents strongly oppose and oppose the option to Do Nothing. 21 residents strongly support and support;
- **To summarise**, the respondents show the most support towards a RPPA; respondents show the most opposition towards Parking Restrictions.

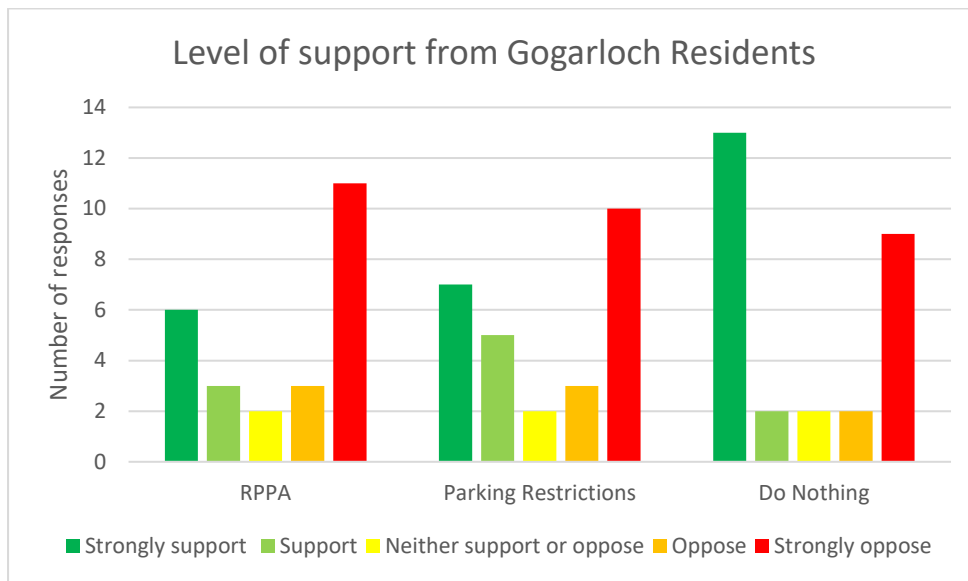


Figure 16: Level of support towards proposed options - Gogarloch Residents Only

Residents of Gogarloch

- 14 respondents strongly oppose and oppose a RPPA. 9 residents strongly support and support;
- 13 respondents strongly oppose and oppose Parking Restrictions. 12 residents strongly support and support;
- 15 respondents strongly support and support the option to Do Nothing. 11 residents strongly oppose and oppose;
- **To summarise**, the respondents show the most support towards the option to Do Nothing; respondents show the most opposition towards a RPPA.

Residents of South Gyle showed more support towards a RPPA; Residents of Gogarloch showed more support towards Do Nothing.

6.5 Level of support towards proposed restriction timings between Residents of South Gyle and Gogarloch

Respondents were able to comment on the proposed restriction times for the options, which for the purpose of consultation were proposed at 11am to 1pm for both options.

Figure 17 shows the level of support from residents and Figure 18 shows the level of support from non-residents.

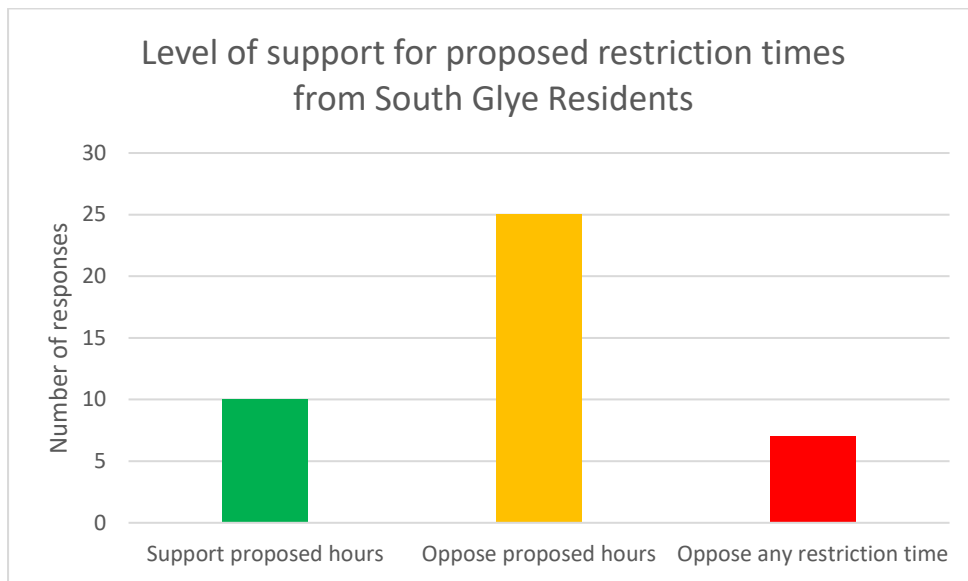


Figure 17: Level of support towards proposed restriction times - Residents of South Gyle Only

Residents of South Gyle

- 25 respondents oppose the proposed restriction times of 11am-1pm;
- 10 respondents indicated support towards the proposed restriction times;
- 7 respondents indicated opposition to any restriction time.

Of the 49 residents of South Gyle that provided comment on the proposed restriction times of 11am-1pm, the following suggested timings were most frequently mentioned:

- 10am-2pm (4 mentions);
- 11am-3pm (4 mentions).

All suggestions made were for longer time restrictions.

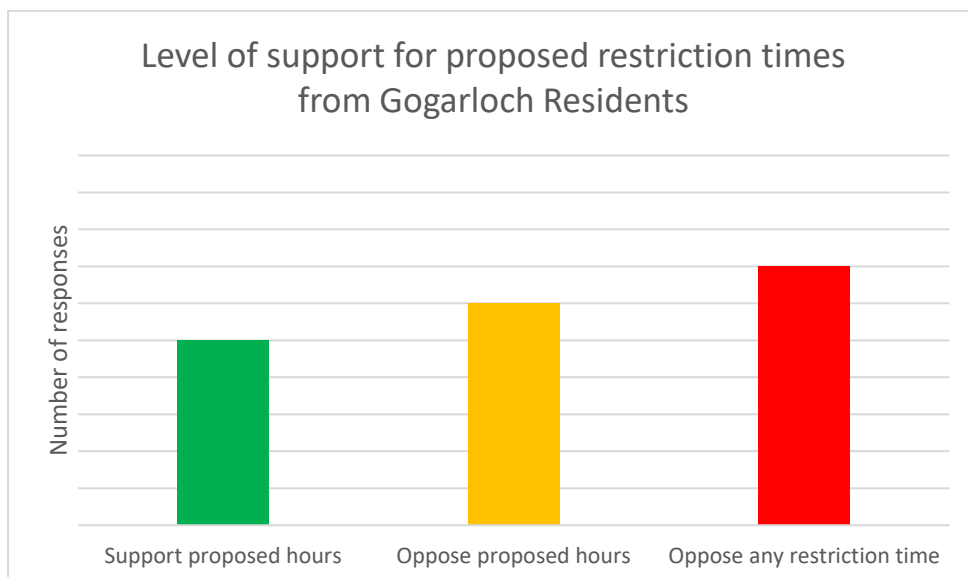


Figure 18: Level of support towards proposed restriction times - Residents of Gogarloch Only

Residents of Gogarloch

- 7 respondents indicated opposition towards any restriction times at all;
- 6 respondents oppose the proposed restriction times of 11am-1pm;
- 5 respondents indicated support towards the proposed restriction times.

Of the 19 residents of Gogarloch that provided comment on the proposed restriction times of 11am-1pm, all suggestions made were for longer time restrictions i.e.:

- 8am-4pm
- 7am-7pm
- 9am-3pm

Appendix A – Community Council meeting Q&A factsheet

West Edinburgh Link: Gogarloch and South Gyle Proposed Parking Restrictions

Project Name:	West Edinburgh Link
Event Name:	Corstorphine Community Council Meeting – Gogarloch and South Gyle Proposed Parking Restrictions
Date:	21/01/2020
Venue:	18 Kirk Loan, Edinburgh, EH12 7HD
Revision:	1.1
Revision Date:	30/01/2020

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Event Q&A

I.D.	QUESTION	ANSWER
1	When were the previous project proposals presented and engagement events?	<p>Stage 1 and Stage 2 of the project proposals were communicated in a variety of formats, which are summarised below</p> <p>Stage 1:</p> <ul style="list-style-type: none"> - Drop-in events: <ul style="list-style-type: none"> o Gyle Shopping Centre (21 March 2019 & 27 April 2019). o Gogarloch and Gyle Parks (23 March 2019). o South Gyle Crescent (25 April 2019). - Corstorphine Community Council Meeting (20 March 2019) - Social media posts were created using the Councils account. - Online survey over an 8-week period from 15/03/2019 to 10/05/2019. - Leaflets; Around 15,000 leaflets were distributed to nearby residents and during the drop-in events. - Consultation Summary report available on WEL website.

I.D.	QUESTION	ANSWER
		<ul style="list-style-type: none"> - Email notifications were issued to all stakeholders and those who have registered an interest in the project. 9 emails were received, including responses from organisations. <p>Stage 2:</p> <ul style="list-style-type: none"> - Drop-in events <ul style="list-style-type: none"> o Gogarloch and Gyle Parks (09 September 2019). - Leaflets; Around 15,500 leaflets were distributed to nearby residents and during the drop-in events. - Social media posts were created using the Councils account. - Online survey over a 4-week period from 02/09/2019 to 30/09/2019. The Gogarloch and Gyle Parks survey involved questions 17a to 17e focusing on possible parking restrictions. - Email notifications were issued to all stakeholders and those who have registered an interest in the project.
2	How will proposed parking restriction be enforced? It seems unlikely that traffic wardens will commit to coming out to the area for a small time period (11am-1pm).	<p>Enforcement would be undertaken by the Council's traffic enforcement officers, who would operate within the proposed zone during the times of operation. The officers will check the vehicles contain a valid permit, which is displayed in the windscreen.</p> <p>The Council can confirm that any proposed parking restrictions can and will be enforced.</p>
3	<p>What are the timescales for the preferred TRO process? Concerns over this period may be too short for any public comments on final proposals.</p> <p>Can the Council consider alternative phasing for the TRO of Gogarloch/South Gyle parking proposals vs the overall WEL project?</p>	<p>It is intentioned that the TRO process for the wider WEL project will begin in March 2020. This will commence with statutory consultations followed by public consultations in April 2020. The duration of the public consultation will be in line with government legislation, which is 21 days.</p> <p>Phasing for the TROs of Gogarloch/South Gyle parking proposals is currently under discussion with the project team.</p>
4	<p>Option 1: Residents Priority Parking Area</p> <p>Several comments/queries relating to pricing of Residential Parking Permits for Option 1:</p> <ul style="list-style-type: none"> - Could parking permits be issued for free? - Could visitor parking permits be issued for free? - Can prices be made cheaper? - Why are the second vehicles more expensive? - What is the process/system for applying for a permit? 	<p>Costs of a residential parking permit are related to the ongoing enforcement of the parking restrictions and maintenance of the associated signs and road markings. These costs are required, and the system operates at cost neutral to the Council.</p> <p>Permits can be applied for online and information can be found on The Council's website here: https://www.edinburgh.gov.uk/parking-permits.</p>

I.D.	QUESTION	ANSWER
5		The Council introduced a surcharge on second permits as a means of encouraging vehicle owners to consider their need to own/run more than one vehicle. Under the current arrangements second permits cost an additional 25% over and above the cost of a first permit.
	<p>Option 2: Parking Restrictions</p> <ul style="list-style-type: none"> - How would Option 2 (Parking Restrictions encompassing single and double yellow lines) work for residents and visitors during times of operation? - How would they cater for residents working irregular working hours or not working? - Would they then have to move their car during operation? - What happens if a resident goes on a holiday without the vehicle during the proposed hours of operation? 	<p>All on-street parking in the area will be restricted between the designated hours – this includes all residents and vehicles. There would be no exceptions for individual residents needs.</p> <p>Loading (including tradesmen) may still take place on single yellow lines for up to 30 minutes. Exemptions can be made for longer time periods with special permits.</p>
6	<p>Existing Residents Parking Bays</p> <ul style="list-style-type: none"> - How do the parking restrictions work in relation to existing private parking spaces? - Are there any measures which can be taken to stop cars parking in privately owned spaces? - Can the Council pay for measures to protect/control access to private parking bays? - Are the current residential bays within the estates legally classified as residents or visitors bays, and who owns and is responsible for these? 	We are currently investigating the ownership and operation of the existing residents bays in the Gogarloch and South Gyle estates.
	Can the proposed times of operation be changed and made more robust?	Yes, the proposal of 11am-1pm draft for consultation based on example times elsewhere in the city. This can be altered to better suit the needs of local residents for both options.
8	What are businesses doing to address displaced commuter parking?	The Council are currently engaging with numerous businesses in the Gyle and Edinburgh Park area regarding alternative working arrangements (such as flexible working) and promote sustainable travel options (including active travel). The Scottish Government is also looking at a work place parking levy, which is currently under consideration by the Scottish Government.
9	With the removal of 174 parking spaces on South Gyle Crescent, where are they now going to park?	It is envisaged that the delivery of a segregated cycleway and improvement to locals paths will encourage more people to take up active travel options as the

I.D.	QUESTION	ANSWER
	How will the current parking restriction proposals stop parking displacement to other areas? There are general concerns over displacement into the West Broom estate.	<p>primary mode of transport for commuting and leisure journeys. This could aid in reducing the amount of parking currently experienced on South Gyle Crescent.</p> <p>Displaced parking will usually migrate to the next, nearest or most convenient area of unrestricted parking. This may well be Broomhall but could also depend on the individual circumstances of those who currently park on South Gyle Crescent, for example where are they coming from, where do they go afterwards and why do they park on South Gyle Crescent. Those circumstances will determine where/if displacement occurs, or whether people find another way of travelling.</p> <p>The immediate surrounding residential areas, such as Broomhouse, Saughton and Corstorphine are already identified for potential phased introduction and monitoring of parking controls under the Council's Citywide Parking Review.</p>
10	Can additional disabled parking bays be included and what are the requirements to qualify for one?	<p>Yes, additional disabled bays can be included within both options.</p> <p>Please highlight any requests or suggestions for additional bays within the area for the project team to consider.</p>
11	How do vehicles that are not registered to a resident qualify for a resident parking permit (e.g. a company car) in Option 1?	There are provisions within the Traffic Order governing permit schemes that allow for the company providing the vehicle to provide proof to the Council that the qualifying resident is the main or sole user of the vehicle, thereby allowing a company vehicle, or leased vehicle etc, to be issued with a permit, providing that the vehicle meets the requirements of the Traffic Order.
12	Are there any proposals for increasing the parking capacity at Inglis ton and Hermiston park and rides to help address parking displacement? Or a new park and ride facility in the Gyle/Edinburgh Park area?	A study is required to investigate options for funding the expansion, expansion choices and associated costs for increasing the parking capacity at Ingliston and Hermiston park and rides. The Council favours this idea; however no funding/resource has currently been allocated at this time.
13	What happens if there are more than 2 vehicles at a single property in relation to Option 1 (Residents Priority Parking Area and permit)?	Only two vehicles in any household are eligible to be issued with a resident permit. Additional vehicles in a household will not be issued with resident permits and could not be left in a permit parking place during the hours of control.

I.D.	QUESTION	ANSWER
	Current CEC permit guidelines only allows for a maximum of 2 permits per household? In addition, if some of these vehicles are related to a business (i.e. trade work), how will this work?	<p>The resident permit allocation would not apply to other permit types, which would make it possible for a household to have two resident permits and for a trades, retailer or business permit holder (who may also be a resident permit holder) to have a different permit type for another (or possible the same) vehicle. Whether that vehicle would be eligible to be left in a parking place within the zone or area in which the permit holder resides would depend on the type of permit and the zone or area, if applicable, for which the permit had been issued.</p> <p>In addition, please note that the Council will not issue a resident permit to any vehicle over 2.5m in height, which may have a bearing on the questions about trades and business vehicles.</p>
14	How would Trade Permits work in if they require to park in the area all day? Current CEC permit guidelines have a maximum stay of 3 hours.	Exemptions can be made for longer time periods with special permits.
15	If changes are made, would CEC refresh all the road markings within the streets?	The project team will consider this as part of the project proposals.

Appendix B – Residents Briefing Pack Letter



Gogarloch and South Gyle Proposed Parking Restriction Consultation

January 2020



Introduction

The City of Edinburgh Council is proposing to remove all parking on South Gyle Crescent (174 spaces) as part of the West Edinburgh Link project. In order to mitigate the risk of commuters parking in Gogarloch and South Gyle as a result of this removal, we are offering the community two options for restricting non-resident parking.

These options have been developed alongside the Corstorphine Community Council and South Gyle Parking Association who have long standing concerns over parking in the area.

Background

The West Edinburgh Link project will transform cycling and walking access to one of Scotland's key business parks.

Through traffic-free paths and construction of cycleways, South Gyle and Edinburgh Park will be directly connected to the surrounding communities of: East Craigs, Gogarloch, Sighthill, Broomhouse and Wester Hailes. This will make it easier for people to walk or cycle to key places for work or leisure.

South Gyle Crescent currently has no formal parking restrictions and is heavily parked by commuters. We will be removing all parking and replacing it with improved footways and cycleways. We are aware that this could transfer commuter parking onto residential streets in Gogarloch and South Gyle.

Public consultation in Spring 2019 indicated overall support towards the removal of parking on South Gyle Crescent (61% in favour, 29% opposed). Based on this feedback, we are planning to commence the formal Traffic Regulation Order procedures in Spring 2020 which will allow us to implement our proposals.

Protecting resident parking

To protect residents from commuter parking we are proposing two options:

1. **Resident Priority Parking Area (RPPA)**
 - Only permit holders (residents and some other specified groups, see pg.3) can park on the road in marked bays between certain times. These times are yet to be determined but could, for example, be 11am-1pm. Outside of these times anyone can park at these locations.
 - See the 'Further Information' section on pg.3 of this leaflet for more details.
2. **Parking Restrictions**
 - Single yellow lining on all roads in Gogarloch/South Gyle.
 - No one (except blue badge holders and deliveries) can park between the designated restricted times. These times have yet to be determined but could, for example, be 11am-1pm.
 - See the 'Further Information' section on pg.4 of this leaflet for more details.

Photo examples of existing parking restrictions for both options can be found on pg.5

The current disabled bays within the estates will be maintained under both options.

Have your say

We need you to complete the enclosed feedback form detailing your preferred option. This is crucial to informing our design decisions.

Please select your preferred option and record your address. We have enclosed two maps as a visual aid of how the two options will impact your area.



Methods of returning your completed feedback form

Please respond by 10 February 2020

Via email: anna.mcrobbie@aecom.com

Mail:

FREEPOST RTRS-YLCY-EAEA WEL
Clocktower
Unit 1 Flasshes Yard
South Gyle Crescent
Edinburgh
EH12 9LB

Online Survey: available at
<https://westedinburghlink.info/>.

We are also presenting the options at the Corstorphine Community Council meeting which will be held at:

**18 Kirk Loan, EH12 7HD
21 January 2020
7PM**

To help us manage numbers and arrangements, it would be good to know if you plan to attend. Please email anna.mcrobbie@aecom.com

General information about the project is available at <https://westedinburghlink.info/>.

Yours sincerely

A handwritten signature in black ink, appearing to read "Martyn Lings".

Martyn Lings, Senior Project Officer
(Active Travel)

Further Information

Option 1 - Residents Priority Parking Area (RPPA)

A RPPA is a parking restriction which operates part-time in a defined area:

- The restriction operates for a short time period daily Monday to Friday inclusive;
- Only permit holders can park between the restricted times e.g. 11am-1pm;
- Permit places are limited, but will usually meet the residential demand for parking in each street during working days;
- The remainder of the area will remain restricted by double yellow lines.

The RPPA will consist of permit parking places only, limited to use by:

- Resident Permit Holders who live in the defined RPPA;
- Visitor Permit Holders, where the resident issuing the Visitor Permit resides within the RPPA;
- Trades Permit Holders;
- Blue Badge Holders;
- Formal deliveries and pick-ups by delivery companies to residents would still be permitted.

How much will a permit cost?

The proposed cost of a residents permit will be dependent on engine size/ CO₂ emissions and increased for a second permit. Please refer to the table at the bottom of this page for guidance (*prices from April 2019).

Bands		1	2	3	4	5
Engine Size (cc)		0 to 1000	1001 to 1800	1801 to 2500	2501 to 3000	3001+
CO ₂ (g/km)		0 to 100	101 to 150	151 to 185	186 to 225	226+
Permit 1	3 Month Permit	Not Applicable	£16.50	£18.50	£22.00	£31.50
	6 Month Permit	Not Applicable	£26.00	£29.00	£36.50	£52.50
	12 Month Permit	£11.50	£33.00	£38.50	£50.00	£80.00
Permit 2	3 Month Permit	Not Applicable	£27.00	£29.00	£33.50	£44.00
	6 Month Permit	Not Applicable	£39.50	£43.50	£50.00	£73.50
	12 Month Permit	£15.00	£44.00	£50.50	£62.50	£100.00

Why is a RPPA proposed?

The proposal has been designed to:

- Prevent all-day commuter parking and long-term non-residential parking from taking place within areas designated as permit holder parking;
- Protect parking opportunities for resident and visitor permit holders;
- Make it easier for residents to park near their homes;
- Provide improved parking opportunities for:
 - Visitors (to residents, businesses etc);
 - Tradesmen etc.

Implementation of a RPPA?

Priority parking area signage will be positioned at the entry and exit points of the residential area to inform motorists of the parking restriction.

New poles, signs and markings will be minimised wherever possible.

Would I still be able to have tradesmen visit?

Yes. You can issue tradesmen with visitor permits. They can also apply to the Council for a Trades Permit.

Am I eligible for a permit?

To be eligible for a resident's permit you must both live and have a vehicle registered at an address within the restricted areas. Whilst each household would be entitled to apply for a maximum of two permits, only one permit can be held per person.

Further Information

Option 2 - Parking Restrictions

Parking Restrictions allow a part-time control where:

- Restrictions operate for a short, defined period Monday to Friday inclusive;
- No one, including residents (except blue badge holders) can park on these areas of street between certain times (e.g. 11am-1pm).

How do Parking Restrictions work?

All on-street parking in the area will be restricted between certain hours. Single yellow lines will indicate where no parking is allowed during restricted hours, while double yellow lines are used to prevent parking at any time in some areas.

Loading (including tradesmen) may still take place on single yellow lines for up to 30 minutes. Exemptions can be made for longer time periods with special permits.

What parking would be available?

Parking on single yellow lines will be permitted outside of the controlled times.

Implementation of Parking Restrictions?

A parking restrictions sign will accompany each section of single yellow line.

Is there any cost to residents?

No, there is no cost to residents for parking restrictions. These operate in the same way as yellow lines are used and enforced across the country.

General

What happens to the existing residents' bays?

We do not propose to make any changes to the existing private residents bays and operations. These would not be subject to any additional permits, restrictions or enforcement.

How will options affect blue badge holders?

Blue badge holders who are a resident in the area can obtain a permit at no cost and can park for free and without any limit of stay. Existing blue badge parking will not be removed.

Within Gyle Park, it is our understanding that blue badge holders get priority parking within the off-street car parks associated to each business along South Gyle Crescent. As such they should not be adversely affected by the removal of parking on South Gyle Crescent.

When will these parking restrictions be implemented?

Restrictions are planned to be in place to coincide with the removal of parking on South Gyle Crescent. The current programme is for this to be completed in 2022.

How will these restrictions be enforced?

Enforcement would be undertaken by the Council's traffic enforcement officers.

Further Information



Option 1 Example
Residents Priority Parking Area



Option 2 Example
Parking Restrictions

Appendix C – Residents Briefing Pack Feedback Form

Feedback form – please complete

Name		Address			
Mark with a X your level of support for each option:					
	Level of support				
Option	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose
Residents Priority Parking Area					
Parking Restrictions					
Do nothing / Leave as is					
Comments Please expand on your choice and detail any adaptations/suggestions you have on the proposals. Feel free to annotate the maps and send them back along with this form).					
Based on existing restriction timings in and around Edinburgh and to reflect the nature of parking in these areas, we propose the following hours of control for each option:					
Residents Priority Parking Area 11am to 1pm			Parking Restrictions 11am to 1pm		
Comments (Please provide comment on the proposed controlled hours for the restricted parking options and if you do not agree, please tell us what you would suggest).					
Will you be in attendance at the community council meeting on the 21 st January 2020?					
Yes <input type="checkbox"/>			No <input type="checkbox"/>		
You can sign up for project updates and we will keep you informed of progress. Do you consent to be added on our mailing list?					
Yes <input type="checkbox"/>			No <input type="checkbox"/>		
Email address:					
The information that you share with us will only be used by the Council and AECOM to inform the development of this project. At the end of the project all records will be permanently removed. If you wish to be removed from the subscription list or have any of your details removed or amended, then please contact the Council's project manager via the contact details on the project's main webpage https://westedinburghlink.info/ .					

Appendix D – Online Survey Questions



WEL proposed parking restriction feedback

Name

Address

Postcode

Are you a resident?

Yes

No

If no, what is your reason for responding?

Please indicate below your preferred option for restricting non-resident parking and level of support:

	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose
Residents Priority Parking Area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parking Restrictions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Do nothing/ Leave as is	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments

Please expand on your choice and detail any adaptations/suggestions you have on the proposed designs. Feel free to annotate the maps and send them back along with this form.

Based on existing restriction timings in and around Edinburgh and to reflect the nature of parking in these areas, we propose the following hours of control for each option:

**Residents Priority Parking Area - 11am to 1pm
Parking Restrictions - 11am to 1pm**

Comments

Please provide comment on the proposed controlled hours for the restricted parking options and if you do not agree, please tell us what times you would prefer.

You can sign up for project updates and we will keep you informed of progress. Do you consent to be added on our mailing list?

- Yes
- No

E-mail address

The information that you share with us will only be used by the Council and AECOM to inform the development of this project. At the end of the project all records will be permanently removed. If you wish to be removed from the subscription list or have any of your details removed or amended, then please contact the Council's project manager via the contact details on the project's main webpage: westedinburghlink.info/.

Transport and Environment Committee

10.00am, Thursday, 1 October 2020

Bus Priority Rapid Development Fund

Executive/routine	Executive
Wards	All
Council Commitments	16

1. Recommendations

- 1.1 Transport and Environmental Committee is asked to:
 - 1.1.1 recognises the changes which COVID 19 has made to people's everyday lives and that many of the changes will remain in place for the foreseeable future;
 - 1.1.2 recognises the importance of public transportation to the development of plans for the city to adapt and renew in response to COVID 19 and note that schemes which enable people to be physically distant and safe when using public transport in the city will be central to this response;
 - 1.1.3 notes that the Scottish Government has announced a national Bus Priority Rapid Development (BPRD) fund for local authorities with the key aim of targeting areas which are likely to suffer congestion, once COVID-19 restrictions are lifted and to implement temporary bus priority measures, to improve bus journey times and make services more reliable,
 - 1.1.4 notes that following a successful application to the BPRD fund from the City of Edinburgh Council on behalf of neighbouring City Deal local authorities, the Scottish Government has allocated £1,203,120 to support the delivery of local bus priority schemes across the region;
 - 1.1.5 notes the criteria used to identify temporary bus priority infrastructure schemes (as set out in Appendix 1) and note the intention to continue to discuss approaches and policies with Transport Scotland and local bus operators;

- 1.1.6 following notification to local ward Councillors on specific schemes, delegates authority to the Chief Executive in consultation with the Leader and Depute Leader of the Council, to implement temporary schemes based on the criteria approved at 1.1.5 and note that these will be reported to Transport and Environment Committee regularly; and
- 1.1.7 approves the measures detailed in Appendix 2 on how traffic orders will be communicated to stakeholders during the ongoing COVID19 lockdown.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Transport Network Manager

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

Bus Priority Rapid Development Fund

2. Executive Summary

- 2.1 The COVID 19 pandemic has significantly changed the way in which people work and live. Unprecedented measures to help people stay safe, with instructions to stay at home to prevent the spread of the infection, and to maintain physical distance when outside the home (whether for work or exercise) have been in place since 23 March 2020 and some restrictions are expected to remain in place for a significant period of time to come.
- 2.2 During this period of restriction, we have seen a significant decrease in the use of public transportation with bus usage down by as much as 90%. As restrictions begin to be relaxed, the reopening of schools, businesses, offices and leisure facilities will result in increased vehicular traffic, congestion and increases in the use of public transportation, especially bus journeys.
- 2.3 Public transport will play a central role in emerging plans for how the city will adapt and renew as COVID 19 restrictions change and are relaxed. This report sets out early actions taken by the Council using the BPRD fund to support the efficient operation of the city's bus network on a local and regional level working very closely with local bus operators and other local and regional authorities. The report lists the bus priority schemes that are now under development and explains in more detail the BPRD programme announced by the Scottish Government and the level of funding allocated to support the delivery of these schemes.
- 2.4 Finally, the report details the proposed changes to the processes for consulting upon, and advertising, traffic and other Orders promoted by the Council to support delivery of the BPRD programme.

3. Background

- 3.1 The COVID 19 pandemic has significantly changed the way in which people work and live. The measures implemented in the UK to minimise the spread of infection include instructions to stay at home where it is possible to do so, and to maintain physical distance of at least 2m from anyone from outwith your household when outside of your home (whether for work or exercise).

- 3.2 Although currently undergoing a phased relaxation of restrictions, it is envisaged that some level of restriction will remain in place until the spread of the virus is more effectively controlled and there are effective treatments in place.
- 3.3 At the height of the COVID 19 pandemic the city witnessed a rapid reduction in public transport patronage and car use. Most office workers have made the transition to working from home and more people are exercising outdoors, close to their home. Public transport, even with numbers now starting to increase, is mainly being used for essential travel by users with limited or no access to a car. The reopening of schools across the city has also increased capacity and demand on the network.
- 3.4 As the Council and strategic partners begin to develop plans for how the city will adapt and renew in response to the significant impacts of COVID 19, the importance of public transport comes to the fore, especially in making it easier for users to move around, in particular key workers, and in supporting the public transport network to recover.
- 3.6 It seems likely that people will want to travel into and around the city in new ways which could see the city sustain improvements in air quality and will contribute to meeting the city's target to be net carbon neutral by 2030. However, there is already evidence that social distancing guidance, especially on public transport, may lead to a significant increase in car use. This could lead the city in the opposite direction and lead to increases in congestion that would be hard to manage. This report sets out criteria and measures to improve bus journey times and make services more reliable in order to encourage more people to choose public methods of travel which will help address expected increases in car usage and congestion.
- 3.7 Under the City Deal Transport Advisory Board (TAB) a specific sub-group, The South East Scotland Transport Transition (SESTT) Group, was established specifically to develop and oversee the transition out of emergency lockdown implemented to deal with COVID-19 crisis. The Group, and its three corridor sub-groups North, West and South East brings together local, regional and national partners and bus operators to jointly plan for the management of the transport networks and any additional measures during this period. The measures set out in this report are those identified as being required to support key regional bus-based movements supporting the Transport Transition Plan published by Transport Scotland on 26 May 2020 and subsequent actions emerging from this.
- 3.8 The Scottish Government's BPRD fund was announced on 16 July 2020 with £10 million grant funding allocated to support the rapid deployment of bus infrastructure by local authorities. In preparing a response to the fund, the SESTT Group identified several key objectives that the fund should support:
- 3.8.1 To support walking, cycling and wheeling for all or part of commuter and non-commuter journeys as far as practical.
- 3.8.2 To maximise safe and efficient use of public transport including to support continued viability of the public transport system.

- 3.8.3 To ensure public transport is available for those most dependent on bus, tram and rail services during the easing of lockdown.
 - 3.8.4 To mitigate against the potential for an increase in private car use during the easing of lockdown.
 - 3.8.5 To co-ordinate and disseminate regional messaging to support the safe use of the transport network, restore passenger confidence, and manage travel demand in line with national guidance.
 - 3.8.6 To ensure measures facilitate connected, multi-modal journeys.
- 3.9 The above criteria, combined with active engagement and consultation with local bus operators enabled a bid to the BPRD fund to be lodged with the Scottish Government by the SESTT Group on 31 July 2020. The SESTT Group, while continuing to report to the main TAB, will monitor and co-ordinate overall delivery of the BPRD fund on a regional basis.

Legal Framework for Traffic and other Orders

- 3.10 Where changes are required that would alter how our roads are used, the Council as Roads Authority operates under the terms of a range of legislation. That legislation determines the legal processes that have to be followed in order to bring about the proposed changes.
- 3.11 Whilst in normal circumstances the Council is able to comply fully with the appropriate legislative requirements, the current lockdown situation has made this either more difficult, or in some cases impossible, to comply with certain aspects of those requirements.
- 3.12 The Coronavirus (Scotland) Act 2020 recognises this and has created provisions that are designed to allow some aspects of these legal processes to continue under lockdown, albeit with certain stipulations.

Temporary Traffic Regulation Orders (TTROs)

- 3.13 Where temporary measures might necessitate prioritising mixed-use road space Councils may use temporary traffic regulation orders (TTRO) in the event there is a danger to the public. In this case, the immediate danger is the risk of the transmission of infection and the need to mitigate that risk as a matter of urgency.
- 3.14 Section 14 (1) of the Road Traffic Regulation Act (RTRA) 1984 allows the Roads Authority to produce TTROs in certain circumstances. These can be in place for up to 18 months for a road or carriageway or six months for a footpath or cycleway. The relevant procedure regulations place a requirement on the Council to notify but unlike a TRO it cannot be objected to.
- 3.15 Implementation of temporary bus intervention measures will adopt similar legislative measures undertaken by the Council in delivering the Spaces for People programme.

4. Main report

- 4.1 Correspondence received on behalf of Scottish Ministers requested the establishment of a group to specifically develop and oversee the Regional Transport Transition Plan for the transition out of emergency lock down implemented to deal with the COVID-19 pandemic. Consequently, a group titled the South East Scotland Transport Transition Group ('the SESTT Group') was formed and came into being on 3 June 2020. Membership of the SESTT Group was based on the Edinburgh and South East Scotland City Region Deal partnership, but was extended further to include Clackmannanshire and Falkirk Councils ensuring full representation across the South East of Scotland Transport Partnership (SEStran) area.
- 4.2 Membership of the Group consists of the following authorities:
- 4.2.1 City of Edinburgh Council;
 - 4.2.2 Clackmannanshire Council;
 - 4.2.3 East Lothian Council;
 - 4.2.4 Falkirk Council;
 - 4.2.5 Fife Council;
 - 4.2.6 Midlothian Council;
 - 4.2.7 Scottish Borders Council;
 - 4.2.8 SEStran;
 - 4.2.9 Transport Scotland; and
 - 4.2.10 West Lothian Council.
- 4.3 The SESTT Group brings together local, regional and national partners to jointly plan for the management of the transport network and any additional measures needed during this period. The Plan seeks to set out the interventions required at a regional level to support the Transport Transition Plan published by Transport Scotland on 26 May 2020.
- 4.4 Given the scale and urgency of the challenges, the emphasis of the SESTT Group has been to develop practical interventions that have the potential to provide immediate benefits that can support the operation of public transport, and particularly bus operations, within the region whilst capacity remains a key constraint.
- 4.5 To achieve this, three corridor sub-groups have been set up with very active and positive participation from bus operators joining representatives from the relevant Group members to focus on developing, prioritising and implementing packages of interventions that can address the challenges and objectives set. The three corridor groups reflect what are seen as the most critical regional level movements within the:

- 4.4.1 North (Fife to/from Edinburgh);
 - 4.4.2 West (West Lothian, Falkirk, Clackmannanshire to/from Edinburgh); and
 - 4.4.3 South/East (East Lothian, Midlothian and Borders to/from Edinburgh).
- 4.6 Much of the regions' bus network focusses on several key radial routes from Edinburgh where public transport use is high with journey times often adversely affected by congestion. The targeted interventions contained within this report seek to deliver "quick wins" which will seek to address constraints within the network and restore competitiveness and attractiveness of public transport use across the region.
- 4.7 As the majority of planned interventions fall within the city boundary and given the Council has received the largest single allocation of grant under the BPRD fund the Council will act as lead authority on behalf of the SESTT group. This will include co-ordination of sub-group meetings, consultancy support service and direct liaison with the Scottish Government.
- 4.8 The initial meetings of the three corridor groups considered the key issues facing bus operators across the region especially in relation to limited bus capacity and the gradual relaxation of lockdown measures. Bus operators have been key to developing final intervention proposals given their practical day to day knowledge and experience of the network, especially as lockdown measures are eased and general traffic volumes increase.
- 4.9 In addition to gathering valuable practical experience from bus operators the identified interventions on several key routes have been informed by transport modelling work undertaken by Jacobs Consultants and Transport Scotland. Modelling data has been based on Edinburgh's own modelling tool and complimented by Transport Scotland wider regional datasets which have enabled key public transport constraints and movements for the different stages of the Transport Transition Plan to be forecast.
- 4.10 Following detailed discussion by the main SESTT Group and its associated sub-groups a bid was submitted to the BPRD fund on 31 July 2020. The Scottish Government confirmed on 18 August 2020 that £1,203,120 has been allocated to support initial interventions. It should be noted that the Scottish Government has confirmed, that subject to the provision of further details on some elements of the bid, up to an additional c£600,000 will be released under the programme to support bus interventions across the Region.
- 4.11 The intervention measures identified in this report have been targeted to support the economic recovery of the city and wider region and are focused on areas with relatively low car ownership which rely on good public transport links. Many of the users within these corridors will be essential workers where the option to work from home is not feasible and therefore reliance on a safe and efficient public transport network is critical.

- 4.12 Protecting the ability of bus services to operate reliably will be important to maintaining bus frequency and sustaining services that can deliver social distancing for passengers. The planned temporary interventions focus on a range of measures including new and extended bus lanes, new and extended bus stops, signal improvements to prioritise bus journeys and enforcement measures including parking restrictions. Other costs contained within the offer of grant from the Scottish Government include design services, project management, monitoring and evaluation and communications and road safety audits. Detailed proposals of the bid submission and offer of grant are contained within Appendix 1.
- 4.13 There has been considerable progress made by the Council under its Spaces for People programme in delivering measures to support safe walking, wheeling and cycling across the city. Ensuring careful consideration of the interfaces between proposed bus priority measures and related active travel focused initiatives has been an important consideration within this work. Both projects closely align and delivery of bus intervention measures now form part of the Spaces for People governance structure to ensure common goals, objectives, knowledge, expertise and design considerations are undertaken collectively.
- 4.14 In a small number of locations, the two programmes geographically overlap and share interest along the same corridors and/or streets. In such circumstances and as appropriate, teams from both programmes work together, merging the design development into a singular process. Often a corridor type approach has been adopted resulting in a complimentary and holistic mix of public transport and active travel measures along an entire route. Furthermore, and as mentioned in paragraph 4.13 above, both programmes now share the same governance, this ensures a coordinated approach where all designs, from both programmes, are reviewed for harmonisation at the Board before implementation.
- 4.15 Detailed in the table below are the main planned intervention projects:

Ref	Project	Indicative budget
SES2	Citybound A90 bus lane from Cramond Brig to Barnton	£21,000
SES3	Extension of westbound bus lane on Hillhouse Road towards Blackhall	£10,500
SES4	Optimisation of Blackhall bus priority scheme	£52,500
SES5	Relocation of some/all Queensferry St bus stops to Charlotte Square	£52,500
SES6	Temporary bus lane on A89 eastbound approach to Newbridge	£21,000

SES7	Temporary bus lane on A8 westbound approach to Newbridge from airport on-slip	£15,750
SES9	Short Temporary Bus Lane on citybound approach to Maybury	£36,750
SES10	Temporarily lengthen bus stop at Drum Brae Roundabout and increase waiting bays	5,250
SES11	Full/part signalisation of Riccarton Mains Road roundabout at Hermiston to aid bus access and egress from Park & Ride	£47,250
SES12	Temporary kerb build out in bus stops e.g. North Bridge Street and South Bridge, Bathgate and in Uphall and Broxburn	£47,250
SES13	Use layby areas as passenger waiting areas and temporary kerbs in Mid Calder on Bank Street	£21,000
SES14	Extended bus lane operating hours on A71 heading towards Hermiston Park & Ride site	£3,675
SES15	A70 westbound bus lane on approach to Gillespie Crossroads	£10,500
SES16	Introduction of temporary traffic signals at Melville Dykes Rd/B704 Hillhead junction (Lasswade) give more priority to A7 and A6106 approaches	£147,000
SES17	Gilmerton crossroads – parking restrictions on approaches to junction	£26,250
SES18	Changed signal timings and yellow box markings at Straiton junction to aid entry of traffic to the junction from B702 Loanhead Road	£5,250
SES19	Introduction of continuous bus lane on A701 southbound approach to Kaimes Crossroads	£5,250
SES20	Introduction of bus lane on Captain's Road westbound approach to Kaimes Crossroads	£5,250
SES22	Extension of northbound bus lane on Duddingston Park (A6106) northbound approach to Milton Road (A1)	£5,250
SES23	Bus lanes on Abercorn Terrace, Portobello	£5,250
SES24	Bus lane on Linkfield Road between racecourse and Musselburgh High Street	£15,750

SES25	Parking/waiting restrictions on Prestonpans and/or Tranent High Streets to ease congestion and reduce delays to buses	£7,875
SES26	Split bus stop outside Musselburgh Police Station into two stops	£15,570
SES28	Design development costs	£210,000
SES29	Communications	£63,000
SES30	Monitoring and evaluation	£105,000
SES31	Project Management Costs	£157,500
SES32	Road Safety Audit	£26,250
SES33	CDM Principal Design Services	£26,250
SES34	Site Supervision	£31,500

4.16 The following projects, subject to the provision of more detailed information, may support up to £600,000 additional temporary bus intervention measures including:

4.16.1 Optimisation of A90 citybound queue relocation scheme;

4.16.2 Signal timing review at Newbridge roundabout;

4.16.3 Newcraighall Road to Craigmillar Road – potential bus lane/signal interventions; and

4.16.4 Additional inter-regional priority measures – to support measures across local authority boundaries.

4.17 It should be noted that since the BPRD bid was lodged some amendments have already been identified and include:

4.17.1 Relocation of all/some Queensferry Street bus stops to Charlotte Square. Working with Stagecoach the Council will identify a suitable West End departure point rather than relocate stops to Charlotte Square, or an alternative route option determined that will assist with difficulties encountered with high patronage and bus capacity limitations associated with physical distancing guidance.

4.17.2 Bus lanes on Abercorn Terrace, Portobello. At the time of the bid final proposals for Spaces for People interventions to Portobello Town Centre were still being considered. Now these interventions are in place bus lanes will not be introduced to Abercorn Terrace. Alternative measures to improve bus journeys on this key route are being assessed.

- 4.18 Delivery of specific projects will commence once detailed designs have been finalised, safety audits concluded and final engagement with local bus operators. Similar to the Council's Spaces for People programme it is crucial that projects are implemented as soon as possible, to not only provide immediate benefits that can support the operation of public transport, and particularly bus operators, but also to support the economic recovery of the City Region.
- 4.19 A monitoring and evaluation plan is currently being prepared which will determine the success of the planned interventions especially with regard to potential journey time savings. The resulting data collected under the monitoring and evaluation plan will not only help inform the success of the planned initiatives but will also help inform future decisions on whether the proposed interventions are made permanent in the longer term. Furthermore, in preparing the package of bus priority measures the potential for traffic displacement has been considered as part of the design process and this matter will remain under review and monitored as part of the performance and evaluation plan described above.
- 4.20 The Scottish Government has confirmed that the national Bus Partnership Fund is likely to invite bid towards the end of 2020 where funding will be made available to support permanent bus improvement measures. The data collected under the monitoring and evaluation plan and the partnership working and governance structures established by the Council in managing the temporary BPRD programme will be used in preparing any bid to the fund.

5. Next Steps

- 5.1 If the recommendations in this report are approved:
- 5.1.1 Officers will consult with local ward members and other public services to identify and prioritise routes and measures for implementation;
 - 5.1.2 Officers will notify local ward Councillors when schemes are being developed in their local area, in advance of any formal notification. After formal notification is made, the Chief Executive will consult with the Council Leader and Depute in advance of scheme implementation. Committee will be updated as schemes are implemented;
 - 5.1.3 The Council as roads authority, will adopt the approach outlined in Appendix 2 to all current and forthcoming legal processes; and
 - 5.1.4 Officers will recoup costs associated with the creation of temporary bus interventions from the Scottish Government BPRD fund.

6. Financial impact

- 6.1 Funding from the Scottish Government BPRD fund totalling £1,203,120 has been secured to cover the costs of the proposed bus intervention measures identified in this report.
- 6.2 Internal costs relating to the delivery and implementation of each project are also covered under the BPRD grant allocation.
- 6.3 An additional £600,000 may be secured under the BPRD programme to deliver additional bus intervention measures. These measures will only progress if grant funding is secured.

7. Stakeholder/Community Impact

- 7.1 The changes being implemented and proposed in future will help sustain the city's bus network. Preparation and delivery of the BPRD programme has also created a positive collaborative approach working with bus operators and local and regional authorities to address not just short term challenges but with potential longer term benefits. It is also expected that this will lead to increases in the number of people choosing to walk or cycle and should lead to sustained improvements in air quality.
- 7.2 As part of the process for bringing forward the schemes, it is intended to notify local ward Councillors when proposals are being developed within their ward.
- 7.3 Once schemes have been developed, the notification for TTROs will include all local elected members as well as local residents, businesses and places of worship who will be most affected.
- 7.4 An integrated impact assessment will be prepared and published on the Council website.

8. Background reading/external references

- 8.1 City Mobility Plan.

9. Appendices

- 9.1 Appendix 1 – Submission to Scottish Government Bus Priority Rapid Development Fund
- 9.2 Appendix 2 – Legal Duties and Required Mitigation Measures in Response to COVID-19

Bus Priority Rapid Development Fund Application Form



1. Applicant Details

Lead local authority	City of Edinburgh Council (on behalf of the following other councils and authorities that constitute, along with Transport Scotland, the South East Scotland Transport Transition Group established specifically to develop and oversee the Regional Transport Transition Plan) <ul style="list-style-type: none"> • Clackmannanshire Council • East Lothian Council • Falkirk Council • Fife Council • Midlothian Council • Scottish Borders Council • SEStran • West Lothian Council
Contact name and job title	Ewan Kennedy, Senior Manager - Transport Networks City of Edinburgh Council
Contact email	Ewan.Kennedy@edinburgh.gov.uk
Contact telephone number	(0131) 469 3575 Mobile (07545) 910558

2. Geography and Demographics

Max 300 words, excluding maps

Describe the geography which will be impacted by the proposal, using maps to specify the area. Provide basic population information, to indicate the likely travel habits and therefore how people will be affected by the proposed development.

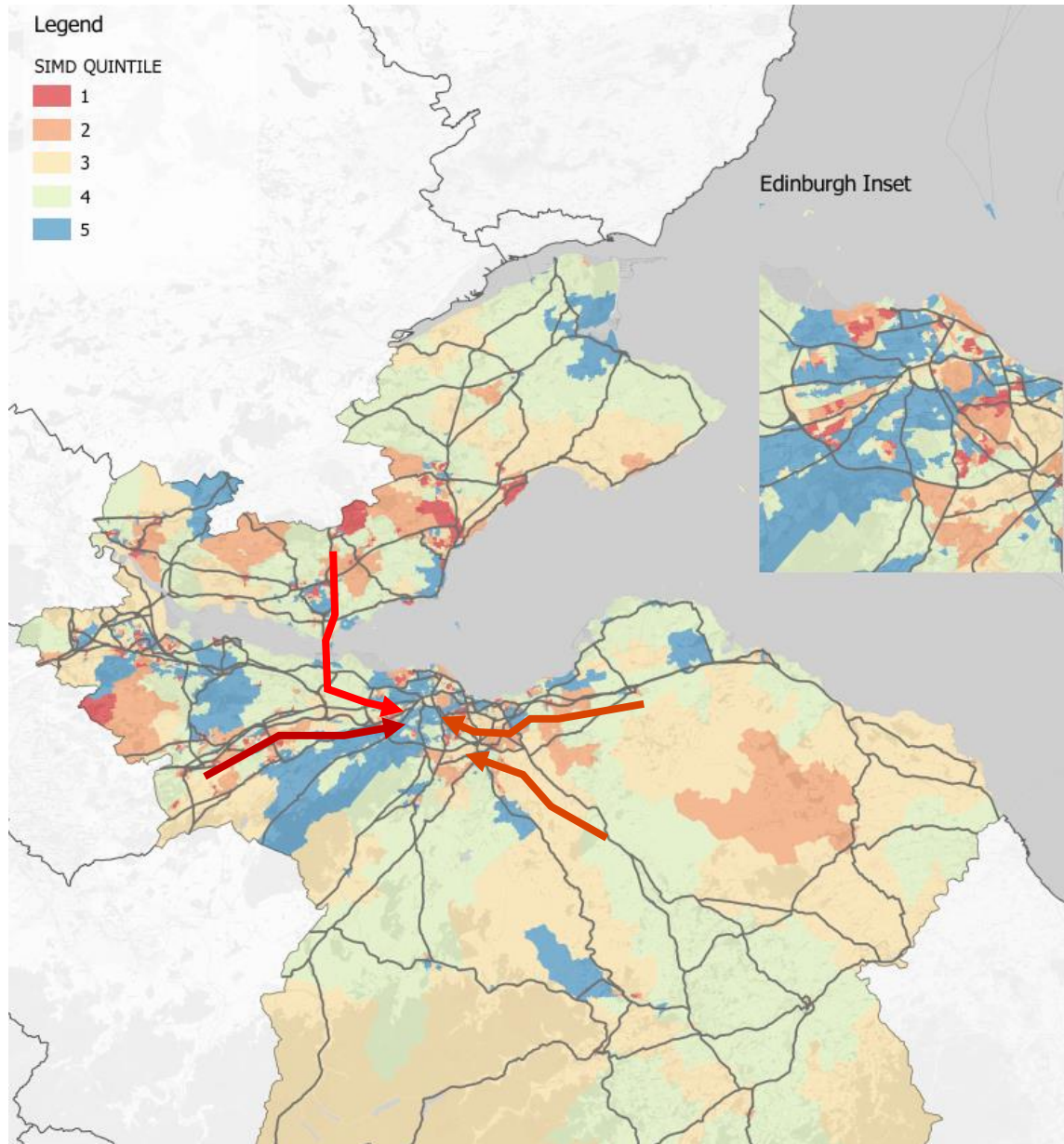
The South East Scotland Transport Transition Group which is submitting this funding bid (with CEC as lead authority) has been established specifically to develop and oversee the transition out of emergency lock down implemented to deal with the COVID-19 crisis. The Group and its three corridor sub-groups brings together local, regional and national partners and bus operators to jointly plan for the management of transport network and any additional measures needed during this period. The measures set out in this application are those identified as being required to support key regional bus-based movements supporting the Transport Transition Plan published by Transport Scotland on 26 May 2020 and subsequent actions emerging from this.

The SEStran rail catchment is limited compared with the west of Scotland and much of the region's bus network focusses on radial routes from Edinburgh. Public transport use is high,

Bus use in the SEStran area	Journeys with bus as main mode (%)	People using a bus at least weekly (%)
Clackmannanshire	2.5	31.9
East Lothian	5.9	45.9
Edinburgh, City of	18.4	82.4
Falkirk	6.9	39.5
Fife	6.1	39.5
Midlothian	9.7	56.6
Scottish Borders	5.3	31.8
West Lothian	4.3	40.8
Scotland	8.2	42.9

particularly, within Edinburgh but journey times are adversely impacted by congestion. The targeted interventions proposed seek to deliver quick win projects which will seek to restore the competitiveness and attractiveness of public transport across the region.

SEStran Area, SIMD Quintiles, and Targeted Corridors



Measures have been targeted to support the economy and are focused on areas with relatively low car ownership which rely on good public transport links. While a number of measures are focused on arterial routes towards Edinburgh, others are located in local town centres, as illustrated in the maps given in Appendix A.

3. Outline of Problems and Opportunities

Max 1000 words, excluding appended diagrams and charts

Outline the problems, evidencing areas where road congestion is particularly problematic for bus. Include any data available to evidence pinch points, where temporary bus priority measures would help, particularly as COVID-19 restrictions are eased.

Given the scale and urgency of the challenges facing public transport at this time, the emphasis has been on developing practical quick win interventions that have the potential to very quickly provide practical benefits that can support the operation of public transport and particularly bus operations within the region whilst capacity remains a key constraint.

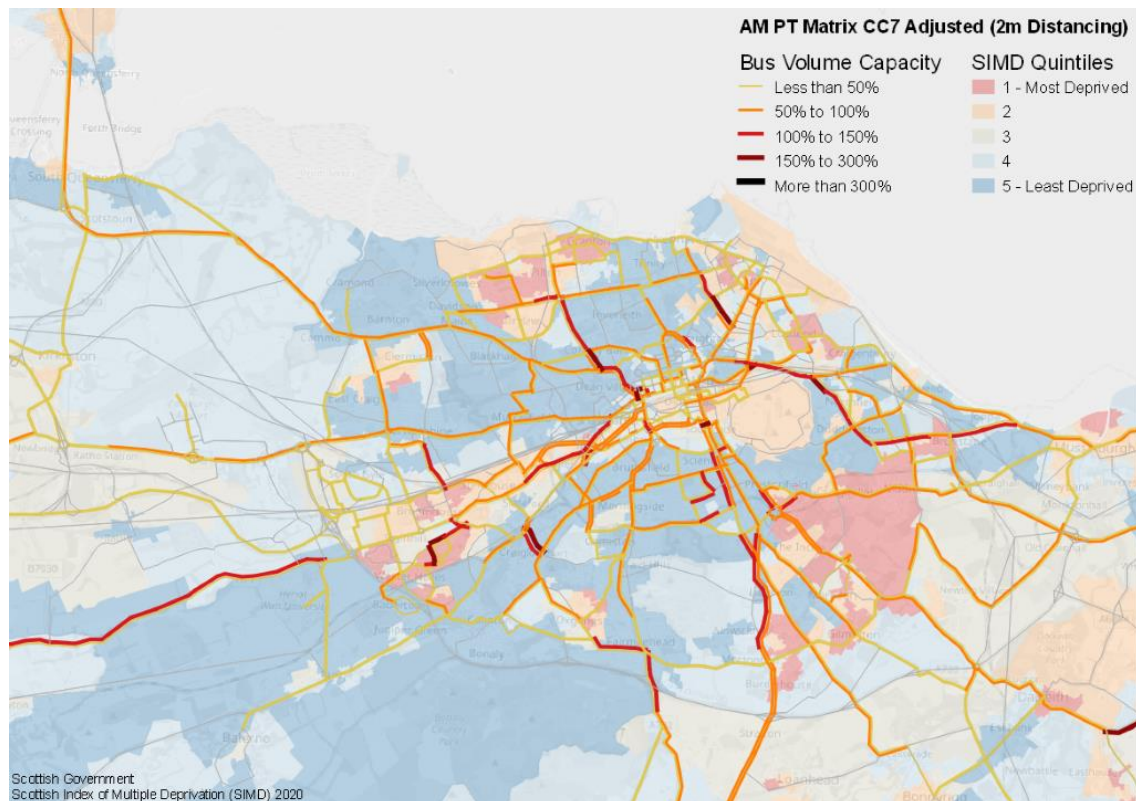
The three corridor sub-groups have very active and positive participation from bus operators joining representatives from the relevant authorities. They reflect what are seen as the most critical regional level movements (although other key movements eg orbital movements around Edinburgh are also addressed):

- North (Fife to Edinburgh)
- West (West Lothian, Falkirk, Clackmannanshire to Edinburgh)
- South/East (East Lothian, Midlothian and Borders to Edinburgh)

The initial meetings of the three corridor groups considered the key issues facing bus operators in the face of limited bus capacity and the gradual relaxation of lockdown measures. Operators have very effectively fed in the practical day to day issues they are experiencing as they ramp up services. The work has also been informed by the transport modelling work undertaken by Transport Scotland to inform the key public transport capacity constraints and key movements for the different stages of the Transport Transition Plan.

The figure below shows outputs from the above work. It summarises the forecast bus capacity constraints by corridor towards the end of Phase 3 of lockdown.

Forecast Bus Volume / Capacity Ratios



A summary of key issues by corridor is given in the table below:

Corridor	Issue
North (Fife to Edinburgh)	<p>Current low usage of Halbeath and Ferrytoll Park & Ride sites</p> <p>Congestion on the approach to Barnton junction increases bus journey times</p> <p>Evening peak services from the city centre are delayed on the approach to Blackhall junction</p> <p>Queensferry Street bus stops result in bus congestion and delays</p> <p>Queensferry Street waiting space for passengers is insufficient to enable social distancing</p>
West (West Lothian, Falkirk, Clackmannanshire to Edinburgh)	<p>Newbridge Roundabout and approaches - queuing in both Eastbound and Westbound directions from A8 and A89</p> <p>A8 Gogar – Maybury - Buses get caught in general congestion approaching the Maybury Road junction from west through underpass</p> <p>Access egress delays for buses at Park & Ride sites eg Hermiston</p> <p>Key city bus stops/interchange points in Edinburgh where there are conflicts with parked cars and limited pavement space eg Drum Brae Roundabout and Roseburn</p> <p>Key West Lothian bus stop areas where there are conflicts with on-street parking and limited pavements space eg Bathgate, Broxburn, Uphall and Mid-Calder</p>
South/East (East Lothian, Midlothian and Borders to Edinburgh)	<p>Sheriffhall, Gilmerton and Kaimes junctions are all congested resulting in public transport delays</p> <p>Traffic volumes on Melville Dykes Road result in morning peak public transport delays of up to 10 minutes on routes from Bonnyrigg</p> <p>Queues on the A1 approach to the Jewel roundabout result in public transport delays</p> <p>Key East Lothian bus stop areas where there are conflicts with on-street parking and limited pavement space eg Musselburgh and Prestonpans</p>

Proposed measures identified seek to target the issues above, helping to reduce bus journey times and improve reliability, while maximising the effectiveness of the available bus fleet.

There has been a strong focus on quick win interventions, proposed timescales are defined as:

- Short term – implemented by the end of August
- Medium term – implemented by the end of September
- Long term – implemented from October onwards

By their nature, quick win projects have relatively low capital costs although overnight temporary traffic management will be required to deliver those at the busiest locations.

From discussions with operators and stakeholders, it has been clear from the outset that an integrated package of measures across the corridors is essential to maximising the benefits against the project objectives and that this will also assist when communicating proposals to the wider public. Delivering an integrated strategy provides a genuine opportunity to tackle multiple operational issues and deliver the step change in public transport performance required to encourage back passengers as lockdown restrictions are eased.

Through engagement with bus operators, preliminary traffic modelling and a degree of professional judgement, it has been possible to quantify possible journey time savings, as

summarised below. Values are subject to further modelling and analysis and will be updated as scheme proposals are developed in detail.

Corridor	AM Benefit	PM Benefit
M90 / A90	9 mins	6 mins
A89 / A8	8 mins	13 mins *
A71	2 mins	1 min
A70	-	3 mins
A701	3 mins	2 mins
Lasswade Road	12 mins	-
A772	2 mins	2 mins
A7	2 mins	2 mins #
A1	4 mins	1 min

* Evening peak savings on the A8 / A89 are largely generated by the proposal for a westbound bus lane between the airport and Newbridge. If implemented, this would only be a temporary intervention which would be removed once traffic levels return towards pre-covid levels.

Travel time savings on the A7 corridor are subject to signal time optimisation at the Sheriffhall roundabout. Larger travel time savings or no travel time saving may be possible depending on the results of ongoing detailed junction analysis.

A programme of monitoring and evaluation is proposed in order to determine the success of the interventions, with a view to making the majority permanent where possible. As an example, a potential 10 minute morning peak bus journey time saving is forecast due to the signalling of the Melville Dykes Road / Hillside junction in Lasswade. On-site monitoring of public transport and general traffic journey times will help inform whether this scheme can be made permanent in the longer term.

Similarly, temporary proposals being delivered on the A89 towards Newbridge will help shape the permanent scheme being implemented through the West Edinburgh Transport Improvement Programme.

4. Resources Required

What resources are being requested from Transport Scotland?	The total funding requested from Transport Scotland through the BPRDF is £2,732,500 based on the higher of the range of estimates provided in the table below.
What is the estimated total cost of the proposed infrastructure developments?	<p>The total estimated costs are presented in the table below (as high and low ranges).</p> <p>Given the very tight timescales and with design work still to commence on many of these measures, these costs are very much draft estimates although based where possible on experience on other schemes. In a number of cases the high and low estimates reflect a lack of certainty on the scale of an individual measure, eg length of bus lanes, which will only be clarified through modelling and design work that will now be progressed. In some cases, such as temporary signals, the revenue costs will be dependent on the timescales the measure is in operation.</p> <p>In addition to the measures focussing on the three movement corridors into and out of Edinburgh, a provisional sum has also been allocated to potential measures that could support other key</p>

public transport regional movements between authority areas. These are currently being discussed and clarified further through the sub-groups.

Given the co-ordinated regional approach, there are a number of costs such as project management costs, safety audits, CDM services and site supervision that have been assumed to be taken forward across the overall programme with the economies of scale that this will allow. If the measures are taken forward individually by each authority these costs may need to be increased.

A summary of costs by corridor along with associated overall costs are given in the table below. A further breakdown of these costs is provided as Table 8.2 in the South East Scotland Transport Transition Plan Summary Note on Proposed Quick Wins which is attached as an appendix. This also summarises the assessment of the individual measures against 5 objectives that have been agreed by the South East Scotland Transport Transition Group in the Regional Transport Transition Plan together with assessments against summary deliverability criteria.

Corridor	Low	High
North	£270,000	£370,000
West	£363,500	£452,500
South / East	£309,500	£435,000
Bus priority measures helping support any temporary additional park and ride provision (not park and ride provision itself)	£60,000	£100,000
Additional inter-regional priority measures (provisional sum)	£350,000	£500,000
Design development costs	£250,000	£300,000
Communications	£120,000	£150,000
Monitoring and evaluation	£100,000	£125,000
Project Management Costs	£150,000	£200,000
Road Safety Audit	£25,000	£30,000
CDM Principal Design Services	£25,000	£30,000
Site Supervision	£30,000	£40,000
Total	£2,053,000	£2,732,500

Note that North corridor costs exclude the cost of the A92 speed reduction intervention (which helps improve egress from Halbeath P&R). This is being implemented by Transport Scotland.

In addition to the assessment of the identified interventions against the objectives and deliverability criteria set out in the Regional Transition Plan, a more detailed assessment of the potential public transport benefits by each of the corridors is included as Table 5.1 of the Summary Note on Proposed Quick Corridors which is attached as an appendix.

CEC as lead authority and the other authorities named in this bid (as members of the South East Scotland Transport Transition Group) are committed to the monitoring and evaluation of

	<p>the funded measures in their respective areas of operation. There is also a strong commitment from the bus operators who have been so involved in the development of the interventions to feed into this monitoring and evaluation process through data capture on the actual operation of services and other mechanisms as appropriate.</p>
<p>What – if any – other sources of investment will be available for the proposed developments?</p>	<p>A considerable amount of staff time from all the relevant authorities but also the bus operators has already been invested in the process of developing the packages of interventions costed for this bid. The authorities and key bus operators have also indicated other areas where they would continue to provide support if this bid is successful:</p> <ul style="list-style-type: none"> • Management of the financial processes including financial returns, invoicing etc through the financial arrangements set up to support the City Deal • Ongoing senior management input from the authorities into overseeing the implementation of the interventions • Continuing input from management at the key bus operators into the design and monitoring of the funded interventions <p>In addition, alternative funding arrangements would be sought through and by the relevant authorities for the actual provision of any additional park and ride provision itself (funding only requested from BPRDF for temporary bus priority measures associated with sites).</p>

5. Commitment of Partners

The application should be authorised by the relevant senior manager of the local authority leading the proposal, as Accountable Authority.

We also welcome indications of the involvement of bus operators and other key partners. Given the current physical distancing requirements, we will accept evidence of authorisation and commitment by way of relevant people being copied into the emailed application.

Organisation	Name	Job title
City of Edinburgh Council	Ewan Kennedy, City of Edinburgh Council	Senior Manager - Transport Networks

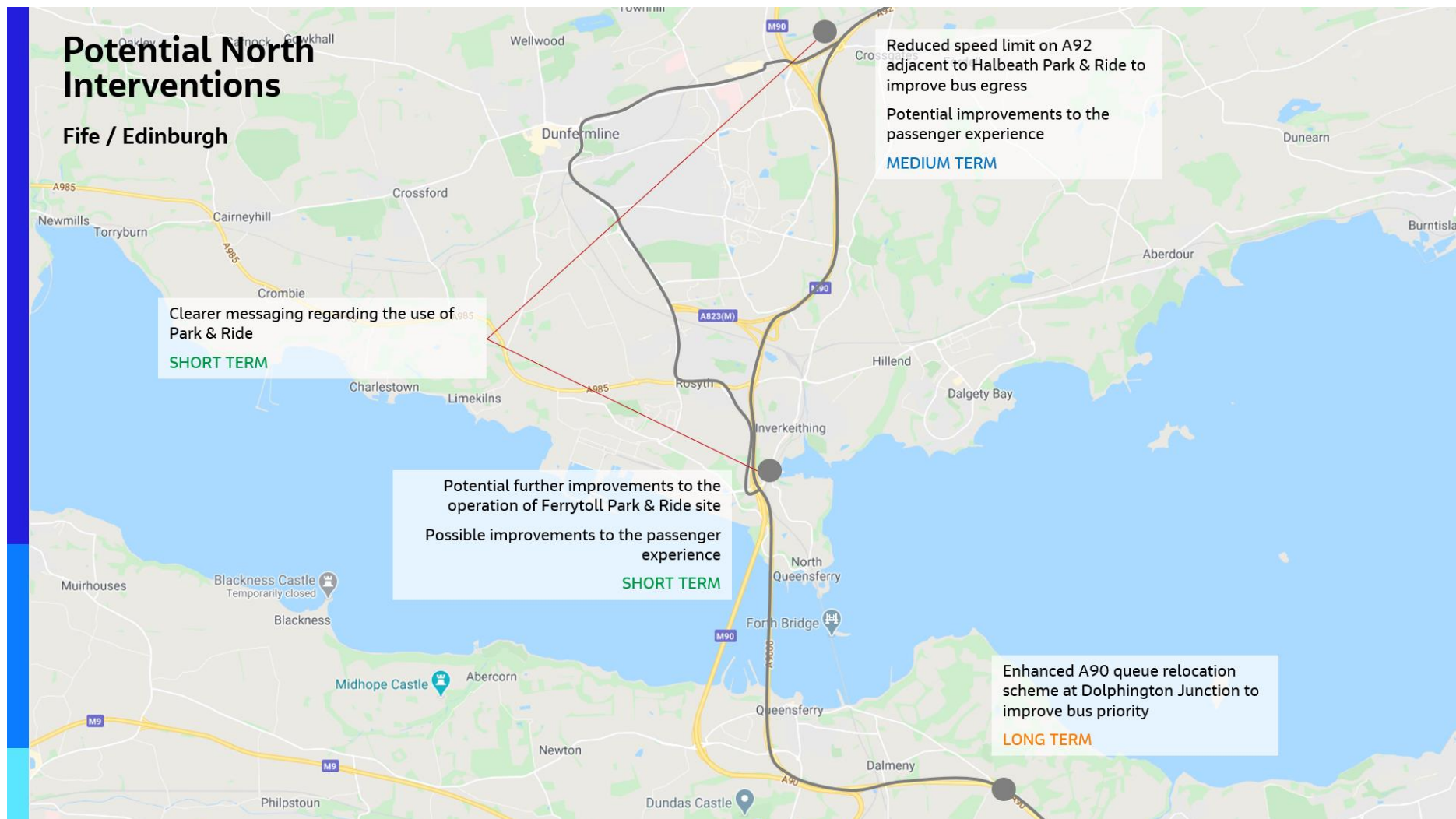
6. Submission of Applications

Applications and questions should be submitted to buspartnershipfund@transport.gov.scot. There is no closing date, as applications will be evaluated as they come in, in order to expedite grant awards.

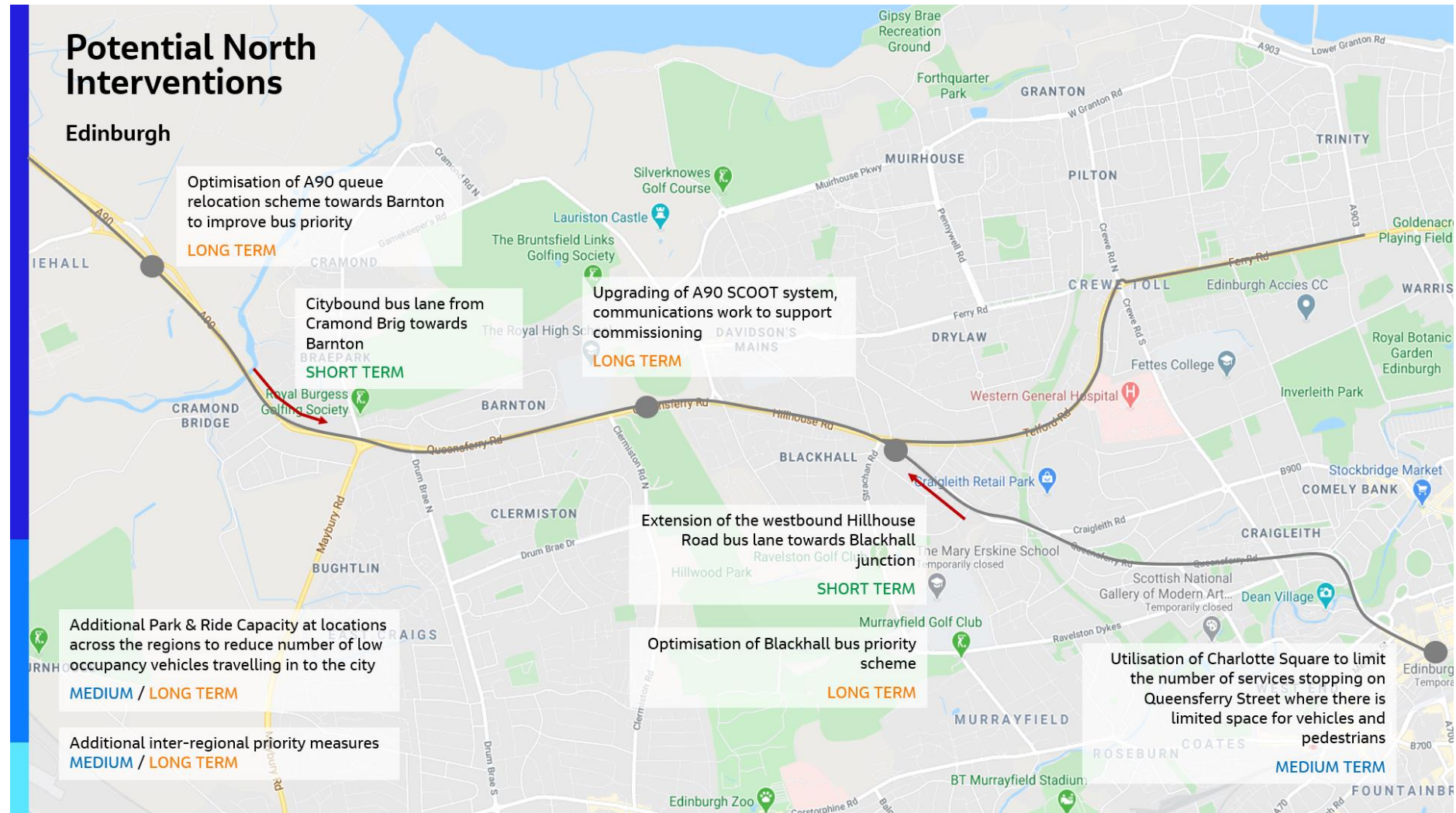
Appendix A

Potential North Interventions

Fife / Edinburgh



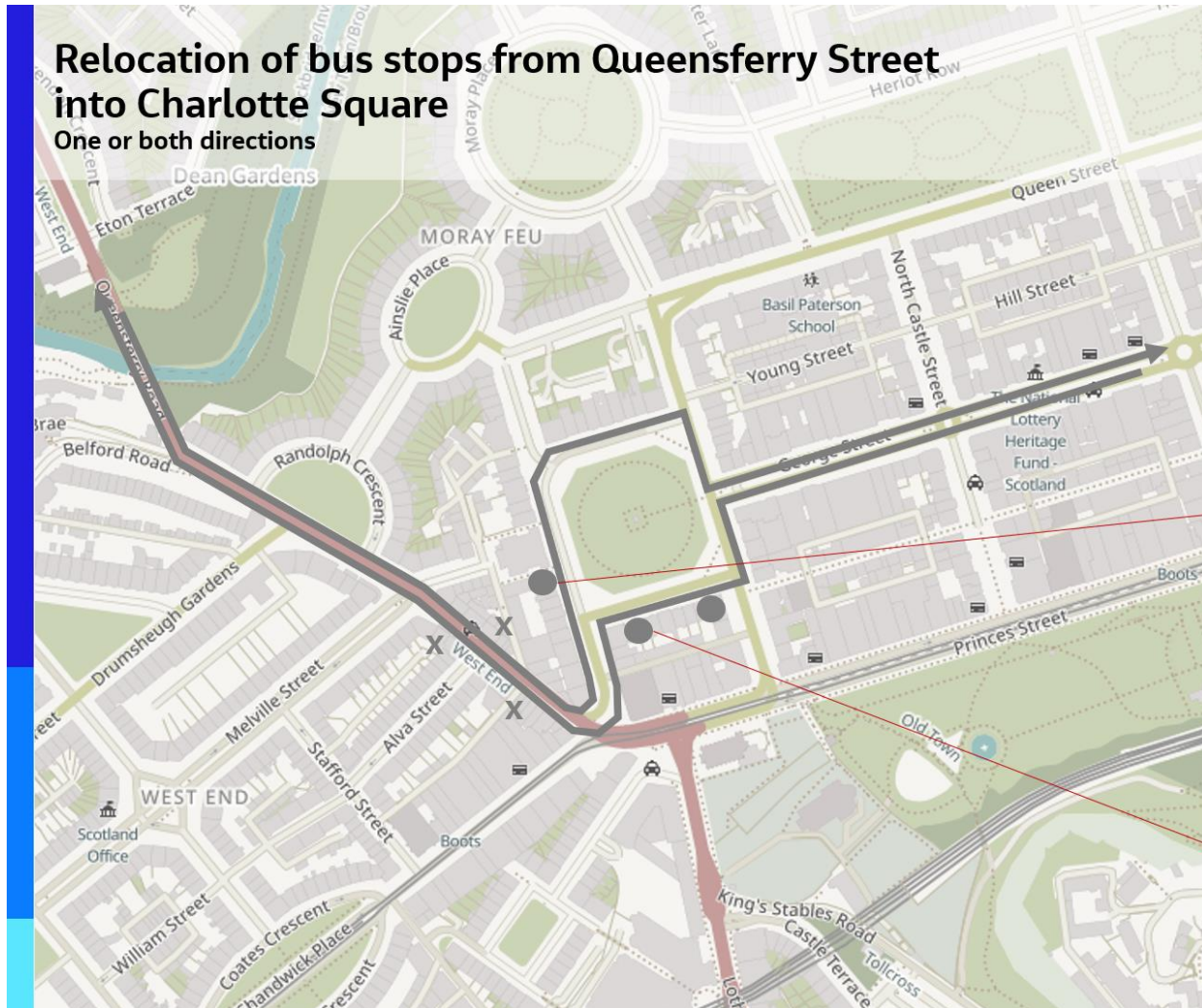
Appendix A



Appendix A

Relocation of bus stops from Queensferry Street into Charlotte Square

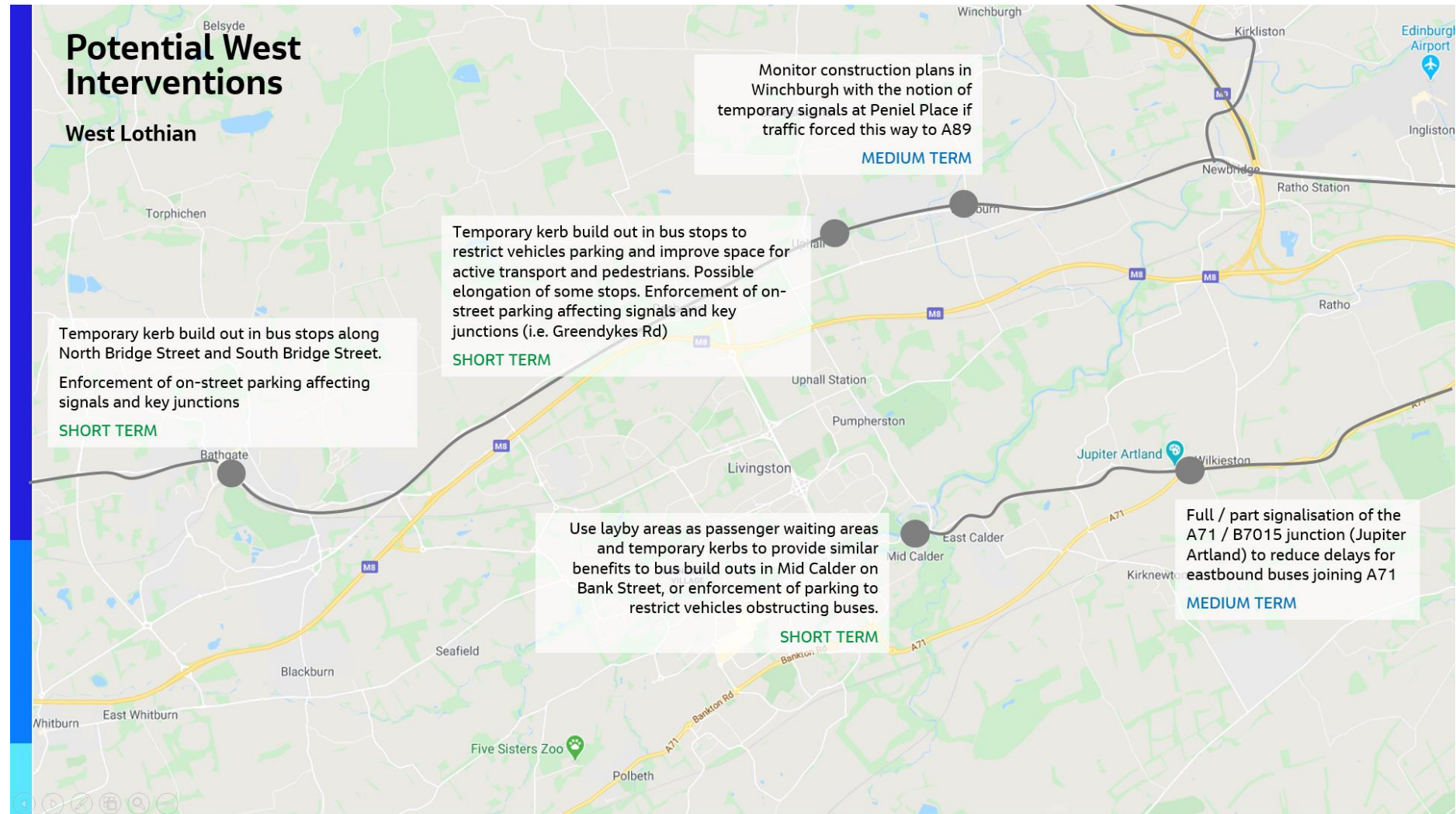
One or both directions



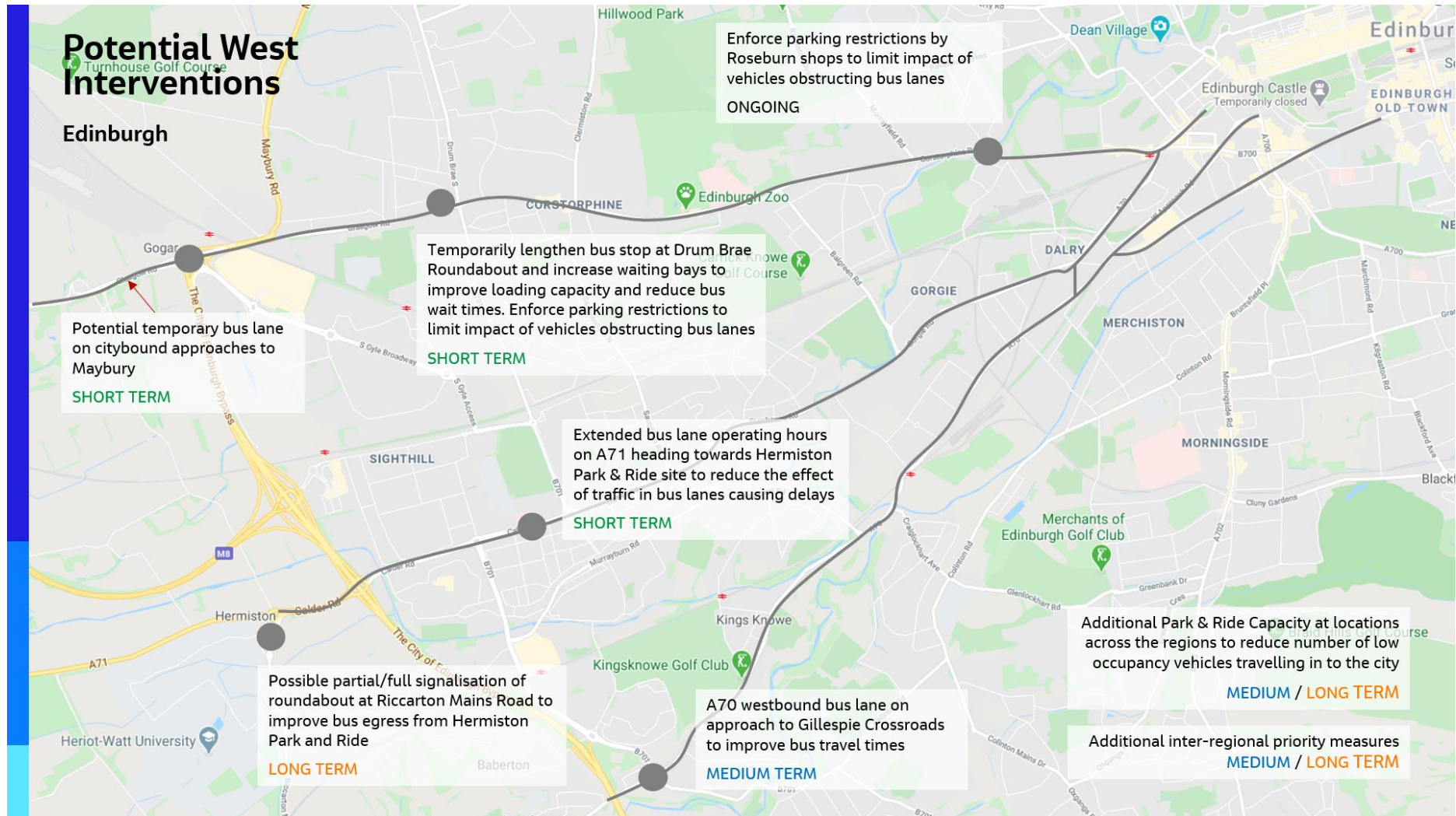
Appendix A

Potential West Interventions

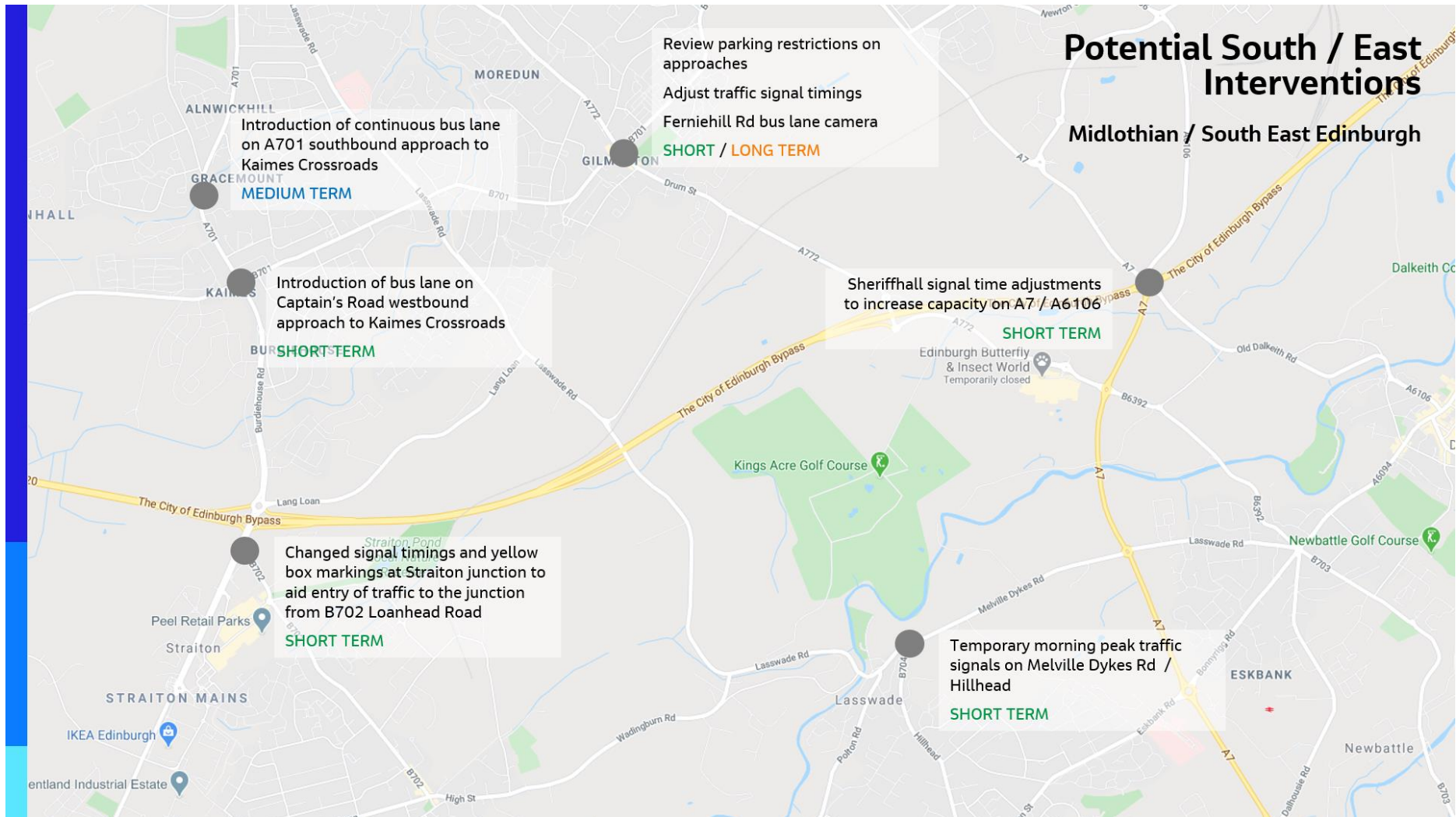
West Lothian



Appendix A



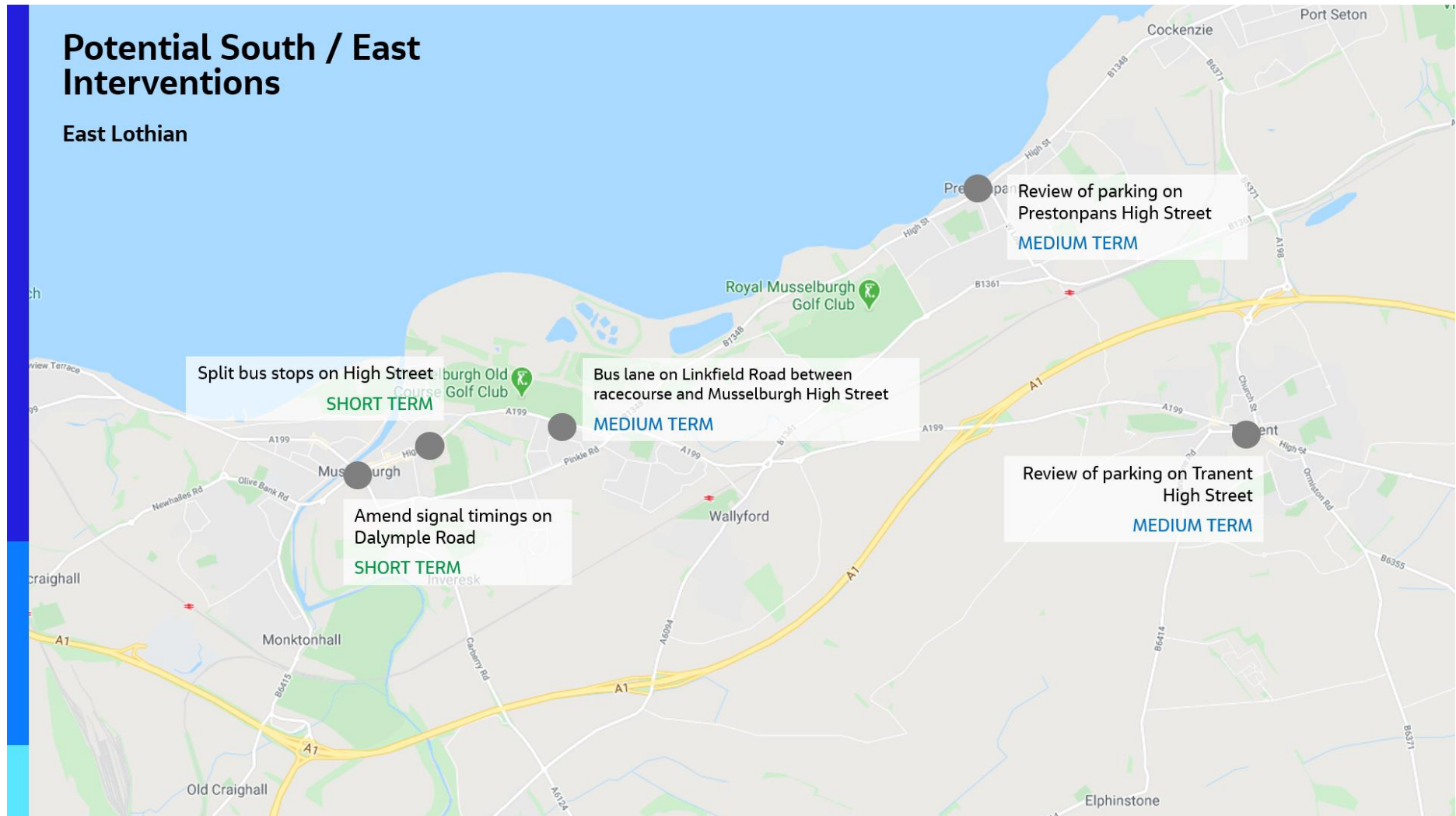
Appendix A



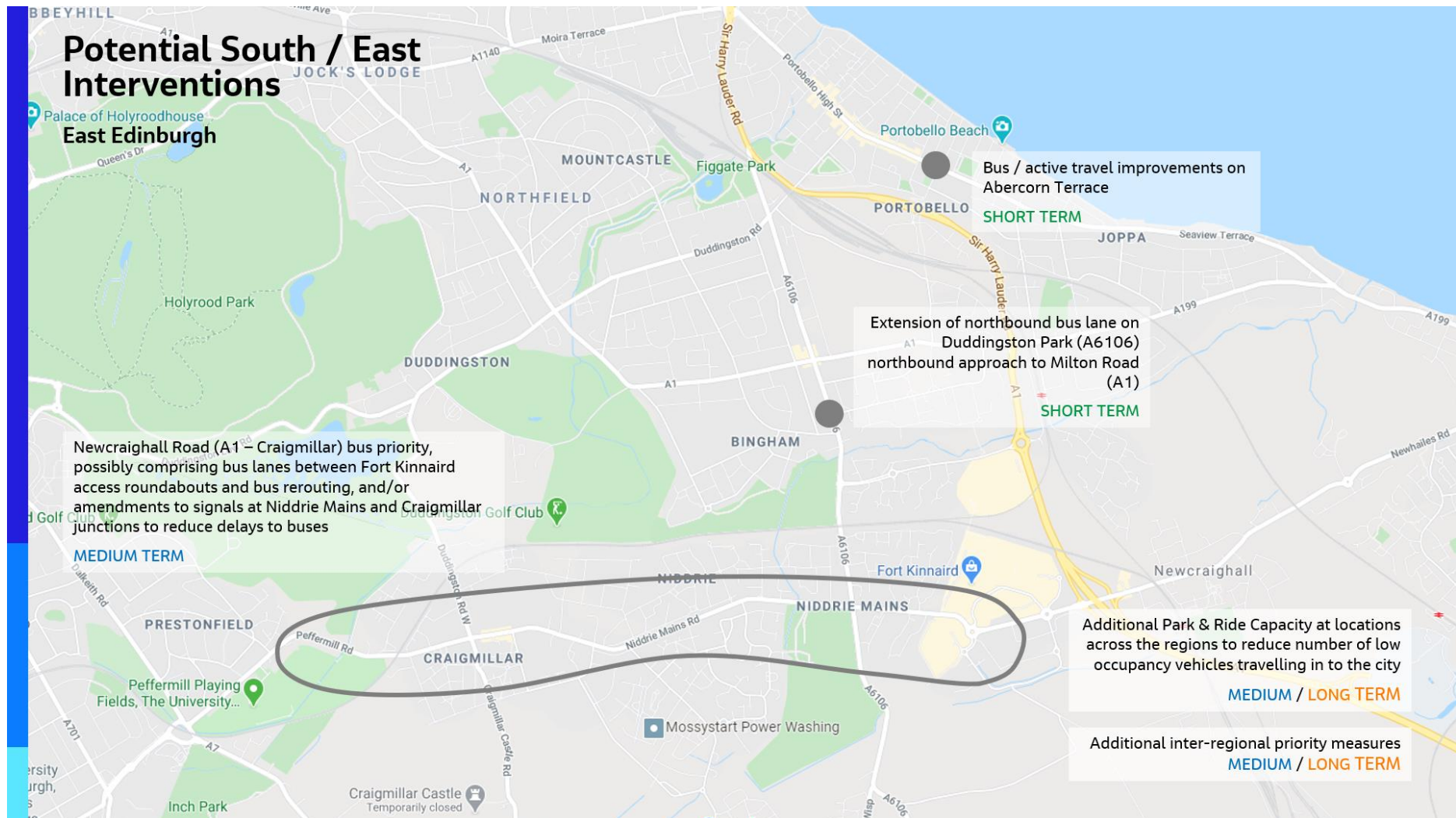
Appendix A

Potential South / East Interventions

East Lothian



Appendix A





South East Scotland Transport Transition Plan

Summary Note on Proposed Quick Wins

30 July 2020

South East Scotland Transport Transition Plan

Project No: BESP0023
Document Title: Progress Summary Note
Document No: 0023/1
Revision: 3
Document Status: Final
Date: 30 July 2020
Project Director: Keith Gowenlock
Author: Keith Gowenlock
File Name:

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Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	21.07.20	Final	KG	GD	TS	ST
2	24.07.20	Final including TS comments	KG	GD	TS	ST
3	30.07.20	Final with updated costs	KG	GD	TS	ST

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3.	Development of Packages of Interventions	2
4.	Assessment and Prioritisation of Interventions	3
5.	Overall Benefits of the Corridor Packages	3
6.	Monitoring and Evaluation	7
7.	Delivery	7
8.	Costing of Measures	8

Appendix A. Summary Plans

1. Introduction

The South East Scotland Transport Transition Group ('the Group') came into being on 3rd June 2020. The Group has been established specifically to develop and oversee the Regional Transport Transition Plan for the transition out of emergency lock down implemented to deal with the COVID-19 pandemic. The Group brings together local, regional and national partners to jointly plan for the management of the transport network and any additional measures needed during this period. The Plan seeks to set out the interventions required at a regional level to support the Transport Transition Plan published by Transport Scotland on 26 May 2020.

Membership of the Group consists of the following authorities:

- City of Edinburgh Council
- Clackmannanshire Council
- East Lothian Council
- Falkirk Council
- Fife Council
- Midlothian Council
- Scottish Borders Council
- SEStran
- Transport Scotland
- West Lothian Council

Given the scale and urgency of the challenges, the emphasis has been on developing practical interventions that have the potential to provide immediate benefits that can support the operation of public transport, and particularly bus operations, within the region whilst capacity remains a key constraint. To achieve this, three corridor sub-groups have been set up with very active and positive participation from bus operators joining representatives from the relevant Group member to focus on developing, prioritising and implementing packages of interventions that can address the challenges and objectives set. The three corridor groups reflect what are seen as the most critical regional level movements:

- North (Fife to/from Edinburgh)
- West (West Lothian, Falkirk, Clackmannanshire to/from Edinburgh)
- South/East (East Lothian, Midlothian and Borders to/from Edinburgh)

This summary paper sets out the considerable progress that has been made in identifying and prioritising a range of very practical quick-win interventions to meet the specific needs of each corridor. The packages of recommended interventions are summarised along with indicative timescales and cost ranges for implementing these. The paper also highlights the importance of other supporting measures including communications to users being taken forward in parallel to these infrastructure-based interventions.

2. Identification of Key Issues on the Corridors

The initial meetings of the three corridor groups considered the key issues facing bus operators in the face of limited bus capacity and the gradual relaxation of lockdown measures. Operators have very effectively fed in the practical day to day issues they are experiencing as they ramp up services. The work has also been informed by the transport modelling work undertaken by Transport Scotland to inform the key public transport capacity constraints and key movements for the different stages of the Transport Transition Plan.

The key issues in each corridor are summarised in Table 2.1 below.

Table 2-1: Key Issues by Corridor

Corridor	Issue
North (Fife to Edinburgh)	<p>Current low usage of Halbeath and Ferrytoll Park & Ride sites</p> <p>Congestion on the approach to Barnton junction increases bus journey times</p> <p>Evening peak services from the city centre are delayed on the approach to Blackhall junction</p> <p>Queensferry Street bus stops result in bus congestion and delays</p> <p>Queensferry Street waiting space for passengers is insufficient to enable social distancing</p>
West (West Lothian, Falkirk, Clackmannanshire to Edinburgh)	<p>Newbridge Roundabout and approaches - queuing in both Eastbound and Westbound directions from A8 and A89</p> <p>A8 Gogar – Maybury - Buses get caught in general congestion approaching the Maybury Road junction from west through underpass</p> <p>Access egress delays for buses at Park & Ride sites eg Hermiston</p> <p>Key city bus stops/interchange points in Edinburgh where there are conflicts with parked cars and limited pavement space eg Drum Brae Roundabout and Roseburn</p> <p>Key West Lothian bus stop areas where there are conflicts with on-street parking and limited pavements space eg Bathgate, Broxburn, Uphall and Mid-Calder</p>
South/East (East Lothian, Midlothian and Borders to Edinburgh)	<p>Sheriffhall, Gilmerton and Kaimes junctions are all congested resulting in public transport delays</p> <p>Traffic volumes on Melville Dykes Road result in morning peak public transport delays of up to 10 minutes on routes from Bonnyrigg</p> <p>Queues on the A1 approach to the Jewel roundabout result in public transport delays</p> <p>Key East Lothian bus stop areas where there are conflicts with on-street parking and limited pavement space eg Musselburgh and Prestonpans</p>

3. Development of Packages of Interventions

The three sub-groups sought the views of the operators, local authorities, SEStran, Transport Scotland and the consultants (Jacobs) on potential quick win interventions that could at least in part address these issues to the benefit of bus users, bus operators and wider communities.

From these discussions it was clear that an integrated package approach across the corridors was essential to maximise the benefits against the objectives set and that this would also assist when communicating these to the wider public. Individual interventions on their own would have limited impact on improving bus operation and making journey times more reliable, which is critical to helping overcome limited capacity and providing the necessary operational flexibility for operators through this rapidly evolving period. Improving journey times for public transport and particularly bus services is also seen as vital as we gradually move from a position of deterring public transport usage for all but essential journeys to one in which this is seen as an attractive option alongside active travel in deterring significant growth of car based journeys with the impacts on safety and emissions that could result from this. The recommended packages that are summarised in the tables and plans on the next few pages have adopted this approach.

There has been considerable progress in delivering practical initiatives in the South East of Scotland to benefit those walking, wheeling and cycling through the Spaces for People and related initiatives. Ensuring careful

consideration of the interfaces between bus priority and related interventions and the interfaces with these active-travel focussed initiatives has been an important consideration within this work.

Indicative plans showing the location of each intervention are given in Appendix A. Proposed timescales are defined as:

- Short term – implemented by the end of August
- Medium term – implemented by the end of September
- Long term – implemented from October onwards

4. Assessment and Prioritisation of Interventions

The emphasis of this work is on the urgent implementation of quick wins that can greatly assist public transport and particularly bus services to play the critical role that is essential as Scotland emerges from lockdown. A complex appraisal process was not deemed to be appropriate for this exercise and, instead, a light touch assessment framework has been devised with six key objectives as well as several deliverability criteria to assist in identifying and prioritising interventions. The six objectives agreed by the SESTTG are set out below:

- To support walking, cycling and wheeling for all or part of commuter and non-commuter journeys as far as practical.
- To maximise safe and efficient use of public transport including to support continued viability of the public transport system.
- To ensure public transport is available for those most dependent on bus, tram and rail services during the easing of lockdown.
- To mitigate against the potential for an increase in private car use during the easing of lockdown.
- To co-ordinate and disseminate regional messaging to support the safe use of the transport network, restore passenger confidence, and manage travel demand in line with national guidance.
- To ensure measures facilitate connected, multi-modal journeys.

The tables that follow summarise the interventions in each of the three corridors that have emerged positively from this assessment process. This provides an indication of the assumed benefits of the individual interventions against the objectives set using a 5-point scale (+2 to -2) that has been informed through discussions at the corridor sub-groups with invaluable input from bus operators as well as the authorities. The regional messaging objective is less appropriate for this assessment but is directly supported by other communication related initiatives that are being taken forward by the Transport Transition Group and Transport Scotland.

In addition to the assessment of interventions against the objectives, key issues around deliverability have also been considered. A number of measures that performed well against the objectives but could not be taken forward quickly have not been progressed but may be very relevant for longer term infrastructure plans at the local, regional and national level.

5. Overall Benefits of the Corridor Packages

In Section 3 on the development of the of interventions, the need for an integrated package approach was stressed within and indeed across the corridors to maximise the benefits against the objectives. This approach is equally important when we consider the assessment of the overall benefits of the interventions – it is the impact of the measures collectively in tackling key issues relating to bus journey times and journey time reliability and also the quality and accessibility of provision for users that is critical rather than the impact of an individual measure in isolation.

Assessing the benefits of these quick-win measures, by their very nature, is difficult given the pace at which they have had to be developed and the limited modelling of measures that has been able to take place to date or indeed is appropriate for many of the measures, particularly those focussed on safety or qualitative improvements. Improvements to journey time reliability rather than just journey times has also been highlighted as critical during the emergence from lockdown given the rapidity of changes to traffic levels both within the day and from day to day. Again these benefits are difficult to estimate - close monitoring of the interventions with the bus operators when they become operational will be essential to give a true picture of the benefits.

Despite the difficulties assessing and quantifying the benefits highlighted above it has been possible through engagement with bus operators and some model outputs and professional judgement to get an initial feel of the scale of the benefits that could realistically be achieved by the corridor packages. These estimates of key benefits are set out in Table 5-1 against the relevant corridors. As further clarity emerges on the scope of any wider regional interventions and any temporary expansion of park and ride site, the potential benefits of these measures will be similarly assessed.

Table 5-1: Public Transport Benefits by Corridor

Corridor	Route	Scheme	AM Benefit	PM Benefit	Other Key Non-Quantifiable Benefits / Comments
North	M90 / A90	Halbeath P&R access	1		Improved bus journey time reliability
		P&R enhancements at Halbeath and Ferrytoll			Improved waiting environment / operational benefits
		Cramond Brig to Barnton bus lane	6		Bus journey time savings subject to detailed modelling
		Queensferry Road SCOOT upgrade	1	2	
		Blackhall westbound bus lane extension		2	
		A90 queue relocation (Barnton / Blackhall)			Long term intervention offering significant travel time saving
		Relocation of Queensferry St stops to Charlotte Square	1	2	Improved city centre waiting environment
		M90 / A90 travel time saving	9 mins	6 mins	
West	A89 / A8	Temporary buildouts and parking enforcement, Bathgate	2	1	Improved bus journey time reliability / passenger environment
		Temporary buildouts and parking enforcement, Uphall	1	1	Improved bus journey time reliability / passenger environment
		Peniel Place / A89 temporary traffic signals	2		Bus journey time savings subject to detailed modelling
		A89 viaduct to B800 bus lane	2		
		Newbridge Roundabout - signal optimisation and circulatory lining adjustments			Increases eastbound capacity / reliability
		A8 Westbound bus lane – Airport to Newbridge		10	Bus journey time savings subject to detailed modelling *Short term benefit only (see footnote)
		Citybound bus lane on approach to Maybury			Improvement enhances journey time reliability
		Extend Drum Brae stop to reduce waiting delays	1	1	Provides increased passenger waiting space
		A89 / A8 travel time saving	8 mins	13 mins	
		A71		Temporary buildouts and parking enforcement, Mid Calder	1
Signalisation of the A71 / B7105 junction	1				Improved journey time reliability
Signalisation of Hermiston P&R access to improve bus egress					Improved journey time reliability
Extended bus lane operating hours					Improved journey time reliability
A71 travel time saving	2 mins			1 min	
A70		Westbound bus lane towards Gillespie Crossroads		3	Bus journey time savings subject to detailed modelling
		A70 travel time saving	-	3 mins	

Corridor	Route	Scheme	AM Benefit	PM Benefit	Other Key Non-Quantifiable Benefits / Comments
South / East	A701	Straiton (yellow box + signal optimisation)	3		
		Kaimes Crossroads			Improved journey time reliability
		A701 southbound bus lane on approach to Kaimes		2	
		A701 travel time saving	3 mins	2 mins	
Lasswade Road		Melville Dykes Road / Hillhead junction	10		Significant journey time saving at this location
		Wadingburn signal optimisation	2		Significant journey time saving combined with the above
		Lasswade Road travel time saving	12 mins	-	
A772		Gilmerton Crossroads signal timings and parking	2	2	
		A772 travel time saving	2 mins	2 mins	
A7		Sheriffhall signal time adjustments A7 / A6106	2	2	Bus journey time savings subject to detailed assessment
		A7 travel time saving	2 mins	2 mins	
A1		Linkfield Road bus lanes	3		
		Dalrymple Road traffic signals review			Improved journey time reliability
		Splitting of bus stops on Musselburgh High St	1	1	
		Review of parking on Tranent and Prestonpans High Streets			Improved bus journey time reliability and town centre environments
		A1 travel time saving	4 mins	1 min	
B6415		Abercorn Terrace bus / active travel improvements			Bus journey time savings require further analysis
A6106		A6106 northbound approach to Milton Road			Bus journey time savings require further analysis
A6095		Niddrie Mains Road			Corridor bus journey time savings require a separate study 5 min morning peak eastbound delay reported by Lothian Buses

*An A8 westbound bus lane will hinder both bus and general traffic journey times at the point that the back of the single traffic queue extends east of the Airport junction. Once the financial sector returns to work (eg Edinburgh Park and RBS) it is likely that the bus lane will need to be removed.

6. Monitoring and Evaluation

The importance of monitoring the success or otherwise of any of these interventions and the overall packages has already been stressed. Many of the interventions are, by their very nature, flexible in nature allowing adjustments to be made in the light of the experience of operators, authorities, passengers and indeed other street/road users. Good examples are further adjustments to traffic signal timings at key junctions or adjustments to the length of bus lanes. Where possible it will be important to build some of this flexibility into the design, TTRO and related arrangements.

The governance structure already set up with the three corridor groups as well as the overall regional group provides an excellent framework to monitor the performance of the measures individually and collectively including as it does the direct involvement of bus operators as well as all the relevant authorities with their local knowledge. The importance of having resources available to assist with monitoring on the ground including where appropriate camera monitoring has been reflected in the overall costings provided.

7. Delivery

It is proposed that the highly effective collaborative working approach that has been used to date in developing the packages of interventions in each of the three corridors would be retained into and through the delivery phase. It is also proposed that the City of Edinburgh Council would act as lead authority, working very closely with the relevant authorities, SEStran and the bus operators in each of the corridors with virtual meetings of the corridor groups as and when appropriate. This will ensure that operators can be actively involved in the final specification of the measures and also contribute to the monitoring of their success with any adjustments as appropriate. Overall management of any funding provided by Transport Scotland, for example through the recently launched Bus Priority Rapid Deployment Fund would need to be through a lead authority (potentially CEC) agreed by the South East Scotland Transport Transition Group, but with responsibility for individual measures allocated as appropriate to the respective authority within which these are located. Consultancy support is currently being provided to CEC by Jacobs which has assisted with the development and costing of these packages and the related reporting and the provision and procurement of any necessary support for other authorities is now under consideration by the regional group and the Finance Sub-Group.

Given the very demanding timescales for delivery of these interventions due to the urgency of the challenges, there are of course potential risks that will need to continue to be updated, resolved or mitigated. The table below sets out a few of the key risks and potential mitigation measures already in place or needing to be considered. It is recommended that this is expanded and regularly updated through the process of delivering the interventions and associated monitoring and evaluations.

Table 7-1: Delivery Risks

Key Delivery Risks	Potential Mitigation Measures
Inadequate resources within individual authorities leading to an uncoordinated approach in individual corridors	Effective Regional and Corridor sub groups including all key relevant authorities and bus operators (in place) Consultancy support to assist with co-ordination and delivery (potential need for additional support in some authorities)
Political and Public Support for interventions	Regular briefings of politicians at local, regional and national levels (already in place) Clarity on benefits of the interventions through communication strategy (being actively progressed by TS and regional communications group) Ongoing monitoring and evaluation of benefits with appropriate resources and communications
Potential conflict with Spaces for People and other initiatives	Discussion of any potential conflicts/opportunities within sub groups and associated workstreams (in place) Consideration of this interface within assessment process (in place) Integrated governance approaches to delivery within individual authorities (as in CEC)
Inadequate funding to implement interventions as comprehensive and integrated packages	Effective Regional governance structure with Finance Sub-Group actively considering funding and resourcing Co-ordinated approach to funding applications eg Bus Priority Rapid Deployment Fund

8. Costing of Measures

Following agreement in all of the corridor sub-groups on those measures to be progressed further, indicative cost estimates have been prepared with a low and high cost provided. Given the very tight timescales and with design work still to commence on many of these measures, these costs are very much draft estimates although based where possible on experience on other schemes. In a number of cases the high and low estimates reflects a lack of certainty on the scale of an individual measure, eg length of bus lanes, which will only be clarified through modelling and design work that will now be progressed. In some cases, such as temporary signals, the revenue costs will be dependent on the timescales the measure is in operation.

In addition to the measures focussing on the three movement corridors into and out of Edinburgh, a provisional sum has also been allocated to potential measures that could support other key public transport regional movements between authority areas. These will be discussed and clarified further through the sub-groups.

Given the co-ordinated regional approach, there are a number of costs such as project management costs, safety audits, CDM services and site supervision that have been assumed to be taken forward across the overall programme. If the measures are taken forward by each authority these costs may need to be increased.

A summary of costs by corridor along with associated overall costs are given in Table 8-1 below.

Table 8-1: Summary of Costs by Corridor

Corridor	Low	High
North	£270,000	£370,000
West	£363,500	£452,500
South / East	£309,500	£435,000
Park & Ride	£60,000	£100,000
Additional inter-regional priority measures (provisional sum)	£350,000	£500,000
Design development costs	£250,000	£300,000
Communications	£120,000	£150,000
Monitoring and evaluation	£100,000	£125,000
Project Management Costs	£150,000	£200,000
Road Safety Audit	£25,000	£30,000
CDM Principal Design Services	£25,000	£30,000
Site Supervision	£30,000	£40,000
Total	£2,053,000	£2,732,500

A summary of each individual scheme assessment is given in Table 8-2. Note that costs exclude future decommissioning and / or conversion to permanent interventions.

Table 8-2: Assessment Summary

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
N	Speed limit reduction on A92 to improve bus egress from Halbeath Park & Ride onto access roundabout	0	2	1	1	1	Transport Scotland	Transport Scotland	✓✓	✓✓	✓✓	-	0
N	Clearer messaging regarding the use of Park & Ride	2	2	2	2	2	£35,000	£50,000	✓✓	✓✓	✓✓	-	1
N	Optimisation of A90 citybound queue relocation scheme	0	1	0	1	1	£75,000	£100,000	TBC	TBC	TBC	TBC	0
N	Citybound A90 bus lane from Cramond Brig to Barnton	0	2	2	1	1	£20,000	£30,000	✓✓	✓	✓	-	0
N	Upgrading of SCOOT, new loops installed but communications work required before commissioning	0	1	1	1	1	£30,000	£40,000	✓✓	✓✓	✓✓	-	0
N	Extension of westbound bus lane on Hillhouse Road towards Blackhall	0	2	2	1	1	£10,000	£15,000	✓✓	✓	✓	-	0
N	Optimisation of Blackhall bus priority scheme	0	2	2	1	1	£50,000	£60,000	TBC	TBC	TBC	TBC	0
N	Relocation of some/all Queensferry St bus stops to Charlotte Square	0	2	0	1	1	£50,000	£75,000	✓✓	✓	✓	-	1
W	Temporary bus lane on A89 eastbound approach to Newbridge	0	2	2	1	0	£20,000	£30,000	✓✓	✓	✓	-	0
W	Temporary bus lane on A8 westbound approach to Newbridge from airport on-slip	0	2	2	1	0	£15,000	£20,000	✓✓	✓	✓	-	0
W	Signal timing review at Newbridge roundabout	0	1	1	1	1	£120,000	£120,000	✓	TBC	✓	-	0

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
W	Short Temporary Bus Lane on citybound approach to Maybury (through underpass)	0	2	2	1	0	£35,000	£50,000	TBC	✓	✓	TBC	0
W	Temporarily lengthen bus stop at Drum Brae Roundabout and increase waiting bays to improve loading capacity and reduce bus wait times. Enforce parking restrictions to limit impact of vehicles obstructing bus lanes	1	2	1	1	0	£5,000	£7,500	TBC	✓	✓	TBC	1
W	Full/part signalisation of Riccarton Mains Road roundabout at Hermiston to aid bus access and egress from Park & Ride	0	1	0	1	1	£45,000	£60,000	TBC	✓	✓	-	0
W	Full/part signalisation of the A71/B7015 junction (Jupiter Artland) to reduce delays for eastbound buses joining A71	0	1	0	1	0	£45,000	£60,000	TBC	✓	✓	-	0
W	Temporary kerb build out in bus stops e.g. North Bridge Street and South Bridge, Bathgate and in Uphall and Broxburn with enforcement of on-street parking affecting signals and key junctions	1	2	2	1	0	£45,000	£60,000	TBC	✓	✓	TBC	1
W	Use layby areas as passenger waiting areas and temporary kerbs to provide similar benefits to bus build out in Mid Calder on Bank Street, or enforcement of parking to restrict vehicles obstructing buses	1	2	2	1	0	£20,000	£25,000	TBC	✓	✓	TBC	1
W	Extended bus lane operating hours on A71 heading towards Hermiston Park & Ride site to reduce the effect of traffic in bus lanes causing delays	0	2	1	2	1	£3,500	£5,000	TBC	✓	✓	-	0

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
W	A70 westbound bus lane on approach to Gillespie Crossroads to improve bus travel times	0	2	2	1	0	£10,000	£15,000	✓✓	✓	✓	-	0
S/E	Retiming of signals on Sheriffhall roundabout to give more priority to A7 and A6106 approaches	0	1	1	0	0	Transport Scotland	Transport Scotland	✓	✓	✓	TBC	0
S/E	Introduction of temporary traffic signals at Melville Dykes Rd/B704 Hillhead junction (Lasswade)	0	2	2	1	0	£140,000	£195,000	✓✓	✓	✓	-	0
S/E	Gilmerton crossroads – parking restrictions on approaches to junction	0	1	1	0	0	£25,000	£35,000	✓	✓	✓	-	0
S/E	Alteration of traffic signals at Gilmerton crossroads to reduce delays on A772 and increase capacity for south to east (Eskbank to RIE) right turn	0	1	1	1	0	£2,000	£3,000	TBC	✓	TBC	-	0
S/E	Camera to aid enforcement of bus lane on Ferniehill Drive westbound approach to Gilmerton crossroads	0	1	0	1	0	£30,000	£40,000	TBC	TBC	TBC	TBC	1
S/E	Changed signal timings and yellow box markings at Straiton junction to aid entry of traffic to the junction from B702 Loanhead Road	0	2	1	1	0	£5,000	£10,000	TBC	TBC	TBC	TBC	0
S/E	Introduction of continuous bus lane on A701 southbound approach to Kaimes Crossroads	0	1	1	1	0	£5,000	£10,000	✓✓	✓	✓	-	0
S/E	Introduction of bus lane on Captain's Road westbound approach to Kaimes Crossroads	0	1	1	1	0	£5,000	£10,000	✓✓	✓	✓	-	0
S/E	Newcraighall Road (A1 – Craigmillar) bus priority, possibly comprising bus lanes between	0	2	1	1	0	£45,000	£55,000	TBC	TBC	TBC	TBC	0

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities	
							Low	High	Procurement	Implementation	Statutory	Other		
	Fort Kinnaird access roundabouts and bus rerouting, and/or amendments to signals at Niddrie Mains and Craigmillar junctions to reduce delays to buses													
S/E	Extension of northbound bus lane on Duddingston Park (A6106) northbound approach to Milton Road (A1)	0	1	0	0	0	£5,000	£7,000	✓✓	✓	✓	-	0	
S/E	Bus lanes on Abercorn Terrace, Portobello	0	1	0	1	0	£5,000	£10,000	TBC	TBC	TBC	TBC	0	
S/E	Traffic signal timing alterations to reduce delays to buses on Dalrymple Loan approach to High St (Musselburgh)	0	1	0	0	0	£5,000	£10,000	✓✓	✓	✓	-	0	
S/E	Bus lane on Linkfield Road between racecourse and Musselburgh High Street	0	1	0	0	0	£15,000	£20,000	TBC	TBC	TBC	TBC	0	
S/E	Parking/waiting restrictions on Prestonpans and/or Tranent High Streets to ease congestion and reduce delays to buses	0	1	0	0	0	£7,500	£10,000	✓✓	✓	✓	-	1	
S/E	Split bus stop outside Musselburgh Police Station into two stops, so increasing bus boarding capacity	0	1	0	0	0	£15,000	£20,000	✓✓	✓	✓	-	1	
All	Additional Park & Ride Capacity at locations across the regions to reduce number of low occupancy vehicles travelling in to the city	1	2	2	2	2	£60,000	£100,000	TBC	TBC	TBC	TBC	1	
All	Additional inter-regional priority measures (provisional sum)						£350,000	£500,000						
All	Design development costs						£250,000	£300,000						

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
All	Communications						£120,000	£150,000					
All	Monitoring and evaluation						£100,000	£125,000					
All	Project Management Costs						£150,000	£200,000					
All	Road Safety Audit						£25,000	£30,000					
All	CDM Principal Design Services						£25,000	£30,000					
All	Site Supervision						£30,000	£40,000					

Appendix A. Summary Plans

Potential North Interventions

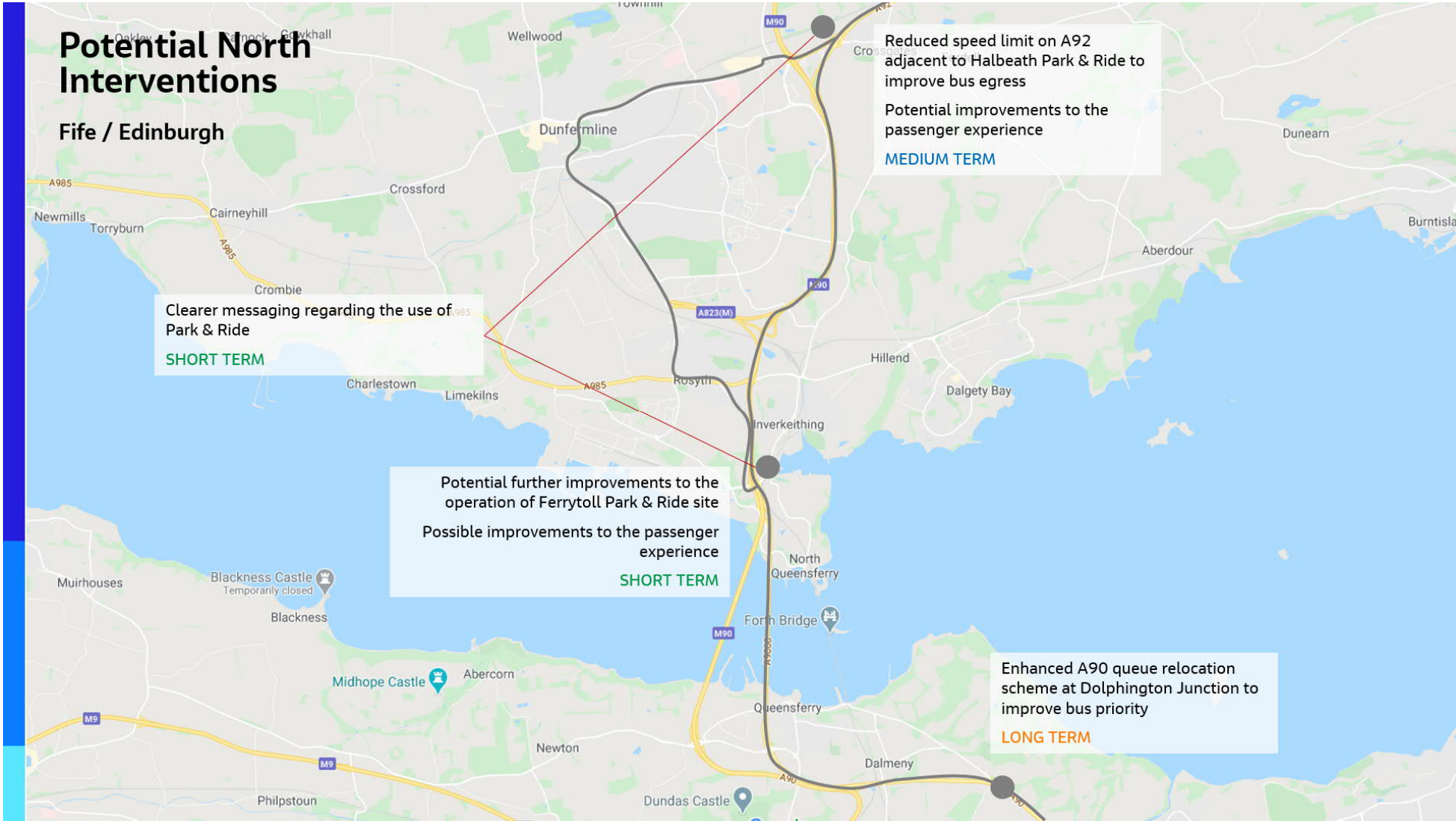
Fife / Edinburgh

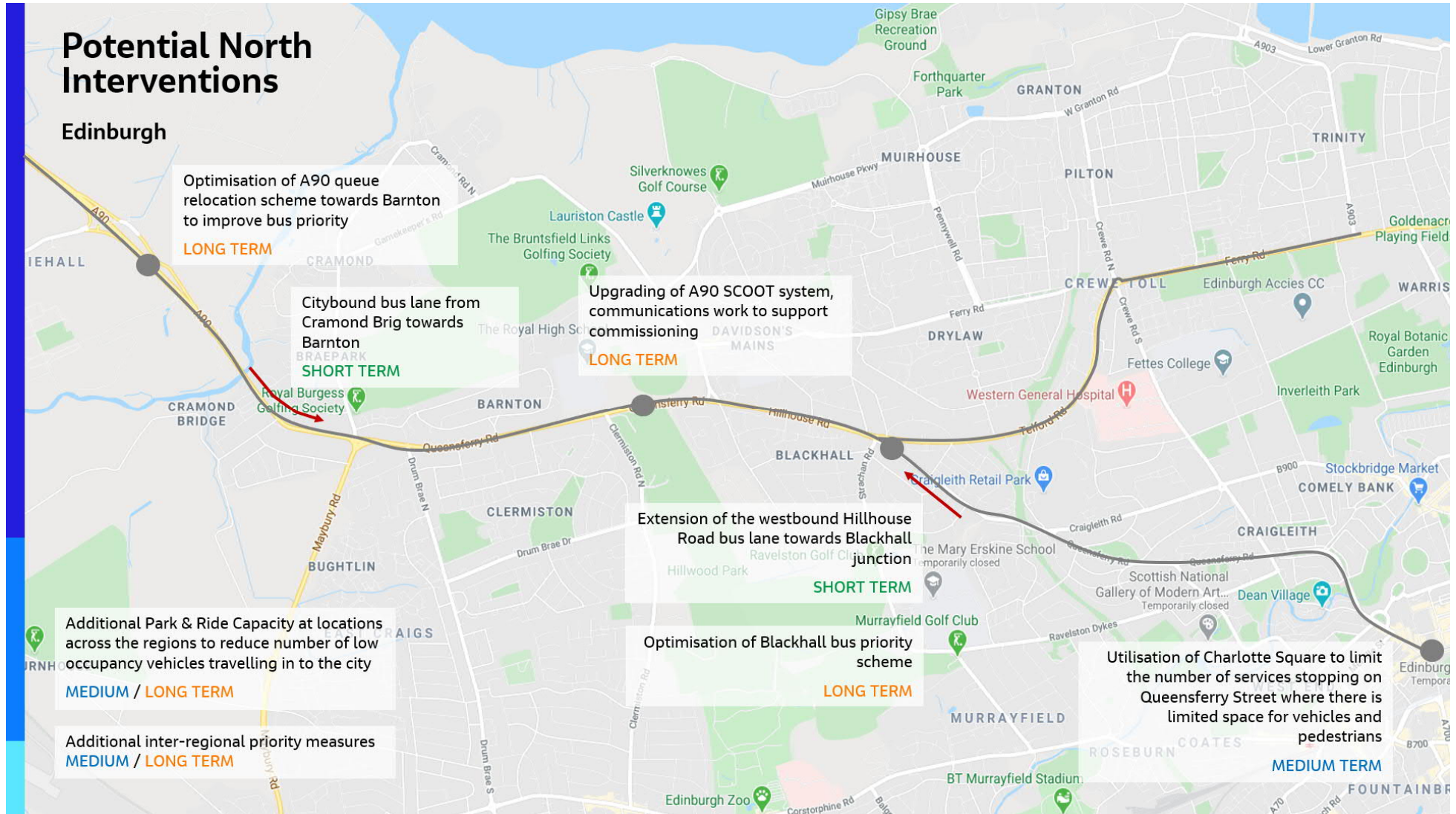
Clearer messaging regarding the use of Park & Ride
SHORT TERM

Reduced speed limit on A92 adjacent to Halbeath Park & Ride to improve bus egress
Potential improvements to the passenger experience
MEDIUM TERM

Potential further improvements to the operation of Ferrytoll Park & Ride site
Possible improvements to the passenger experience
SHORT TERM

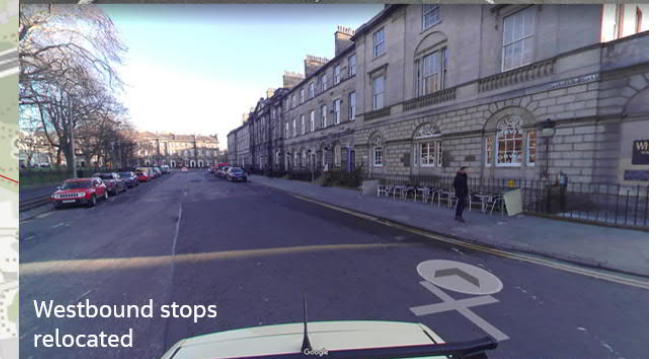
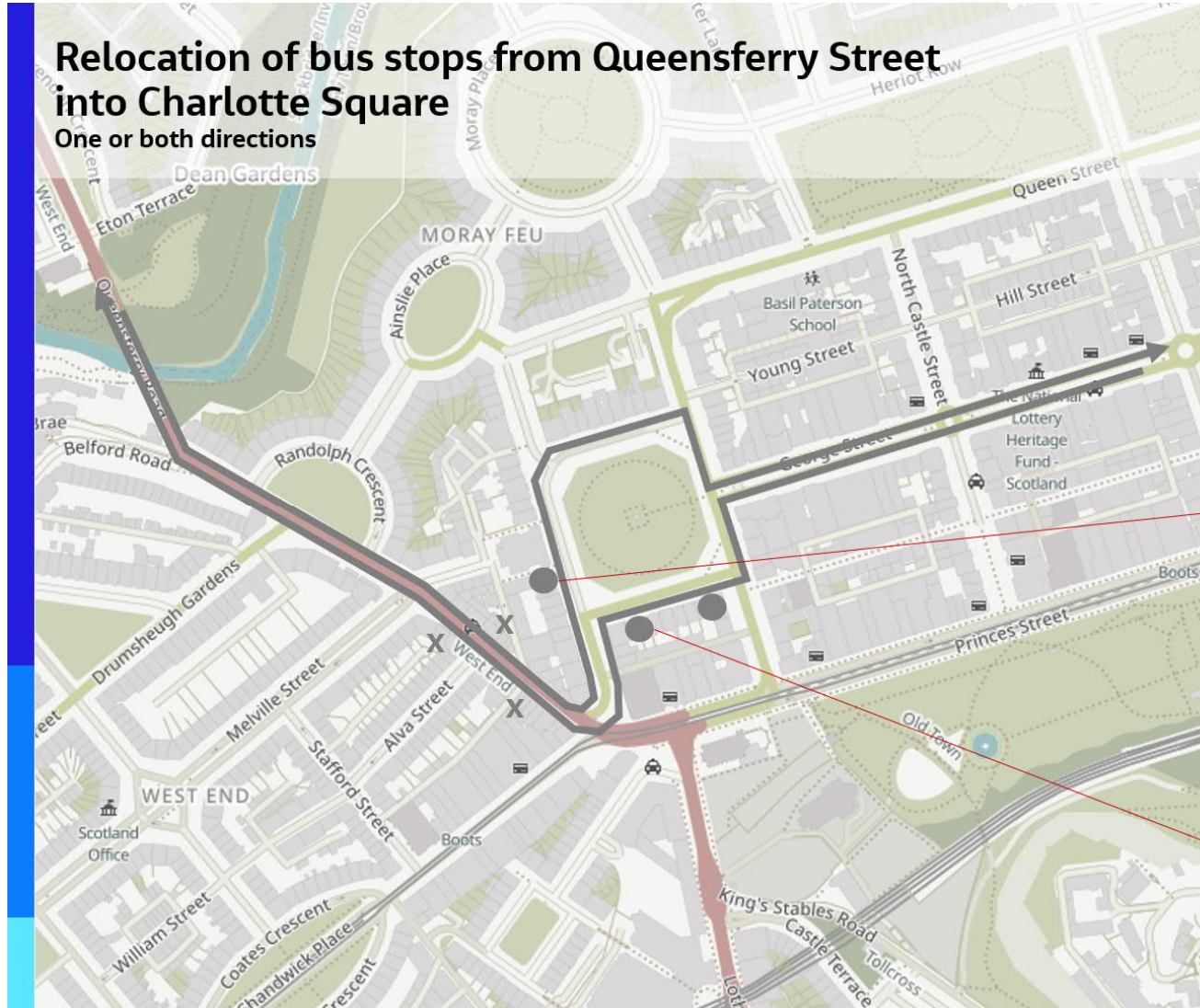
Enhanced A90 queue relocation scheme at Dolphington Junction to improve bus priority
LONG TERM

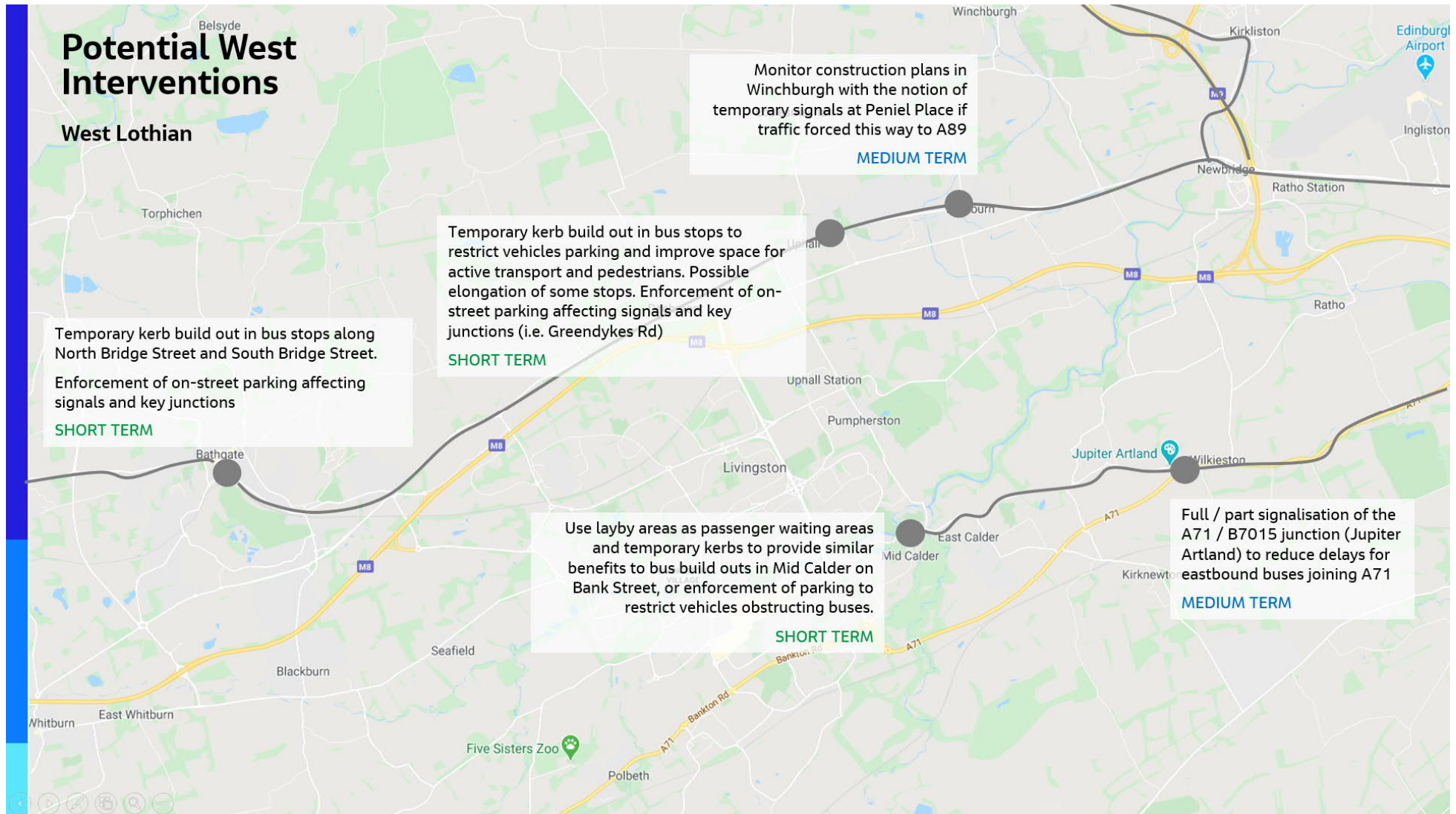


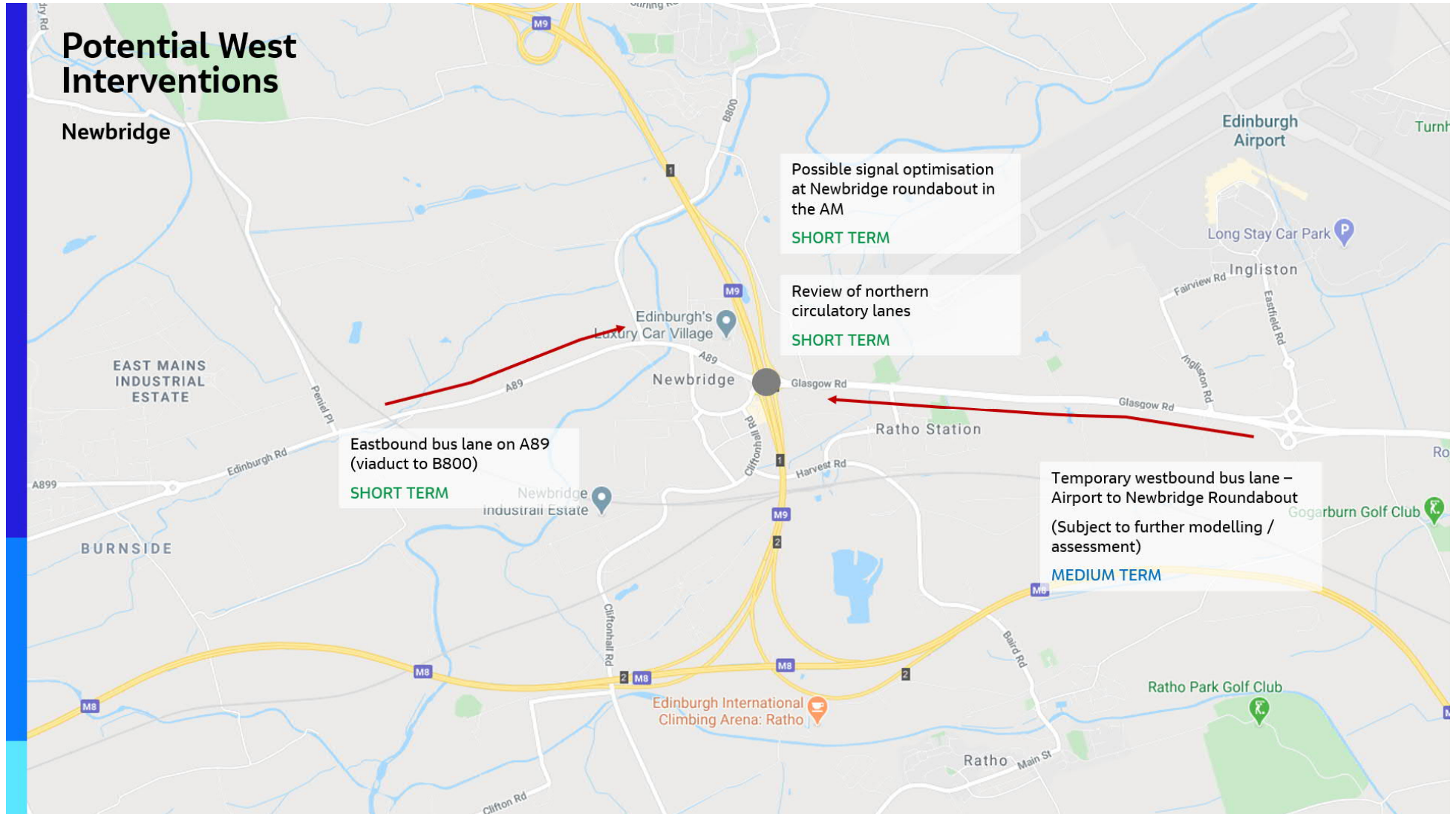


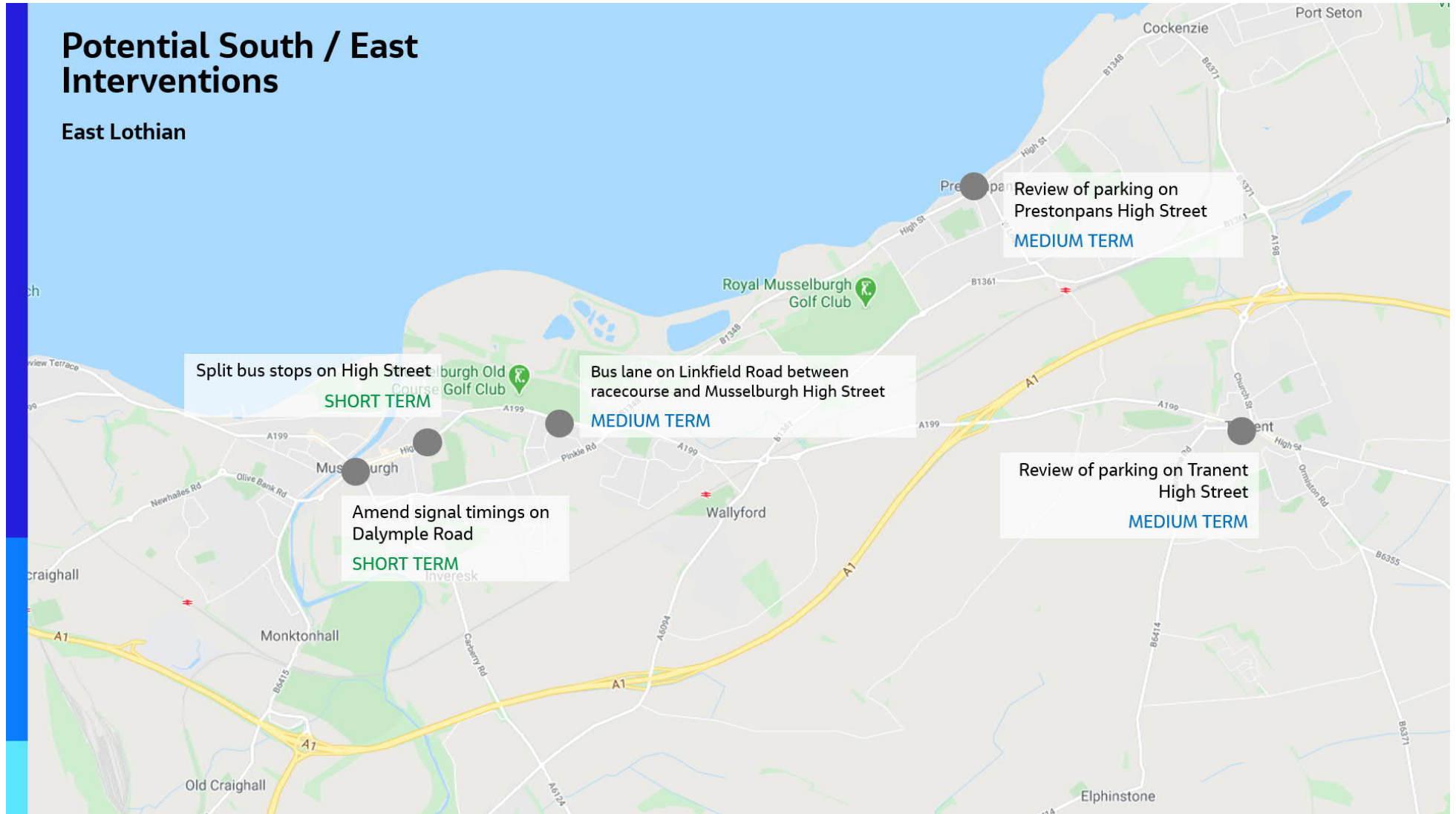
Relocation of bus stops from Queensferry Street into Charlotte Square

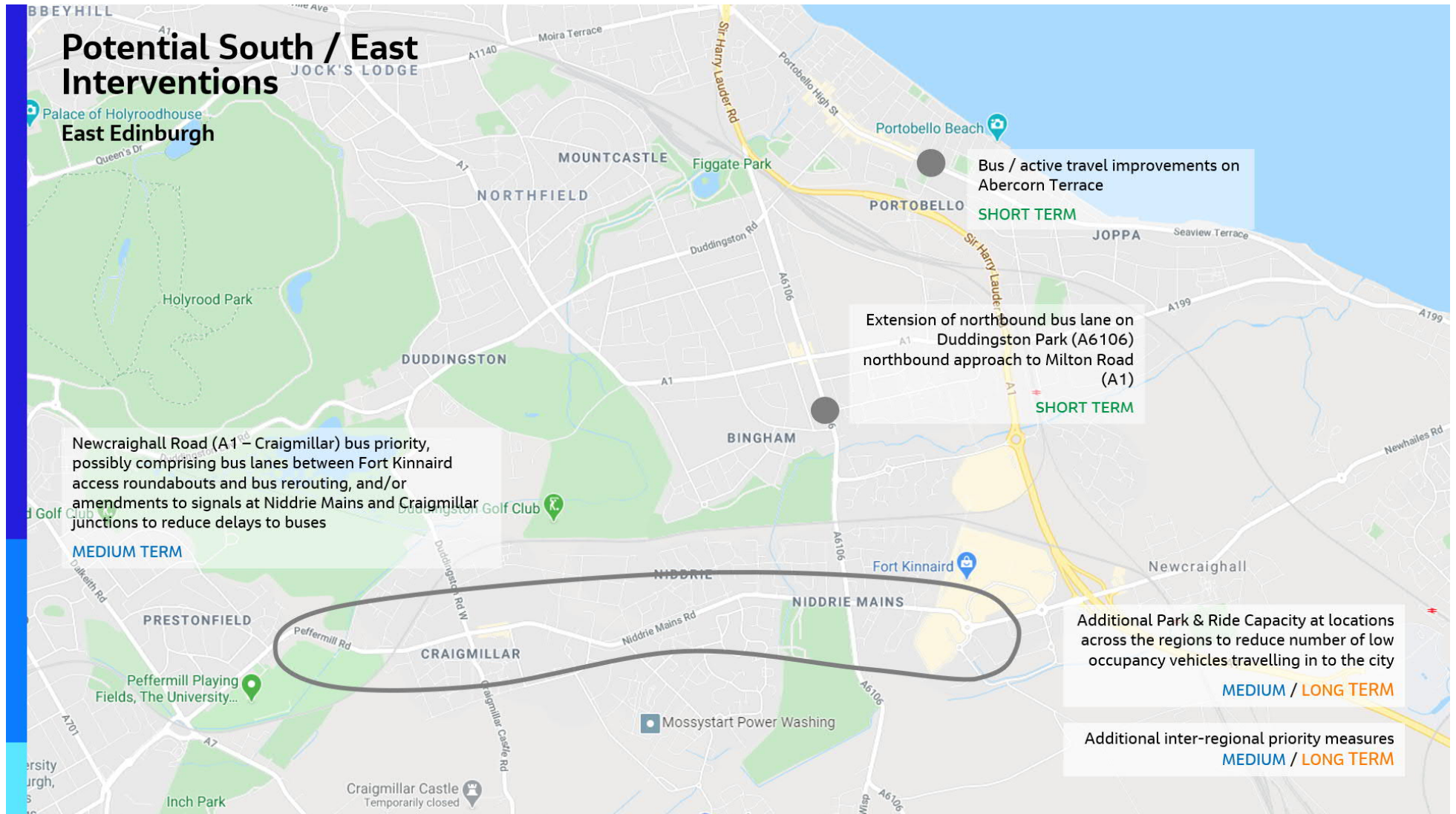
One or both directions











Appendix 3 – Legal duties and required mitigation measures in response to COVID-19

The management and control of the road network is one of the key responsibilities of the Council in its role as roads authority. Where the Council determines a need to make changes to the management or control of a road, there are legislative requirements not only in terms of what the Council can do, but there are also requirements in terms of the processes that must be followed to bring about those changes.

There are three main pieces of legislation that provide powers in terms of what changes are permitted:

- The Road Traffic Regulation Act 1984 (RTRA);
- The Roads (Scotland) Act 1984 (RSA); and
- The Town and Country Planning (Scotland) Act 1997 (TCPA).

These pieces of legislation cover the majority of different legal orders that the Council can promote in its role as Roads Authority, such as:

- Parking and yellow lines
- Moving traffic (bus lanes, banned turns, one-way streets, speed limits etc)
- Temporary Orders (for road works or where there is a danger to the public etc)
- Redeterminations; and
- Stopping Up orders.

The RTRA and RSA are further backed up with specific regulations that explain the legal processes that must be followed and the requirements that must be met in promoting related orders. The TCPA itself contains details of the processes that must be followed for orders promoted under this Act.

However, the processes that must be followed are, with the exception of the TCPA, contained in separate pieces of legislation. These processes are legal requirements, provided so that roads authorities can ensure that the road network operates as they intend it to, that road users are protected (both legally and physically) and that appropriate enforcement action can be taken when required.

For permanent traffic orders, experimental orders and speed limit orders, **The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999** set down the legal process that must be followed.

For Stopping Up and Redetermination Orders, the requirements are contained within **The Stopping Up of Roads and Private Accesses and the Redetermination of Public Rights of Passage (procedure) (Scotland) Regulations 1986**.

Finally, for temporary restrictions, the processes are set down in **The Road Traffic (Temporary Restrictions) Procedure Regulations 1992**.

Within these three separate pieces of legislation are broadly similar requirements that determine what actions local authorities must take when proposing, advertising and making the different types of orders. Those requirements can be broadly summarised as follows:

- Consultation with statutory bodies.
- Consultation with other organisations representing those likely to be affected.
- Advertisements placed in the local press.
- Placing Notices on-street to advise of the proposed changes.
- Placing all documents related to the draft order on public deposit at the Council's offices.
- Considering any objections received and,
 - where it is within the local authority's power to do so, determine whether the advertised order should be made, either in whole or in part; or
 - where it is not within the local authority's power to determine the outcome, referring those objections to the Scottish Government.

Proposed Changes to Traffic Order Processes during COVID 19 restrictions

Under the current lockdown situation, compliance with some of the above requirements will no longer be possible. The provisions within the recently introduced Coronavirus (Scotland) Act 2020 do, however, make certain allowances that will enable local authorities to make alternative arrangements, where possible, so that legal processes can continue.

The following sub-sections detail the implications for the different requirements of the legislative processes, as well as suggesting alternative approaches where it is considered that such alternatives are practical.

1. Consultation with statutory bodies/ Consultation with other organisations representing those likely to be affected

Common practice to send notifications of all orders by email. The only current exception is the Scottish Ambulance Service, who have not provided a central contact email for correspondence. Letters can be sent as normal using the MyLetters automated printing and mailing service.

Recommendation: No action required. This aspect of the legal process can continue unaffected by the current lockdown.

2. Advertisements placed in the local press

Adverts placed in the local press tend to go into both the physical print version of the paper and the online version. While there may be some risk to the public of handling print newspapers, that risk is no greater than handling other purchased items.

The new Act does permit local authorities to dispense with requirements if they are of the view that doing so:

- (a) may give rise to a significant risk of the transmission of coronavirus, or

- (b) is likely to be ineffective or inappropriate due to action taken in order to control the incidence or transmission of coronavirus.

It is considered that publication in a local newspaper, especially where that publication includes an online version of the published notice, remains a valid means of highlighting the proposed measures and can reasonably be used to direct interested parties to other online facilities where further details of the proposal can be viewed.

Recommendation: No action required. This aspect of the legal process can continue unaffected by the current lockdown.

3. Placing Notices on-street to advise of the proposed changes

It is common practice to erect notices on-street for the majority of Orders processed by City of Edinburgh Council. Legally, such Notices are a statutory requirement for the following Order types:

- Stopping Up Orders
- Redetermination Orders
- Temporary Traffic Regulation Orders (including 5 day Notices)

Notices may, at the discretion of the roads authority, also be erected for permanent or experimental traffic regulation orders, parking orders and speed limit orders. However, they are not a legal requirement in such instances.

In the current lockdown situation, it is not considered appropriate to require Council staff, or others, to erect such Notices on-street. Such work would be contrary to current guidance and would put those carrying out that work at unnecessary risk of contracting or spreading Covid-19.

The provisions of the new Act effectively remove the duty to erect notices, but require that the authority give consideration to other measures that could be put in place of that duty.

The Council currently places full details of all Orders on our website as well as on the Scottish Government's site (www.tellmesotland.gov.uk). There are, however, further steps that could be taken to publicise proposals:

- Use social media, either through existing channels or through dedicated channels sets up specifically for the purposes of highlighting proposals
- Identify local notice boards, such as those found outside schools, libraries and community centres
- Utilise notice space in local shops or post offices
- Use radio ads to direct interested parties to the Council website

In the instances in the list above where it is proposed to utilise Notice Boards, it is suggested that this could simply be a means of generally advising where to find proposals for your area, i.e. no specific proposals would appear, nor would there be a need to maintain the information. It would be a one-off placement of information that would generally advise interested parties to visit the Council's website to view

any active proposals for their area. A similar approach could be used for shops and Post Offices, where a single, non-specific Notice could be posted with links to the Council's website.

In the case of temporary orders (TTROs), no information is currently placed onto the Council's website. If the duty to erect Notices for TTROs is to be replaced, then consideration must also be given to making details of every TTRO available online.

Recommendation: In order to comply with Government guidelines, to maintain social distancing and to prevent the transmission and spread of Covid-19, that the Council agree to temporarily suspend the use of on-street Notices to publicise current and forthcoming roads-related Orders of all types and that alternative means of publicising such orders will be adopted, with:

1) general information on where to find information relating to current consultations:

- Placed on local Notice boards
- Placed in shops and Post Offices where available
- By Radio Advertisement

2) Specific information on individual proposals on appropriate social media

4. Placing all documents related to the draft order on public deposit at the Council's offices

Documents are currently placed on deposit at Waverley Court. While the legislation is not specific, the requirement is that documents should be "available for inspection at the authority's offices during normal office hours, and (if the authority think fit) at such other places within the authority's area and during such times respectively at those places as the authority may determine". With proposals regularly consulted upon across our authority area, Waverley Court is a central and accessible location at which to view documents.

With Waverley Court and other Council buildings closed to the public and government advice effectively restricting journeys to those for daily essentials and exercise, it is not considered that the public deposit of documents is possible at this time. For the avoidance of doubt, even if Council building were open, the public deposit of documents and their inspection by the public is a measure that is neither necessary or appropriate at this time.

If this duty is, under the terms of the new Act, to be suspended, then the Council has to consider what measures will replace that duty. With all of the documents that are currently placed on deposit, in compliance with the requirements of the procedure regulations, already being available to view on both the Council's website and on [Tell Me Scotland](#), it is not considered that any further measures are required.

Special reference will need to be made in all correspondence indicating that the public deposit element of advertising, making and/or confirming Orders has been temporarily suspended. That correspondence should also indicate the reasons for suspension, which would be to prevent the spread of Covid-19 and to avoid the

situation where members of the public were expected to make unnecessary journeys to view documents.

Recommendation: In order to comply with Government guidelines, to maintain social distancing and to prevent the transmission and spread of Covid-19, the public deposit element of advertising, making and confirming of Orders will be suspended and that the publication of the information required by the legislation on both the Council's website and on tellmesotland will effectively replace that duty.

Considering objections received

Objections received to any advertised or proposed Order fall into two distinct categories:

- Those where it is within the local authority's power to consider the objection and to determine whether the advertised order should be made, either in whole or in part; and
- Those where it is not within the local authority's power to consider the objection and determine the outcome

In the case of the latter scenario, any objections must be referred to the Scottish Government for their consideration. This typically results in the Scottish Government taking steps to arrange a public hearing.

The Council's legal obligations in terms of considering objections remains largely unaffected by the current lockdown. With officers now having the authority to determine the course of action where there are less than 6 objections per order or per individual street/location, decisions on such Orders can continue to be made at a senior management level.

For Orders with more than 6 objections, those Orders would need to be referred to a suitable Committee. This remains a practical solution under lockdown and the current setup of Policy and Sustainability Committees allows the Council to take the necessary decisions in such situations.

While the situation is more complicated for objections that need to be referred to the Scottish Government, those referrals remain possible in the current situation, although it is unlikely that any public hearings will be held until progress is made in containing Covid-19.

Recommendation: There are no immediate implications for the Council and no additional measures are required.

Transport and Environment Committee

10.00am, Thursday, 1 October 2020

City Mobility Plan – Public Consultation and Engagement Key Messages and Next Steps

Executive/routine	Executive
Wards	All
Council Commitments	16, 17, 18, 19, 20, 21, 22, 26, 27, 48

1. Recommendations

- 1.1 This report recommends that the Transport and Environment Committee:
- 1.1.1 notes that engagement with stakeholders and the public during January to April 2020 (one month additional to that approved by the Transport and Environment Committee) on the emerging City Mobility Plan (CMP) has resulted in some 1,800 representations to the ‘City Mobility Plan – Draft for Consultation’, including comments made in drop in sessions, meetings and workshops;
 - 1.1.2 notes the consultation responses; and
 - 1.1.3 agrees that consideration of the responses to the consultation and a finalised Plan be brought back to committee early next year.

Paul Lawrence

Executive Director of Place

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City Mobility Plan – Public Consultation and Engagement Key Messages and Next Steps

2. Executive Summary

- 2.1 Edinburgh has an ambitious agenda of change, including to be carbon neutral by 2030. Part of this is the approved programme to transform our City Centre and the consultation on a Main Issues Report (Choices for City Plan 2030) for our next Local Development Plan (City Plan 2030) which considers how the city can develop in the future whilst becoming a carbon neutral city.
- 2.2 As a key part of this, Edinburgh needs a new Plan for mobility and transport that addresses the challenge of reducing carbon emissions and how we move people, goods and services into and around the city – the City Mobility Plan (CMP). It also needs to address air quality, congestion, accessibility and inclusion, cost of travel and convenience of payment, safety and how we use space in the city for people.
- 2.3 The wider policy and legislative context are key influences on the CMP's development, including policy and ambitions on climate change adaptation and mitigation, sustainable economic development, improving physical and mental wellbeing and tackling inequalities. Of critical importance is the global climate emergency, with Edinburgh having set an ambitious commitment to work towards net zero emissions by 2030 (supported by an achievement target by the end of 2037).
- 2.4 As part of this process the Council commissioned the Edinburgh Strategic Sustainable Transport Study (ESSTS), Phase 1 of which informed the draft CMP for consultation. Phase 2 of the Study will make further assessment of the strategic public transport interventions required of the CMP to benefit the city and the wider region.
- 2.5 The impacts of the Covid-19 health emergency are significant. In mobility terms, the pandemic has changed how people move around the city. The steps to 2030, set out in the consultation document, will need to be reviewed in the light of the response to the pandemic. In some cases, this will allow measures to be accelerated, while others may take longer. During lockdown, for instance, with virtually empty streets, more people opted to walk, cycle and wheel than ever before. Maintaining that high level of active travel will bring about a range of positive benefits from health to air quality and congestion. The Spaces for People

programme has demonstrated opportunities for a 'try then modify' approach. The ability to deliver key active travel improvements more quickly whilst maximising opportunities for engagement will be key.

3. Background

- 3.1 Since the mid-1990s, the Council's transport strategy has been to expand the range of public transport and active travel options as an alternative to car use. It has achieved considerable success. More people use public transport, cycle and walk than in any other Scottish city and most UK ones. Bus patronage has increased at a time when bus use has been in steep decline in other parts of the country. The Council owned public transport companies, Edinburgh Trams and Lothian Buses are popular and affordable.
- 3.2 In summary, the key steps in the current Plan's development overseen by Committee to date are:
 - 3.2.1 March 2018: Committee approved an initial stakeholder engagement phase to the review of the [Local Transport Strategy \(LTS\)](#);
 - 3.2.2 March to May 2018: combined engagement with stakeholders on the LTS, Edinburgh City Centre Transformation (ECCT) and Low Emission Zone (LEZ) projects to identify mobility issues and opportunities;
 - 3.2.3 August 2018: Committee approved the prospectus engagement paper '[Edinburgh: Connecting our City, Transforming our Places](#)' and an associated engagement stakeholder and public consultation period to cover the three inter-related projects. Committee agreed that the LTS should be replaced by a people-oriented 'City Mobility Plan';
 - 3.2.4 February 2019: Committee noted the findings of '[Connecting our City, Transforming our Places](#)' which was Edinburgh's largest public engagement of 2018 and explored 15 ideas to create a more active and connected city, a healthier environment, a transformed city centre and improved neighbourhood streets. 88% of respondents felt that Edinburgh needed to make changes to deliver a city fit for the future, of which 51% considered that a widespread and radical approach was required;
 - 3.2.5 [May 2019](#): Committee noted the findings of the further stakeholder engagement in spring 2019 to identify preferred policy measures and agreed the proposed framework of the draft Plan including a vision, objectives, and packages of themed policy measures and supporting key performance indicators; and
 - 3.2.6 January 2020: Committee approved for consultation purposes the [City Mobility Plan \(Draft for Consultation\)](#).
- 3.3 The key ideas set out in the 'Connecting our City, Transforming our Places' and the outputs of the associated engagement exercise are the basis for the new policy

measures proposed in the draft CMP, with strong support established for the following:

- 3.3.1 extending the public transport system across the city and the city region to serve more people and employment areas;
 - 3.3.2 a simplified and integrated payment system to cover multiple journeys across the public transport system, including City Car Club;
 - 3.3.3 creating a safe, attractive, accessible and connected network of walking and cycling routes;
 - 3.3.4 providing more bike hire locations across the city;
 - 3.3.5 investing in freight depots around and within the city and supporting delivery within the city by smaller, cleaner vehicles;
 - 3.3.6 introducing and enforcing controls to manage access for large delivery vehicles by size, weight and time;
 - 3.3.7 investing in technology to better manage traffic congestion and improve safety;
 - 3.3.8 investment in electric vehicle charging infrastructure;
 - 3.3.9 expansion of the park and ride network;
 - 3.3.10 managing the amount of general traffic in the city centre and town centres;
 - 3.3.11 charging a levy on businesses in the city providing free parking spaces for employees; and
 - 3.3.12 restricting access for the most polluting vehicles to the city centre and the wider city.
- 3.4 There was also support for ideas to extend parking controls across the city, reduce the availability of on-street parking, provide more car club hire locations across the city and find ways to help people to share car trips within the city and to transport hubs at the edge of the city.

4. Main report

The changing context

- 4.1 Edinburgh faces significant mobility and transport challenges. These challenges have been set out in previous reports to Committee and include:
 - 4.1.1 Low levels of public transport accessibility in certain areas of the city and lengthy public transport journey times especially to/from the major employment areas on the city's periphery including Gogarburn, Heriot Watt and the Bioquarter;
 - 4.1.2 Transport continues to be the single biggest contributor to carbon dioxide (CO₂) levels – in 2017 just over one-third of Edinburgh's CO₂ emissions were

derived from road transport ([UK Department for Business, Energy and Industrial Strategy, 2019](#));

- 4.1.3 Whilst air quality trends show slight reductions in nitrogen dioxide (NO₂) across Edinburgh, there remain five Air Quality Management Areas where roadside locations exceed legal Air Quality Objectives;
 - 4.1.4 One-third of women and one-fifth of men in Edinburgh do not achieve minimum recommended levels of physical activity ([Scottish Health Survey](#)) resulting in associated health impacts including chronic heart disease, diabetes and other obesity related conditions;
 - 4.1.5 19% of peak driving time in Edinburgh is spent in congestion, which adds 40% travel time to each peak time journey (Inrix traffic scorecard report, 2016). The cost of Edinburgh's congestion to the local economy is estimated at £225m per annum (Tom Tom Traffic Index);
 - 4.1.6 Almost 45% of Edinburgh's workforce commute to work by private car daily (over 125,000 people), split almost equally between those from neighbouring local authority areas and those living in the city;
 - 4.1.7 The increased movement of freight and goods on our roads, with the number of light goods vehicles registered in Edinburgh increasing by almost one-fifth in ten years to over 13,000 vehicles in 2017 (Scottish Transport Statistics, 2018); and
 - 4.1.8 Whilst road casualty levels in the city are reducing, there is opportunity to further reduce the levels of people killed and seriously injured.
- 4.2 Many of these challenges will be amplified by city and regional growth forecasts with Edinburgh's population forecast to grow by a further 15%, taking the number of people living in the capital to nearly 583,000 by 2041, whilst for the city region the [SE Splan Cross Boundary and Land Use Appraisal study](#) (2017) forecasts that if all committed (and non-committed development) in the city region materialises then by 2024 the population will increase by a further 84,000 (7%).
- 4.3 In addition, the medium to longer term impacts of Covid-19 are difficult to fully predict. The CMP will therefore need to be flexible in how it responds to changing travel needs and behaviours, some of which are unprecedented. Further opportunities for engagement with key stakeholders will need to be identified and reviewed if the Plan is to be responsive to changes resulting from Covid-19.
- 4.4 The finalised plan will be aligned with emerging government strategy to mitigate the effects of the pandemic on movement, particularly public transport use. The Council has already received £5M of funding from the Scottish Government's Spaces for People programme allowing for the acceleration of infrastructure changes to create spaces for people walking, cycling and wheeling. The Council is one of the eight local authorities that make up the South East Scotland Transition Group which was formed, in conjunction with the Scottish Government, to set out regional transport interventions that support safe use of public transport. Both of these programmes

provide the basis for active and sustainable transport policies that will form part of the finalised CMP.

- 4.5 The finalised plan will also be taken forward with reference to the Scottish Government's recent Programme for Government published in September. This includes details of government support for local authorities in taking forward plans for active and sustainable transport initiatives by way of funding for active travel infrastructure, ambitions for 20 minute neighbourhoods and investment in zero emission vehicles. This government support will be vital in helping to deliver the plan ambitions.
- 4.6 Collectively these are the strategic mobility challenges to be tackled by the CMP. Many of these challenges cannot however be tackled by Edinburgh alone, as they are issues associated with cross-boundary traffic and movements. Regional planning and coordination is therefore essential to creating a plan which sees Edinburgh as part of a wider city-region. Alignment of the CMP with the recently finalised National Transport Strategy (NTS) (feedback on the draft NTS was reported to Committee on [11 October 2019](#)) and the emerging Strategic Transport Projects Review 2 (STPR2) which respectively set out the vision for transport in Scotland over the next 20 years and consider future national investment in all transport modes is important. STPR2 was anticipated to be finalised during 2020, however, the impacts of Covid-19 have had a bearing on this and also on the Edinburgh and South East Scotland City Region Deal Regional Growth Framework that is aimed at delivering a joined-up approach to regional economic growth, planning, transport, infrastructure, and housing. The emerging South East of Scotland Regional Transition Plan, which is being developed to support an increase in safe public transport usage in the context of Covid-19, is also a key consideration. Alignment with these plans is critical and their finalisation timescales will help to inform key review points for the Plan. These timescales are not yet available at the time of writing and a verbal update will be given in Committee.
- 4.7 The CMP must also be aligned to relevant city oriented strategic plans and projects, especially the emerging City Plan 2030 which will set out policies to direct development in the city. City Plan 2030 will have a notable influence on the areas of the city that people and goods are moved between. Both plans are therefore being developed in relation to each other, with the Choices for City Plan 2030 [consultation responses and next steps](#) approved by the Planning Committee on 12 August 2020.

City Mobility Plan

- 4.8 The Plan seeks to create a bold, new, strategic framework for the safe and effective movement of people, goods and services into and around Edinburgh whilst seeking to address the associated environmental and health impacts.
- 4.9 The consultation and engagement programme carried out in parallel with that for Choices for City Plan 2030 resulted in some 1,800 representations for the CMP. In terms of on the ground consultation, there were 20 events held with a mix of public, stakeholder and key agency participants. These events included stakeholder workshops, awareness raising at public venues such as shopping centres and

transport hubs, drop in events at public libraries and other community hubs and seminars, in all attracting some 410 attendees.

- 4.10 Of the consultation responses, 19 were from key agencies, 138 from other stakeholders and 1,355 from members of the public.
- 4.11 The draft Plan set out over 50 policy measures to address the challenges outlined above. The measures were grouped under four themes: Enhancing Public Transport; People Friendly Streets; Planning New Developments; and Managing Demand. While there was an opportunity for respondents to comment on all elements of the Plan, the main focus of the consultation was on the new and emerging policy measures. The full range of the consultation responses is given in Appendix 1 of this report.
- 4.12 The Draft Plan consultation demonstrated positive support levels across all of the proposals, with the majority of proposals supported overwhelmingly. The nature of the more detailed feedback tended, however, to focus on practical, behavioural or operational issues associated the proposals that would need to be considered and overcome to take forward the specific proposals. For example, whilst there was unanimous support for coordinating public transport in the city, the most frequently cited feedback relating to this was the desire for quicker public transport journey times. Therefore whilst there is clear support for the range of proposals, Appendix 1 helps to identify the issues that require to be mitigated going forward into implementation, as well as opportunities to maximise the impact of the proposals.
- 4.13 The key messages, with levels of support or otherwise are:

Enhancing Public Transport:

- 4.13.1 1,190 respondents (83%) support the co-ordination of bus, tram and bike hire operations, 96 (7%) are opposed.
- 4.13.2 923 respondents (65%) support expanding the tram network, 316 (22%) are opposed.
- 4.13.3 999 respondents (71%) support the introduction of shared transport options, 143 (10%) are opposed.
- 4.13.4 The three Enhancing Public Transport issues most frequently raised were:
- 4.13.4.1 Concern about costs and benefits of tram expansion: 55 responses (4%).
- 4.13.4.2 Utilise the south suburban railway line: 53 responses (4%); and
- 4.13.4.3 Transition to cleaner, electric buses: 48 responses (4%).

People Friendly Streets:

- 4.13.5 1,071 respondents (76%) support segregated cycling routes on arterial roads, 217 (15%) are opposed.

- 4.13.6 1,130 respondents (79%) support a network of electric vehicle charging points, 114 (8%) are opposed.
- 4.13.7 1,040 respondents (74%) support minimising freight vehicle trips, 148 (9%) are opposed.
- 4.13.8 1,083 respondents (76%) support development of a city operations centre, 110 (8%) are opposed.
- 4.13.9 The three People Friendly Streets issues most frequently raised were:
 - 4.13.9.1 Enforce/regulate cyclist behaviour: 43 responses (3%).
 - 4.13.9.2 Electric vehicles (cars) not addressing car use/congestion: 40 responses (3%).
 - 4.13.9.3 Wider pavements should be the default: 38 responses (3%).

Planning New Developments:

- 4.13.10 1,102 respondents (78%) support introduction of transport hubs in new developments, 116 (8%) are opposed.
- 4.13.11 989 respondents (70%) support controlling parking in new developments, 253 (18%) are opposed.
- 4.13.12 1,065 respondents (76%) support requiring travel plans that include targets, 194 (14%) are opposed.
- 4.13.13 The three Planning New Developments issues most frequently raised were:
 - 4.13.13.1 Manage levels of parking, especially in new developments: 38 responses (3%).
 - 4.13.13.2 Include services and amenities in new developments: 30 responses (2%).
 - 4.13.13.3 New developments should provide walking, cycling and public transport links: 22 responses (2%).

Managing Demand:

- 4.13.14 1,021 respondents (72%) support reducing levels of on-street parking, 262 (19%) are opposed.
- 4.13.15 789 respondents (56%) support exploring road user charging, 452 (32% opposed).
- 4.13.16 The three Managing Demand issues most frequently raised were:
 - 4.13.16.1 Retain disabled parking for those with mobility issues: 33 responses (2%).
 - 4.13.16.2 Already pay a number of costs so should not have additional charging (road user charging): 31 responses (2%).

4.13.16.3 Public transport must be improved before implementing a road user charge: 29 responses (2%).

Vision for 2022:

4.13.17 934 respondents (70%) supported the vision for 2022, 249 (19%) were opposed.

4.13.18 The three 2022 issues most frequently raised were:

4.13.18.1 Need more ambition for 2022: 23 responses (2%).

4.13.18.2 Improve road surfacing first: 15 responses (1%).

4.13.18.3 Increase walking and cycling infrastructure post Covid: 12 responses (1%).

Vision for 2025:

4.13.19 876 respondents (66%) supported the vision for 2025, 303 (23%) were opposed.

4.13.20 The three 2025 issues most frequently raised were:

4.13.20.1 Bring forward overall vision for 2025: 38 responses (3%).

4.13.20.2 Bring forward delivery of 'Put in place a plan to reallocate road space on all arterial routes to public transport, cycling and walking': 19 responses (1%).

4.13.20.3 Support: Put in place a plan to reallocate road space on all arterial routes to public transport, cycling and walking: 15 responses (1%).

Vision for 2030:

4.13.21 890 respondents (67%) supported the vision for 2030, 275 (21%) were opposed.

4.13.22 The three 2030 issues most frequently raised were:

4.13.22.1 Prioritise pedestrians: 42 responses (3%)

4.13.22.2 Bring forward delivery of 'Seamless ticketing to allow passengers to move between different forms of transport': 39 responses (3%).

4.13.22.3 How will the vision be funded: 33 responses (2%).

Impacts on protected characteristic groups:

4.13.23 While a full Integrated Impact Assessment was undertaken the consultation survey asked respondents for views on potential impacts of the Plan's strategic priorities of the nine protected characteristic groups defined in the Equality Act 2010. The three issues most frequently raised by respondents were:

4.13.23.1 Inability to walk or cycle/not-inclusive modes of travel: 62 responses (5%).

4.13.23.2 Disabled access requirements into the city centre: 45 responses (3%).

4.13.23.3 Car dependent people with disabilities: 32 responses (2%).

4.13.24 Impacts on protected characteristic groups were also identified through an Integrated Impact Assessment (IIA) which was undertaken to ensure that policy measures take account of equality, Human Rights and Socioeconomic disadvantage. While the IIA identified many potential positive impacts of the Plan's policy measures, negative impacts identified were consistent with the feedback received through the consultation survey. Key negative impacts identified included:

4.13.24.1 Extension of parking controls might disproportionately affect older people, those with mobility difficulties and carers reliant on cars

4.13.24.2 Introduction of charging schemes such as workplace parking levy, road user charging and low emission zone might impact those vulnerable to falling into poverty

4.13.24.3 Reductions in parking capacity and introduction of a workplace parking levy might impact those reliant on cars, including older people, people with mobility issues, carers and those who need a car to do their job.

4.13.24.4 Impacts of conflict in shared use space for people with sensory disabilities

4.13.25 As well as the specific policy proposals and timescales reported above, the consultation also generated a range of additional feedback relating to other Draft Plan policies. By way of examples, the three most frequently cited feedback points were:

4.13.25.1 Re-open the South Suburban Line for rail travel: 66 responses (5%)

4.13.25.2 Cleaner, electric buses: 48 responses (4%)

4.13.25.3 Affordable public transport: 46 responses (3%).

4.14 The Integrated Impact Assessment detailing the potential impacts on protected characteristic groups forms Appendix 3 of this report. Measures to mitigate against potential impacts of policies will be identified and implemented through specific impact assessments for each policy.

5. Next Steps

- 5.1 Following analysis and consideration of the feedback submitted on the proposals and policies set out in the CMP – Draft for Consultation, a finalised CMP will be brought to Committee early next year.
- 5.2 The finalised CMP will further be informed by:
 - 5.2.1 a survey of travel behaviour across the city (using the same methodology as that used by the Edinburgh People Survey) that will help define modal share baselines and targets;
 - 5.2.2 Phase Two of the Edinburgh Sustainable Transport Study (which will provide greater analysis of the main transport corridors of the city), and
 - 5.2.3 assessment of the impacts of Covid-19 on travel needs and behaviour.
- 5.3 The final document will also include for a monitoring and evaluation framework and associated indicators and targets, including travel mode targets. These are currently being developed for the Council by Stantec based on best-practice approaches used by Transport for Greater Manchester and in Malmo, Sweden.
- 5.4 The monitoring framework being developed will align with the approved ECCT Strategy, forthcoming City Plan 2030 and LEZ proposals to ensure an integrated approach, and to continue the close alignment of these mutually supportive projects.
- 5.5 A supporting Delivery Plan that will package and phase the implementation of actions and policy measures will be developed to support the submission of the finalised Plan. Thereafter, when there is greater clarity on the emerging findings from the broader range of national, regional and city strategies and plans that will have a bearing on mobility, the finalised CMP and associated Delivery Plan will be amended as required to encompass such findings. The finalised Plan and supporting Delivery Plan will continue to be reviewed every three years thereafter, to ensure it responds to the changing legislative landscape and economic conditions.
- 5.6 By continuing to engage with Transport Scotland through the Edinburgh and South East Scotland City Region Deal's Transport Appraisal Board (the Board through which Transport Scotland engages directly with the City Region Deal projects), and as a key partner in developing the South East Scotland Region Growth Framework South, the Council will be kept fully informed of emerging developments in the national and regional context. Funding bids have been made to the European Regional Development Fund (ERDF) and Sustrans to improve the collection and analysis of data for the purpose of strategy development and operational management.

6. Financial impact

- 6.1 There are no direct financial implications arising from this report but the final Plan and associated delivery plan could have significant financial implications. The next

stages of the Plan's development will include the preparation of costings and development of a funding strategy.

- 6.2 A 'Places for Everyone' funding bid for £70,000 from Sustrans covered the cost of developing a travel behaviour survey.

7. Stakeholder/Community Impact

- 7.1 Throughout the development of the CMP, as reported previously to Committee, a Strategic Environmental Assessment (SEA) and Integrated Impact Assessment (IIA) have been undertaken, both of which informed the refinement and revision of the Plan to its consultative stage.
- 7.2 For the SEA, cumulative impacts were considered including the impacts of a combination of policy proposals and impacts of CMP alongside other plans and policies, including the adopted Edinburgh City Centre Transformation Strategy (ECCT) and the forthcoming City Plan 2030.
- 7.3 Through the SEA process a draft Environmental Report was produced which identified, described and evaluated likely significant effects on the environment of implementing the proposed CMP, and was consulted on through the SEA Consultation Authorities and was also subject to public consultation. Scottish Natural Heritage, SEPA and Historic Environment Scotland submitted formal responses. There were no additional comments related to the draft Environmental Report submitted by members of the public.
- 7.4 As a result of the responses received from the Consultation Authorities set out in Appendix 2, a number of changes to the narrative and points of clarification have been made to the Revised Environmental Report. However, there are no new, removed, or significantly altered interventions.
- 7.5 The SEA concludes that the Plan will have a predominantly positive impact on the SEA topics with key benefits identified for air quality, population and human health due to reduced levels of car use, enhanced public transport and increased levels of active modes of transport.
- 7.6 SEA responses welcomed the positive impacts of alignment of the Plan with land use planning, spatial planning and other strategies including City Plan 2030, ECCT and the low emission zone. The SEA further concluded that without the Plan the negative impacts of transport on the environment and human health would increase.
- 7.7 Areas of concern raised by the SEA include the impacts on air quality from traffic displacement resulting from policies such as LEZ and increased risk of flooding and pollution resulting from new infrastructure such as construction of new park and ride facilities.
- 7.8 The Integrated Impact Assessment (IIA) ensures policy measures take account of equality, Human Rights and Socioeconomic disadvantage. The IIA also incorporates environmental effects from the SEA.

- 7.9 The IIA was informed by primary and secondary sources including events, surveys and market research associated with the ‘Connecting our City, Transforming our Places’ engagement process, various meetings with the Edinburgh Access Panel and an equalities workshop.
- 7.10 The IIA is set out in Appendix 3 and will be updated for the finalised plan.

8. Background reading/external references

- 8.1 [Sustainability Approach](#), report to Corporate Policy and Strategy Committee, 14 May 2019.
- 8.2 [National Transport Strategy 2](#) published by Transport Scotland, 5 February 2020.
- 8.3 [Edinburgh and South East Scotland Regional Growth Framework](#), report to Edinburgh and South East Scotland City Region Deal Joint Committee, 3 September 2019.
- 8.4 [Strategic Transport Projects Review](#), published by Transport Scotland in 2008.
- 8.5 [City Mobility Plan - Draft for Consultation](#), report to Transport and Environment Committee, 16 January 2020.

9. Appendices

- 9.1 Appendix 1 - City Mobility Plan – Consultation Responses.
- 9.2 Appendix 2 – SEA – Responses from consultation authorities
- 9.3 Appendix 3 – Integrated Impact Assessment

Appendix 1 – Consultation Summary Report

Background

The draft City Mobility Plan contains 51 proposed policy measures within the themes of:

- Enhancing Public Transport
- People Friendly Streets
- Planning New Developments
- Managing Demand

Many of the proposed policies have been consulted on, and received support, through previous engagement processes undertaken in conjunction with the Edinburgh City Centre Transformation project and the Low Emission Zone for Edinburgh. 13 of the proposed policies, however, have not been subject to engagement – these policies, along with visions for how mobility will look in Edinburgh in 2022, 2025 and 2030, formed the basis of the engagement on the City Mobility Plan.

This appendix details support levels for each of the new policy proposals and the vision for the future of mobility in the city as identified through consultation. The appendix also sets out feedback that was consistently raised through the consultation process, specifically topic areas that were cited through 10 or more representations (five for proposals that received fewer representations).

Positive support levels were received across all proposals with the majority of proposals supported overwhelmingly. The nature of the feedback consistently raised tended, however, to focus on practical, behavioural or operational issues associated with the proposals that would need to be considered and overcome to effectively take forward the specific proposals. Therefore whilst there is clear support for the range of proposals, this appendix helps to identify the regularly cited issues to be mitigated going forward into implementation, as well as opportunities to maximise the impact of the proposals.

The appendix is structured as follows:

- Breakdown of responses to the consultation.
- Overall support levels for the 13 new policies.
- Support levels, feedback topics most commonly cited, and example comments to illustrate the nature of the feedback for a given topic across each of the 13 new policy proposals.
- Feedback on existing policy measures.
- Support levels, feedback topics most commonly cited, and example comments for the visions for 2022, 2025, 2030.
- Feedback on equalities measures.
- Feedback cited most frequently across all proposals.
- Feedback consistently cited strongly through the Draft Plan consultation and the engagement prospectus ‘Connecting our City, Transforming our Places’.

Breakdown of representations made to the City Mobility Plan consultation

Number of responses to online survey:	1333
Attendees at workshops:	172
Attendees at stakeholders meetings:	64
Number of people at drop in events:	174
Number of written responses:	58
Total number of representations	1801

Number of stakeholders that responded:

157

All stakeholders



Consultation responses - overall support levels for new policy proposals

Support levels (combination of those selecting 'Strongly support' and 'Support' for each proposal)

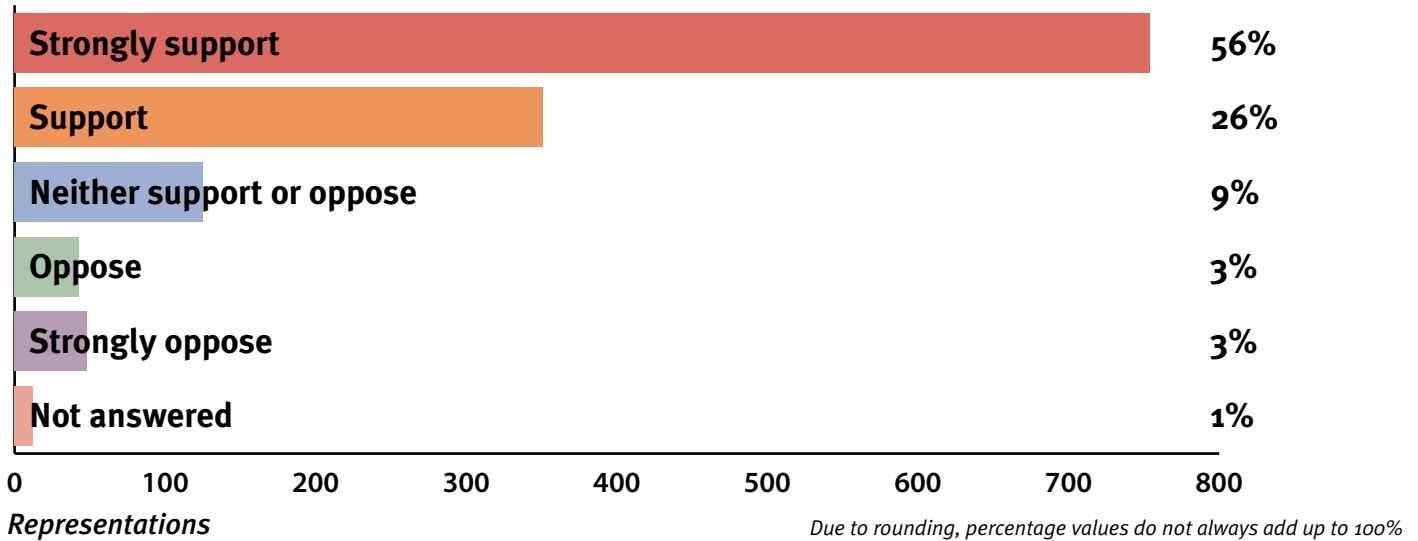
Enhancing Public Transport	82%	Co-ordinate bus, tram and bike hire operations to better serve the city and wider region.
	65%	Expand the tram network in the city and potentially into the wider region in order to carry high volumes of people in a clean and efficient way.
	89%	Introduce smart contactless payment options across all public transport and operators.
	69%	Introduce shared transport options to complement timetabled public transport.
People Friendly Streets	75%	Create direct, segregated cycling routes along main arterial roads to provide for safe and quick journeys by bicycle.
	78%	To support the transition to cleaner vehicles, develop a comprehensive network of electric vehicle charging points.
	74%	Minimise the number of freight vehicle trips by developing distribution centres and click-and-collect hubs across the city.
	75%	Develop a city operations centre to monitor and control travel, transport and road works across the city.
Planning New Developments	79%	Introduce transport hubs in major new developments to accommodate public and shared transport, and to enable co-ordinated deliveries and click-and-collect hubs.
	70%	Control the level of parking in and around new developments and include requirements for car club, electric vehicles and bike hire provision.
	76%	To change travel behaviours, require travel plans for major new developments, workplaces and schools that include targets for walking, cycling and public transport use.
Managing Demand	70%	To create space for public transport, walking and cycling, reduce the level of on-street parking in areas well-served by public transport whilst enabling parking for residents and people with mobility difficulties.
	53%	Explore the introduction of road user charging within the city to reduce the number of vehicles.

Enhancing Public Transport

support level
82%



Co-ordinate bus, tram and bike hire operations to better serve the city and wider region



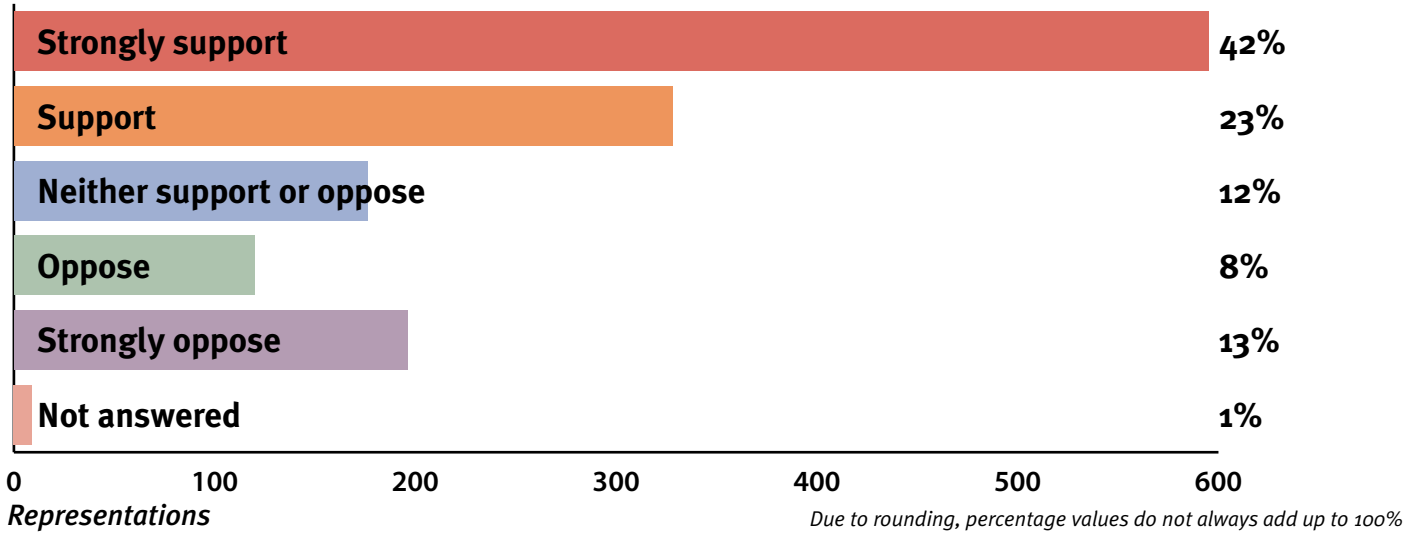
Detailed feedback	
10 or more comments	What you said
22 Quicker public transport	<i>At present public transport is too slow compared to using my car to commute or move across the city to visit family, do hobbies.</i>
18 Public transport is not always a viable option	<i>Not everyone is able to use public transport for a variety of reasons. Care needs to be taken not to exclude people from the City through removal of choice.</i>
16 Car travel suits families	<i>If you work full time and have caring responsibilities it is not feasible to travel by public transport - my bus journey is 1h15m (over double time taken by car) and is less flexible.</i>
11 Include rail within co-ordination	<i>Trains must be included within the co-ordination.</i>
11 Integrated travel	<i>Integration between modes of transport is essential and fully supported.</i>

Enhancing Public Transport

support level
65%



Expand the tram network in the city and potentially into the wider region in order to carry high volumes of people in a clean and efficient way



Detailed feedback		
10 or more comments	Topic area	What you said
64	Cost benefit concerns	<i>Phase one of the trams went massively over budget. Have lessons been learned.</i>
40	Good bus system already in place	<i>Our bus services are fantastic and already go to the same areas and further than the trams.</i>
34	Impact of works	<i>Tram works cause disruption and affect businesses, residents and those with extra access needs.</i>
32	Don't support extending tram	<i>Trams are only useful for a very small percentage of the population.</i>
30	Direct investment to other sustainable modes	<i>The money would be better spent on cycling & greener buses.</i>
26	Low emission buses better	<i>Trams are too fixed and costly. What is wrong with electric or hydrogen buses.</i>
17	Impact on other modes	<i>I generally support tram extension as an environmentally-friendly form of transport but not if it restricts options for walking and cycling and increases risk to those on foot and bike.</i>
16	Support extending tram	<i>Extensive tramway network with quick frequency to be a backbone of the future transport system.</i>
14	Needs to be city wide network	<i>Tram extension should form a network rather than just a line.</i>
11	Don't support north-south extension	<i>Not convinced the north/south tram line is needed.</i>
10	Direct investment elsewhere	<i>The cost of such an extension would be better redirected to a range of other objectives.</i>

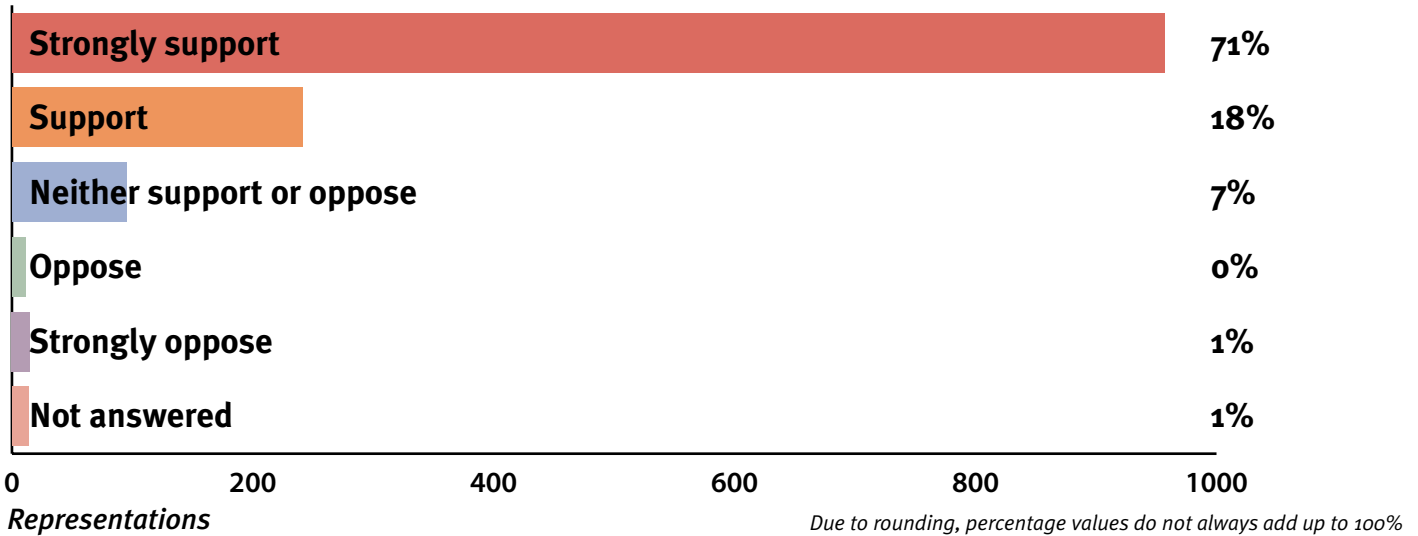


Enhancing Public Transport

support level
89%



Introduce smart contactless payment options across all public transport and operators



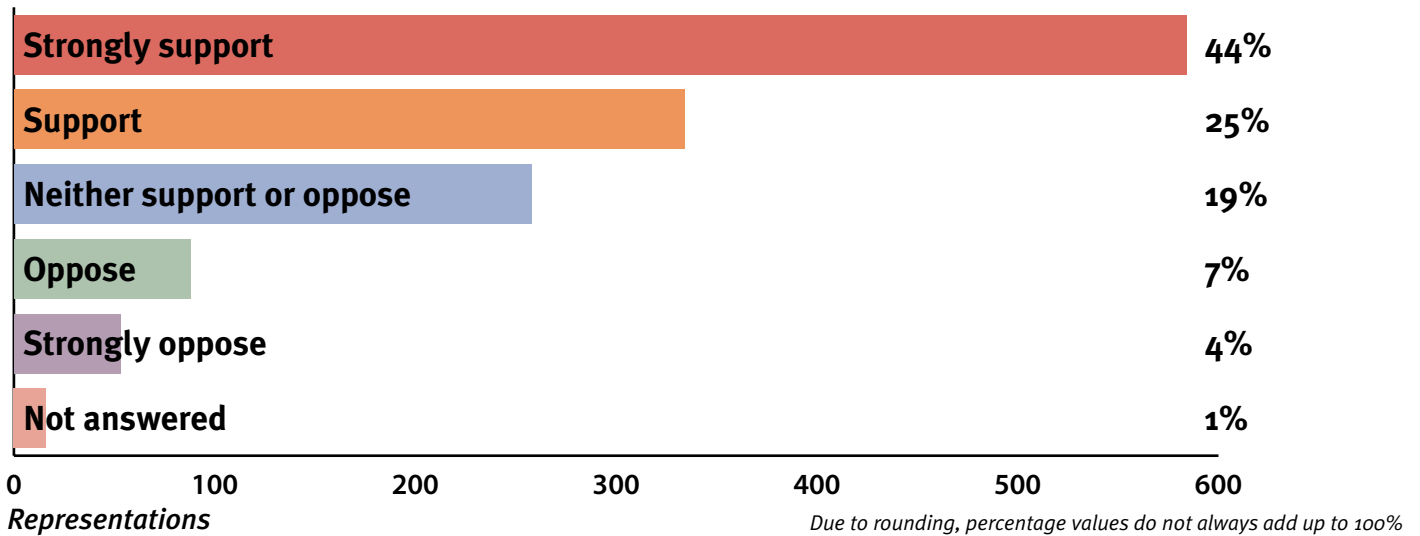
Detailed feedback		
10 or more comments	Topic area	What you said
46	Affordable public transport	<i>Public transport needs to be cheaper.</i>
28	Ticketing across all modes	<i>Unified, seamless ticketing across the system for all modes of transport will go a long way to making public transport more attractive and user friendly.</i>
25	Free public transport	<i>Making public transport free would reduce congestion dramatically and encourage many more people to stop using, or reduce their car usage.</i>
16	Child ticketing	<i>We would propose the introduction of free public transport for all children under 16, as an economy for families, a means of eliminating the school run, a way of reducing car use and a means of accustoming children to public transport.</i>
14	Cash payments	<i>Smart contactless systems could be integrated, but they are not a solution for everyone, so a legacy system should be maintained.</i>
12	Timed ticketing	<i>A single ticket allowing unlimited changes within an hour which would speed up journeys and allow the number of bus routes (and large part-empty buses) to be reduced.</i>
11	Bus ticketing across all providers	<i>Seamless ticketing needs to work across all bus firms operating in the city, including allowing multi-journey discounts, to be effective.</i>
11	Easier payment	<i>Ensure that buying multi-modal tickets is a simple process. Make it easy and people will use it. Ensure there are numerous, easy ways to make a purchase.</i>

Enhancing Public Transport

support level
69%



Introduce shared transport options to complement timetabled public transport



Detailed feedback

5
or more
comments

Topic area

What you said

13

Electric car club vehicles

Car clubs could be integrated with a roll out of electric vehicle charging points.

11

Car club/sharing support

Increased car sharing should be encouraged by whatever means possible.

8

Broader range of car club vehicles

Providing a range of car club vehicles will be beneficial e.g. vans.

7

Bike hire is not inclusive

Not accessible to the poorest residents - requires a credit card and mobile phone.

6

More bike hire locations

Adequate availability required for all who intend to use it.

6

Bike hire e-bikes for hills

Hilly city like edinburgh needs electric bike hire options.

6

Bike hire is expensive

Bike hire has to be more affordable.

5

Benefits of bike hire

Bike share can improve mobility choices for people who cannot afford to buy or maintain a bike.

5

Bike hire is inclusive

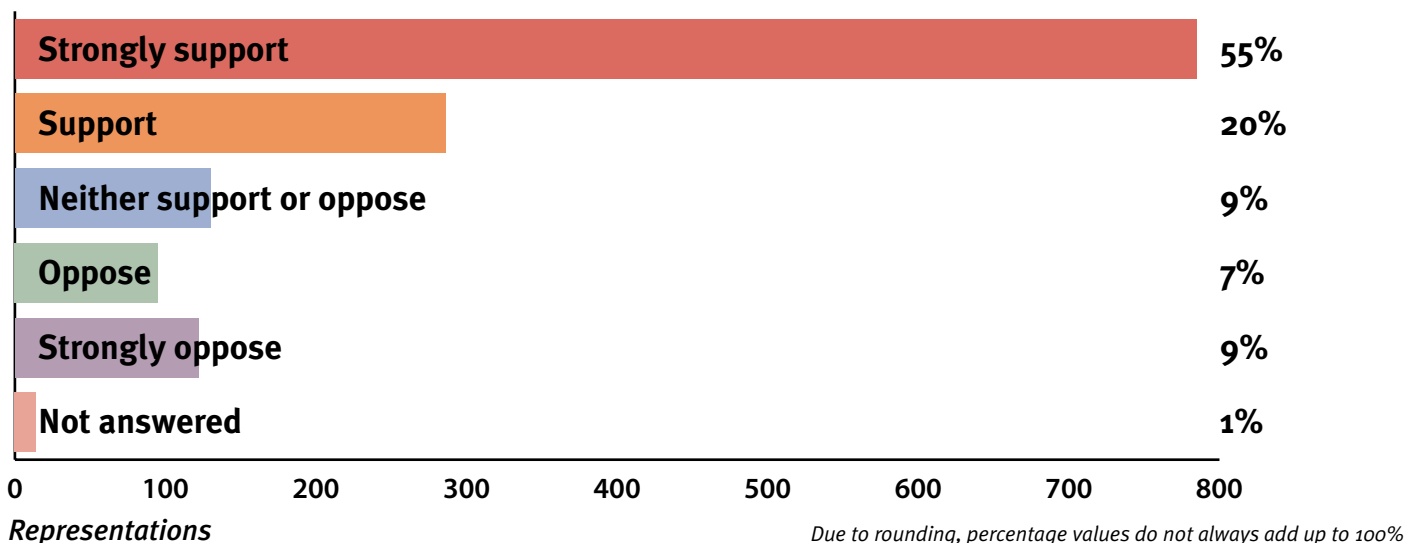
Shared e-bikes can open up new opportunities to some elderly and some disabled people.

People Friendly Streets



Create direct, segregated cycling routes along main arterial roads to provide for safe and quick journeys by bicycle

support level
75%



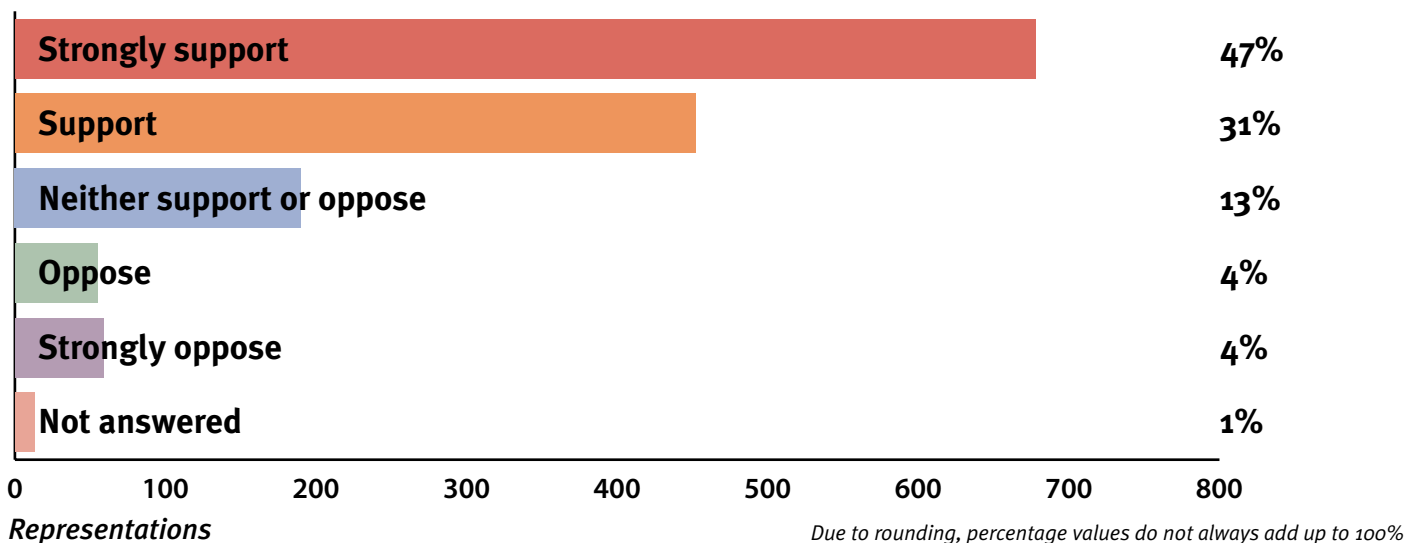
Detailed feedback	
10 or more comments	What you said
28 Improved safety	<i>We need to provide safe car free cycling routes.</i>
27 Road widths/capacity	<i>Compromised by width of Edinburgh's roads.</i>
26 Pedestrian impacts	<i>Must not compromise footway space/pedestrians.</i>
24 Parking on routes	<i>Must be kept free of parked vehicles.</i>
17 Caters for the few	<i>Huge emphasis on cycling yet it only serves a minority.</i>
17 Bus impacts	<i>Should not disadvantage bus journey times/users.</i>
16 Weather	<i>We do not have the climate for people walking and cycling around.</i>
16 Hills	<i>Recognise the terrain is too hilly for many people to cycle.</i>
13 Alternative routes	<i>Site away from arterial routes/motorised traffic for safety.</i>
12 Network of routes	<i>Need links and integration with wider city network.</i>
10 Mode priorities needed	<i>Priorities needed as all users cannot be accommodated.</i>
10 Junction priorities	<i>Design road junctions to give pedestrians and cyclists priority over vehicles.</i>
10 Use when provided	<i>Cyclists must use the expensive cycleways provided.</i>

People Friendly Streets



To support the transition to cleaner vehicles, develop a comprehensive network of electric vehicle charging points

support level
78%



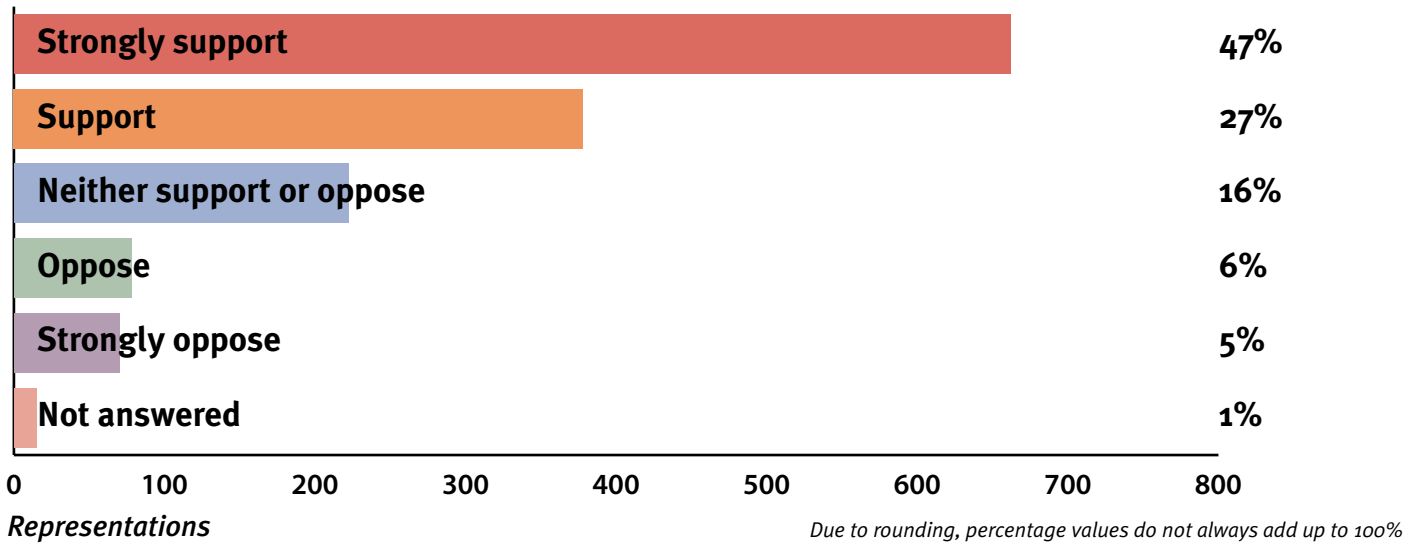
Detailed feedback		
10 or more comments	What you said	
40	Electric cars do not address car use	Electric vehicles pose many of the same problems as conventional cars.
32	Uses pedestrian/cycle space	EV charging points must not be on pavements or in cycle lanes.
29	Electric vehicle footprint	Whilst I support electric vehicles they must not be thought of as pollution free.
18	High density areas	How to charge inner city high density areas?
15	Reduce car use	Need to reduce the number of vehicles regardless of how they are powered.
15	Other particulate pollution	Electric cars release harmful particulates from brakes and tyres.
15	Cars	We also need more charge points for private vehicles.
13	Hydrogen/tech. change	Technology risk: technology could improve/hydrogen may take over.
13	Prioritise walking, cycling & public transport	Prioritise public and active transport over electric vehicles.
12	Expense	Many people cannot afford electric cars.
11	Electric bikes	Provision for e-bike charging.
11	Incentives	Need to do more to incentivise take up of electric vehicles.

People Friendly Streets

support level
74%



Minimise the number of freight vehicle trips by developing distribution centres and click-and-collect hubs across the city



Detailed feedback

10

or more comments

Topic area

What you said

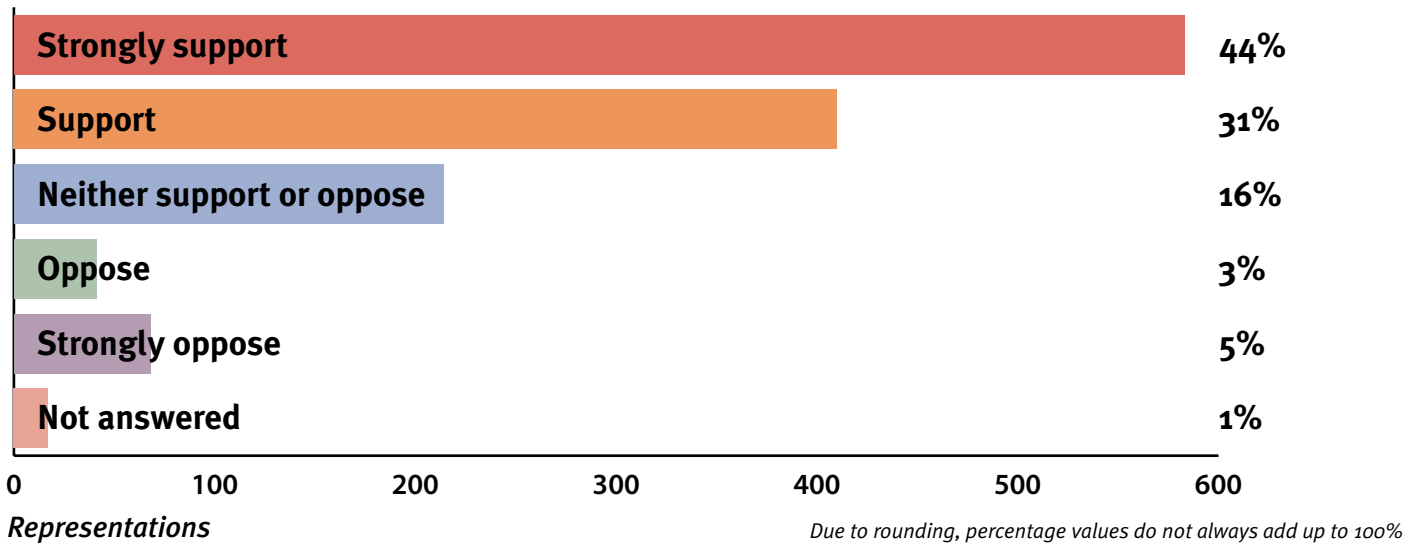
15	Bike deliveries	“ First and last mile using shared transport such as cargo bikes.
16	Restrict delivery times	Time management of deliveries would help.
15	Elderly/mobility impaired (hubs)	Impact on old, ill or people with disabilities of uplifting from hubs.
13	What is the Council's role?	How can the Council affect this?
12	Create car trips (hubs)	People may drive to collection hubs: local congestion.
11	Heavy/large items (hubs)	Many deliveries are of large, heavy or awkward packages. ”

People Friendly Streets

support level
75%



Develop a city operations centre to monitor and control travel, transport and road works across the city



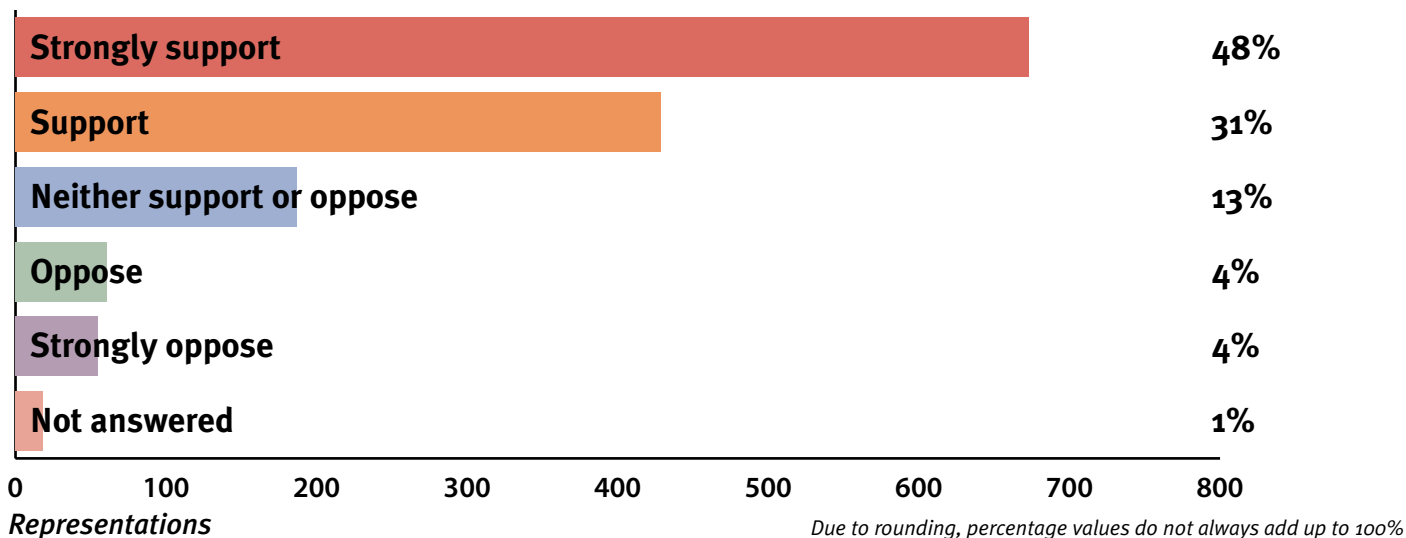
Detailed feedback		
5 or more comments		
Topic area	What you said	
21 Co-ordinate roadworks	<p><i>Incomplete and random roadworks are the cause of much traffic congestion; it would be good to have them planned and coordinated.</i></p>	
12 Control of utility companies	<p><i>Getting the various utilities to coordinate work and for the council to be much stricter in insisting roadway reinstatement be carried out to a good standard.</i></p>	
6 Analyse the movement of people	<p><i>Better use of data to monitor demand for public transport and where are people driving to.</i></p>	
5 Cost of city operations centre	<p><i>City operations centres are expensive.</i></p>	

Planning New Developments

support level
79%



Introduce transport hubs in major new developments to accommodate public and shared transport, and to enable co-ordinated deliveries and click-and-collect hubs



Detailed feedback

5
or more
comments

Topic area

What you said

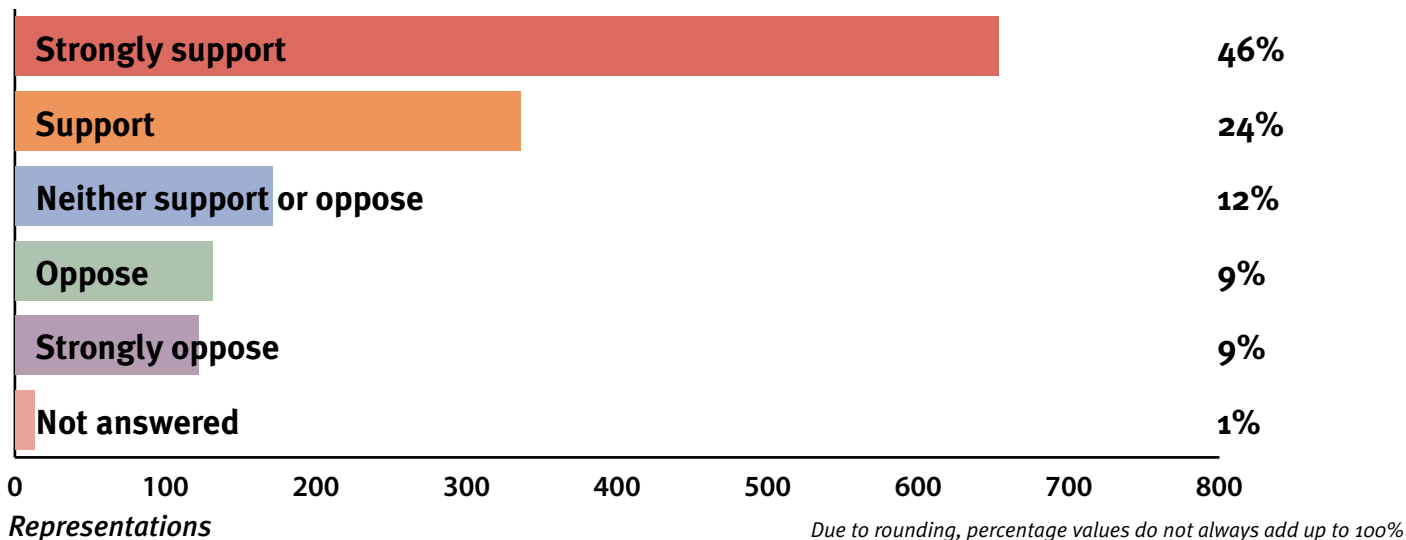
8	Support mobility hubs	<i>I think these should be a matter of course for new developments.</i>
6	Don't support	<i>I don't support mobility hubs.</i>
6	Incorporate range of services	<i>Should have ancillary and community services (eg click and collect, cafes, cultural, community facilities) to incentivise use.</i>
5	Public transport/active travel priority	<i>Hubs should provide travel choice and prioritise public transport and active travel.</i>

Planning New Developments

support level
70%

P

Control the level of parking in and around new developments and include requirements for car club, electric vehicles and bike hire provision



Detailed feedback

10
or more comments

Topic area

What you said

33

Support controlling parking in new developments



Either allow no parking or at least limit the number of parking spaces allowed in new developments.

18

Parking displacement

Controlling levels of parking could lead to displacement of parking to other areas.

16

Cycle parking

New developments should include secure cycling parking.

14

Ensure alternatives to the car are available

No point banning cars or car parking if public transport is not in place.

13

Electric vehicle charging

All new housing should have electric vehicle charge points.

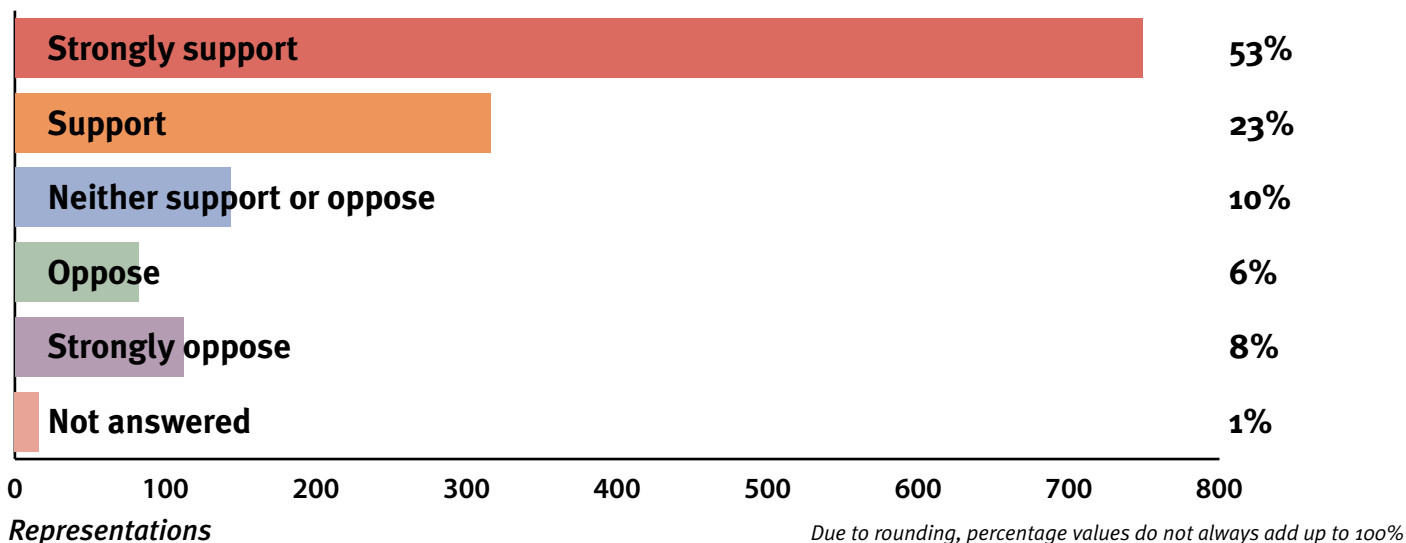


Planning New Developments

support level
76%



To change travel behaviours, require travel plans for major new developments, workplaces and schools that include targets for walking, cycling and public transport use



Detailed feedback

10 or more comments

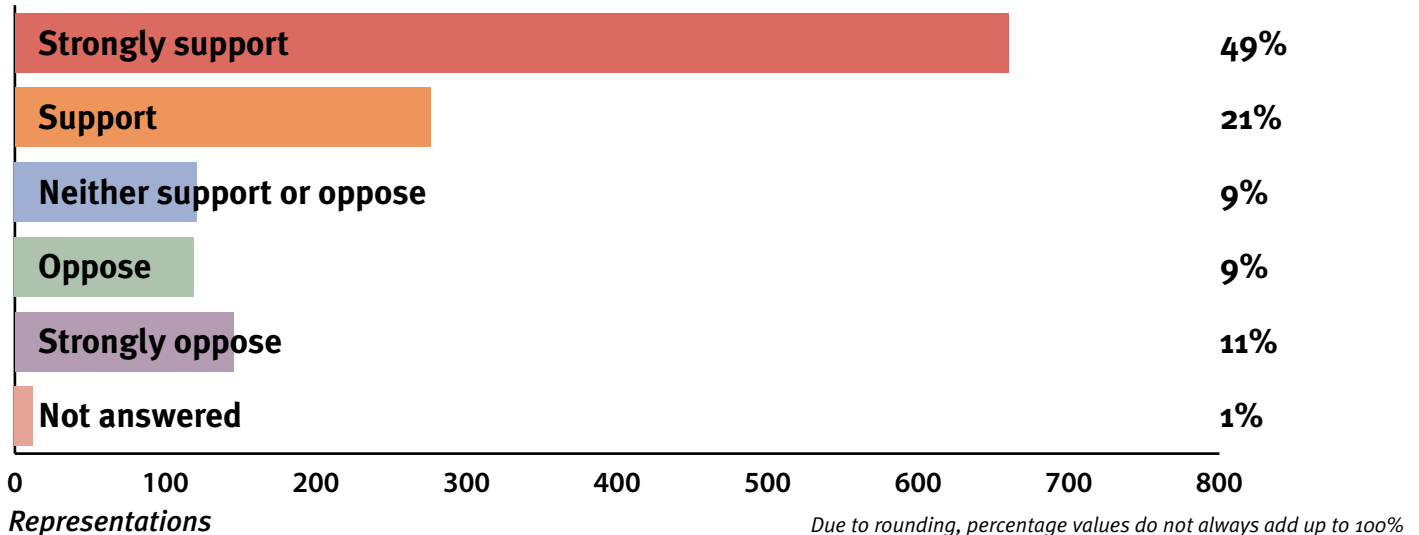
Topic area	What you said
18 Need infrastructure to enable	<i>Targets are fine - but the infrastructure must be in place first!</i>
16 Implementation and enforcement	<i>How are the travel plans going to be enforced?</i>
13 Should be policy for all new development	<i>Travel plans should be embedded in policy and required for every new development.</i>

Managing Demand



To create space for public transport, walking and cycling, reduce the level of on-street parking in areas well-served by public transport whilst enabling parking for residents and people with mobility difficulties

support level
70%



Detailed feedback		
10 or more comments	Topic area	What you said
40	Disabled parking	<i>While it would be desirable to reduce the number of on-street parking spaces this should not be at the expense of residents especially those with mobility difficulties.</i>
17	Reduce residents parking	<i>The present default that it is 'a right' for every resident to have a car parked outside their residence needs to be completely changed.</i>
16	Align with improved public transport	<i>This cannot be considered in isolation. In reducing access/parking for vehicles, there needs to be a significant improvement in the reliability, availability, accessibility and integration of public transport options.</i>
16	Pregnancy parking	<i>Pregnancy and maternity should have easier parking options, similar to disabled car parking.</i>
13	Church parking	<i>Restricting travel options to places of worship, especially for older people who may need to travel by car, discriminates against the practice of religious belief.</i>
13	Reallocate for active travel	<i>On street parking is a massive waste of space and extremely inefficient. Replace with wider pavements and/or protected cycle lanes.</i>
13	Stronger enforcement	<i>There is a need for stronger enforcement of illegal parking.</i>
11	Reallocate for car clubs/shared transport	<i>There should be no divine right for residents to have parking spaces: provide city cars instead.</i>
10	Businesses require access and deliveries	<i>In restricting parking, you do also need to take account of access to deliveries particularly to businesses.</i>
10	Penalises car use	<i>People still need to bring cars into the city for all variety of reasons, making it more and more difficult to park will not help.</i>
10	Support	<i>Reducing on street parking seems like a very simple and effective way to manage non-essential vehicle use</i>

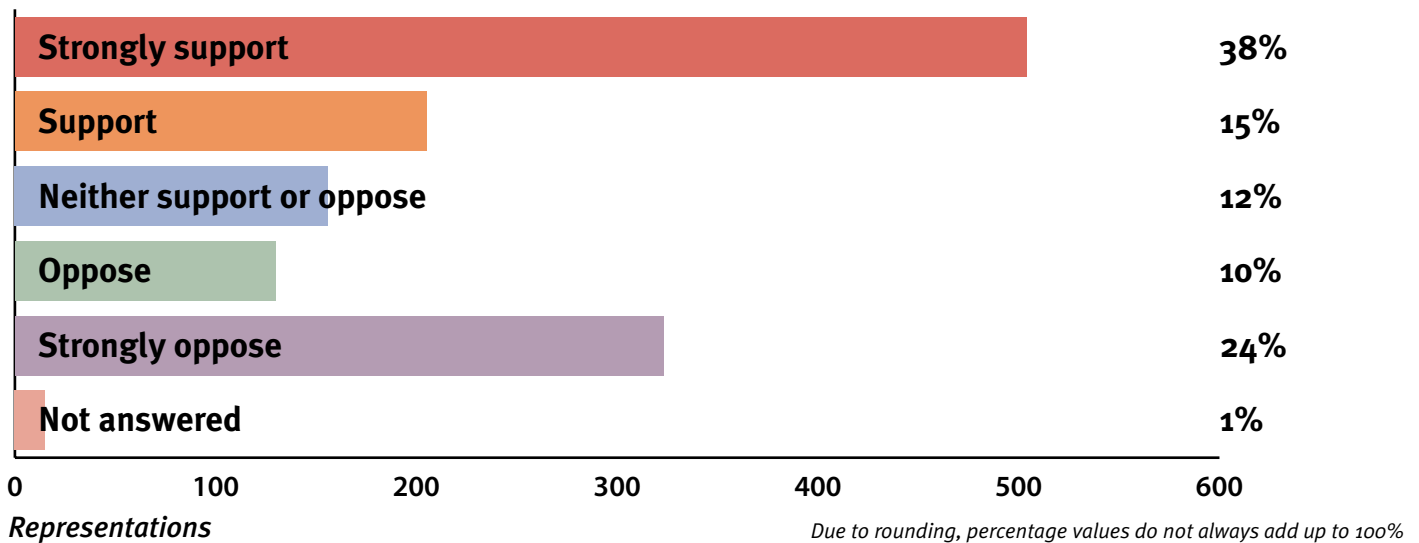


Managing Demand

support level
53%



Explore the introduction of road user charging within the city to reduce the number of vehicles.



Detailed feedback	
10 or more comments	What you said
31 Drivers already pay enough	Not supportive of additional costs, ie congestion charge.
29 Improve public transport first	I oppose the introduction of road user charging within the city without a reliable inclusive public transport system being in place.
28 Impact on those who cannot afford a charge	Road user charging, whilst attractive in principle, has an adverse effect on the less affluent members of society.
23 Previously voted against	Road charging was defeated in a referendum. This should be off the agenda.
18 Support	Strongly support explore the introduction of road user charging within the city to reduce the number of vehicles.
15 Make Edinburgh residents exempt	Edinburgh residents should be exempt from any road user charging within the city, aim to reduce the number of vehicles commuting.
14 Exemptions for disabled people	Road user charging would have to consider possible exemptions or reductions for people who find public transport very difficult due to disability.

Existing policy measures

Enhancing Public Transport

Feedback on other Enhancing Public Transport policy measures not explicitly explored through the consultation

Detailed
feedback

10
or more
comments

Topic area

What you said

	Topic area	What you said
66	South Suburban line for rail travel	Re-open the South Suburban line and create a high frequency network of rail services.
48	Cleaner, electric buses	Transition to electric buses.
32	Wheelchair and buggy space on buses	Buses need to ensure there is space for wheelchairs and buggies.
27	Reduce bus routes in centre	We absolutely need to reduce the amount of buses traversing the city centre.
26	Accessibility for outer city communities	Edinburgh on the whole has an excellent bus service which should be expanded on to make it even more effective particularly in outlying districts.
25	Orbital routes	The use of circular routes to link nodes would result in more transport users than just on linear routes.
23	Improve rail within Edinburgh	Recreate stations which are shut in areas with high demand and congestion such as Portobello.
22	Impact of changing transport on those with mobility issues	Stopping buses from travelling through the city centre will seriously disadvantage older people, disabled people and those with babies/small children.
21	Mass rapid transport should utilise South Suburban line	The South Suburban rail line is an under utilised asset. Introduce tram or light railway services on it, that would help keep traffic out of the city centre.
20	Changing transport will be unpopular	The strength of Edinburgh's current public transport network is the ability to travel cross city without changing.
20	Retain some through routes	Cross city public transport must not be harmed by the "not through" policy.
20	Existing railway lines	Reinstate existing rail tracks.
17	Impact of changing routes on those who are disabled or impaired	Improvements for disabled people and not just those in wheelchairs: any change of route causes panic and an unwillingness to travel for those with autism and high anxiety.
17	Need for regional rail	Trains in the wider Lothian area should be considered.
15	Link mass rapid transport to rail	Link it in to the railways (by reopening old railways).
15	Enforcement of bus lanes	There needs to be greater enforcement and sanctions for those that park on bus lanes.

12	Accessibility of transport	<i>Consider ways to make public transport as accessible to people with physical disabilities e.g. autism.</i>
12	Issues with new bus design	<i>New buses must be designed to make it easier for those in wheelchairs.</i>
11	Wheelchair and buggy space on new bus fleet	<i>You need to address the issue of people being unable to use the new buses who have babies in prams that cannot be folded.</i>
11	Evening bus services	<i>Putting on more buses at night time would make me feel safer.</i>
10	Tour buses	<i>A significant proportion of the traffic on Princes Street is tour buses, I do wonder if those could be reined in slightly!</i>
10	Bus service is already good	<i>We have an efficient enough bus service.</i>
10	Bike storage on buses	<i>Please consider adding bicycle racks on buses to allow long distance users an eco-friendly last mile and bad weather alternative.</i>
10	24/7 bus lanes	<i>Bus lanes should be prioritised 24/7.</i>



Existing policy measures

People Friendly Streets

Feedback on other People Friendly Streets policy measures not explicitly explored through the consultation

Detailed feedback

10
or more
comments

Topic area

What you said

43	Enforce/regulate cyclist behaviours	 Cyclists must be made to obey the highway code and made accountable.
38	Wider pavements	Anything that improves pavement space should help less mobile people.
37	Shared path conflict	Please keep pedestrian spaces free of cycles - "shared use" does not work.
34	Improve surfacing	Pavements need to be addressed as many are trip hazards.
32	More street greenery	Need more green space on our streets.
30	Safe cycle storage	Needs to be an increase in safe cycle storage.
29	20mph speed enforcement	Enforce the 20 mph speed limit more proactively.
28	Prevent pavement parking	Implementation and enforcement of pavement parking legislation.
27	Road surface quality	Vital to improve road surfacing and to look at possibility of using sustainable techniques, including waste plastic for potholes.
25	Reduce traffic in residential streets	Turn residential streets into places for people and tackle rat running.
23	Surface quality issues for cyclists	Cycling in town is dangerous due to the poor road surface, pot holes and substandard repairs which don't last long.
22	Business impacts: car restrictions	What effect will car restrictions have on city centre businesses?
21	Pavement clutter	Pavement clutter must be kept to a minimum.
18	More pedestrian crossings	More crossings where we need to cross busy roads.
18	Opposition to 20mph limits	20mph speed limits prohibit a flowing city and reduced emissions.
17	LEZ: new cars costly/inequality	Punishing the poorest in society who can't afford flash new cars.
16	Support removing city centre cars	Unless through car traffic is removed from city centre we'll never achieve people-friendly streets.
15	Provide good public transport to change behaviour	The only thing stopping people getting on public transport is cost and reliability and if these are improved people will use it more.
13	Cycle training	Compulsory training for all bike users.
13	Crossing timings for pedestrians	Traffic light phasing should reduce waiting times for pedestrians.
12	Extend LEZ beyond city centre	Be ambitious - a full city zone rather than just the centre of Edinburgh.
12	Pedestrianise central streets	Pedestrian areas - exclude private cars from city centre.
12	Pedestrianisation support	More pedestrian only streets.
12	Traffic displacement	Car free city centre needs careful thought - street closures simply displace issues.
10	Business impacts of the LEZ	Range of issues for businesses and businesses from affected areas.

Planning New Developments

Feedback on other Planning New Developments policy measures not explicitly explored through the consultation

Detailed feedback		
10 or more comments	Topic area	
	What you said	
31	Include services and amenities in new developments	Stop building so many houses without considering local roads and amenities, doctors, dentists, schools and shops.
22	New developments should provide walking, cycling and public transport links	New travel routes to accommodate urban areas and increased housing developments.
19	Support Park and Ride	Further Park and Ride provision is overdue.
17	Green/open space, gardens	Could incentives be available for existing developments to help residents turn under-used carparks into gardens
15	Too many bus stops	The number of stops on most bus routes could be reduced without significant impact on usability.
15	New development should incorporate public transport	No new development should be approved without a public transport plan. Ideally, public transport should be in place before construction commences so that site workers can use it. Developers should pay for public transport infrastructure.
15	Park and Ride in wider region	Park and Ride hubs and transport interchanges should work in unison with surrounding councils and form an integrated plan with the Lothians and Fife.
13	Public transport integration with East Lothian	Need to consider those living in East Lothian who lack frequent public transport services.
12	Interchange is an issue for protected characteristic groups	It is important that the means by which people transition between public transport is suited to all users.
12	Dense development	Ensure that developments are dense and include a mixture of home types and provide opportunities for multi-generational living.
12	Regional public transport integration	The Council should therefore ensure that it considers all modes of travel including the train to co-ordinate public transport to better service the city and the wider region.
10	Don't build on greenbelt	Stop building on the green belt for a start. There are plenty of brownfield sites in Edinburgh to build on.

Managing Demand

Feedback on other Managing Demand policy measures not explicitly explored through the consultation

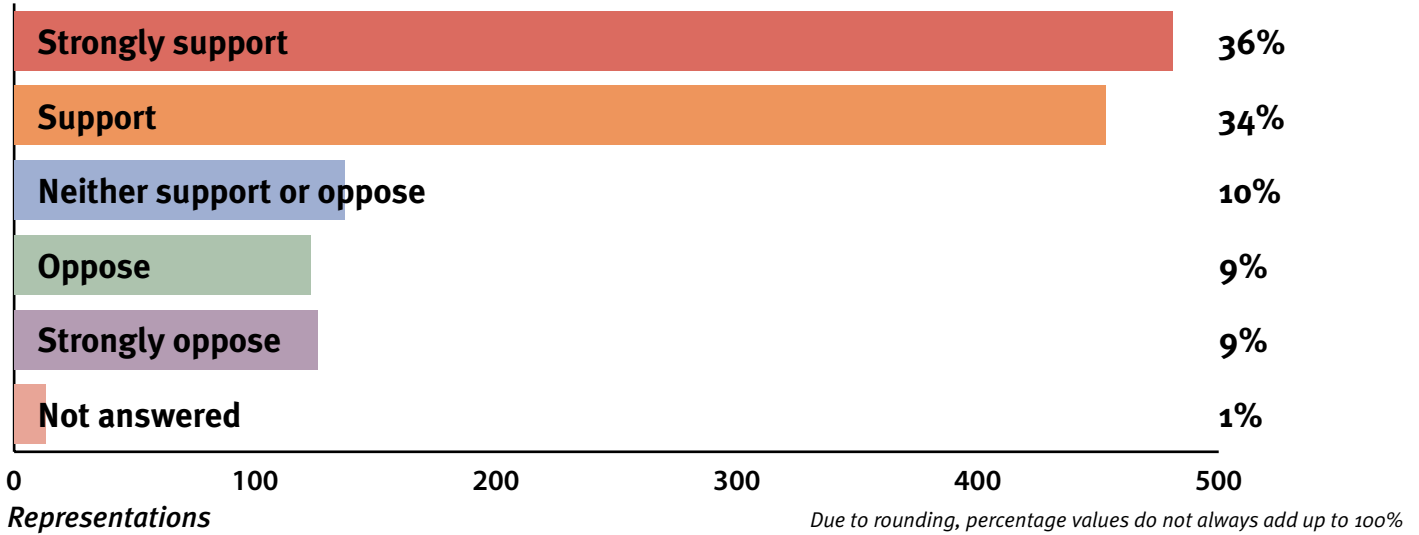
Detailed feedback 10 <i>or more comments</i>	Topic area	What you said
27	Workplace Parking Levy should not penalise those who require cars for work	<i>Employers whose employees need to drive to work because of where they stay, or the type of work they do, should not be penalised.</i>
14	Blue Badges	<i>Increase Blue Badge parking spaces.</i>
12	Support Workplace Parking Levy	<i>The Workplace Parking Levy is an excellent idea which should be implemented.</i>
10	Workplace Parking Levy exemptions	<i>The Workplace Parking Levy needs to take into account the requirement for key worker parking and other businesses where employees require cars as part of their job.</i>

Feedback on the vision for mobility in 2022

support level
70%



The path to 2030



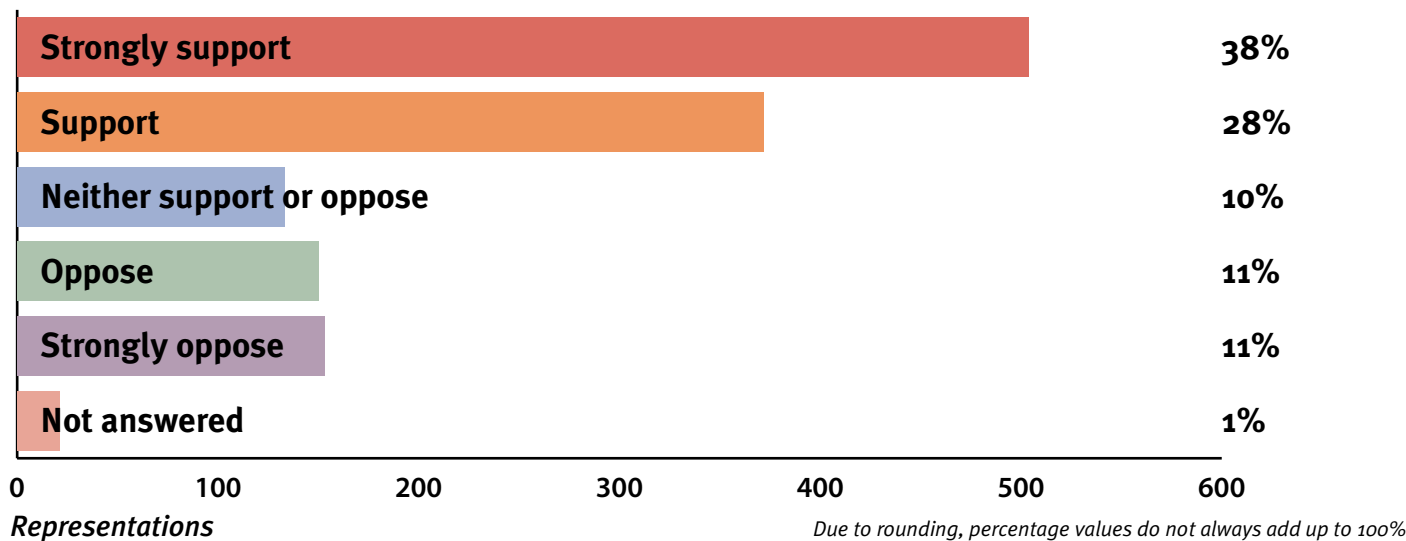
Detailed feedback	
10 or more comments	What you said
23 More ambition for 2022 timeline	<i>It is a good start, but I would like more ambition.</i>
15 Improve road surfacing first	<i>Road surface repairs are a priority, to make cycling safer.</i>
12 Support for 2022 vision	<i>This is all long overdue and very welcome.</i>
12 Increase walking and cycling infrastructure post Covid	<i>Increased levels of cycling and walking should be embraced and seen as an opportunity to implement measures aimed at facilitating a permanent shift to more active modes of travel.</i>
11 Areas out with centre	<i>Please focus on ensuring the entire city is brought to the same level and not concentrate on the centre alone - many other town centre areas are in desperate need of development.</i>
11 Bring forward vision for 2022	<i>Whilst I support these actions the timetable should be accelerated.</i>
10 More emphasis on segregated cycle lanes	<i>I would give stronger support if more emphasis was put on separating bikes and vehicles.</i>
10 COVID19 impact on public transport	<i>The presence of air borne viruses (current Covid-19 experience) may also impact on the appeal of public transport in the future.</i>

Feedback on the vision for mobility in 2025

support level
66%



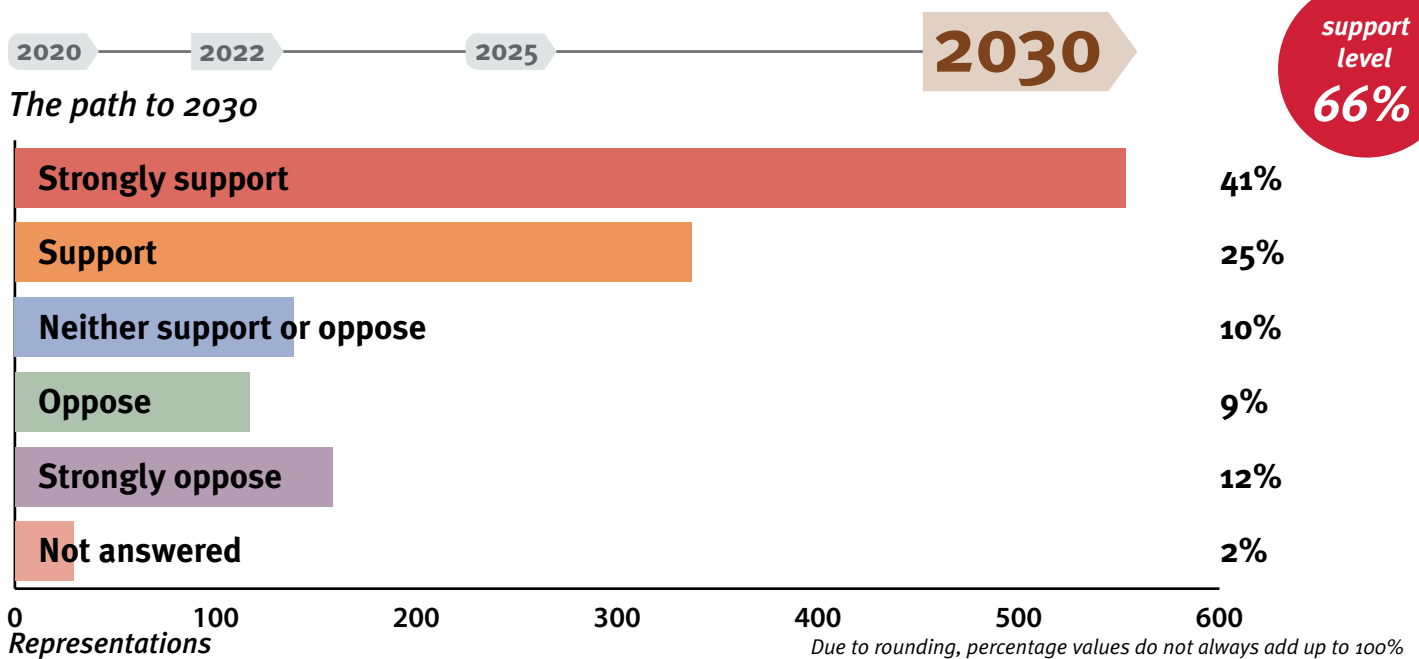
The path to 2030



Detailed feedback
10 or more comments

Topic area	What you said
38 Bring forward the vision for 2025	<i>I support this in principle, but it is too long to wait for many of these measures. They are all great initiatives, but we cannot wait till 2025 to have delivered these.</i>
19 Bring forward roadspace reallocation	<i>I support the vision but we can't wait 5 years for reallocating road space on all arterial routes for cycling and walking.</i>
17 Support the vision for 2025	<i>Again, happy with this as any move to reduce car usage is a good move.</i>
15 Support roadspace reallocation	<i>Fully support walking and cycling routes.</i>

Feedback on the overall vision and the specific 2030 proposals



Detailed feedback		The overall vision and specific 2030 proposals	
10 or more comments		Topic area	What you said
42	Prioritise pedestrians		<i>There is a disproportionate emphasis on cycling and not anything like enough attention to walking and pedestrian needs.</i>
39	Seamless ticketing: bring forward		<i>Seamless ticketing should be rolled out much earlier.</i>
33	Costs/funded how?		<i>Where's the money for all this coming from?</i>
32	Accelerate delivery of the vision		<i>There needs to be more urgency, bring forward the timeframes.</i>
32	Anti-car		<i>Stop penalising those who drive cars.</i>
24	Achievability of vision		<i>Difficult to achieve actions listed in 10 years: needs national/local political will, funding and community support.</i>
23	Reduced mobility		<i>Your vision is fine for a younger, fit and healthy population but not for the ageing or disabled population.</i>
23	Accomodate cars		<i>Accommodating all needs & abilities needs to acknowledge that sometimes people might need to use a car.</i>
21	Prioritise active travel		<i>We need smart urban planning and to prioritise the experience of walking and cycling.</i>
19	Focus on reducing car use		<i>We need to reduce and quickly eliminate private car transport</i>
18	More cycling focus		<i>A bigger & bolder emphasis on cycling options would be very welcome.</i>
18	Revise due to Covid 19		<i>Now requires some broader scope and contextual revision within the broader and rapidly changing economic and social context.</i>
17	Emphasise electric vehicles		<i>There should be more emphasis on infrastructure development to support electric vehicles.</i>
13	Pedestrianised streets: bring forward		<i>Pedestrianisation of key streets needs to be done much sooner.</i>
13	Regional planning		<i>Long term vision gives inadequate consideration to the pressures generated by increasing transport demand across the city boundary.</i>

Equalities impacts

Feedback received on the potential impacts of the Plan’s strategic priorities on the nine protected characteristics defined in the Equality Act 2010 (Age, Disability, Gender reassignment, Marriage and civil partnership, Pregnancy and maternity, Race, Religion or belief, Sex, Sexual orientation).

Detailed feedback		
10 or more comments		
Topic area	What you said	
62	Walking/cycling are not inclusive	Many older people and disabled people cannot cycle or walk.
46	Car dependent disabled people	Disabled people often rely on car access.
40	Disabled access/parking (city centre)	Limiting vehicle access to city centre could be discriminatory against the disabled.
22	Bus stop removal	Removing some bus stops could have a detrimental effect on those with mobility problems.
22	City centre residents need cars	A “car free” city centre must provide for city centre population who will still need personal transport.
20	Consult vulnerable groups	There needs to be more detailed planning and discussions with vulnerable groups.
14	Non-visible/classified disabilities	There is a whole spectrum of ability/disability - some people’s disabilities are not obvious.
14	Health & wellbeing	Ultimately the plans are designed to improve health and wellbeing into old age.
12	Public transport safety	Ensure public transport is safe and welcoming for people of all ethnicities and sexualities.
11	The elderly are reliant on cars	The Council needs to set out how it will address the needs of an ageing population for whom having a car means independence.
11	Disabled access to pedestrian zones	Ensure access for people with mobility issues is not restricted due pedestrianisation.

Feedback cited most frequently through the consultation

Topic areas that were fed back most throughout the consultation were as follows:

Topic area	What you said
66 South suburban line for rail travel	<i>Re-open the South suburban line and create a high frequency network of rail.</i>
64 Cost benefit concerns	<i>Phase one of the trams went massively over budget. Have lessons been learnt.</i>
62 Walking/cycling are not inclusive	<i>Many older people and disabled people cannot cycle or walk.</i>
48 Cleaner, electric buses	<i>Transition to electric buses.</i>
46 Affordable public transport	<i>Public transport needs to be cheaper.</i>
46 Car dependent disabled people	<i>Disabled people often rely on car access.</i>
43 Enforce/regulate cyclist behaviours	<i>Cyclists must be made to obey the highway code and made accountable.</i>
42 Prioritise pedestrians	<i>There is a disproportionate emphasis on cycling and not anything like enough attention to walking and pedestrian needs.</i>
40 Good bus system already in place	<i>Our bus services are fantastic already and already go to the same areas and further than the trams.</i>
40 Electric cars do not address car use	<i>Electric vehicles pose many of the same problems as conventional cars.</i>
40 Disabled parking	<i>While it would be desirable to reduce the number of on-street parking spaces this should not be at the expense of residents especially those with mobility difficulties.</i>
40 Disabled access/parking (city centre)	<i>Limiting vehicle access to city centre could be discriminatory against the disabled.</i>

Feedback consistently cited strongly through the Draft Plan consultation and the engagement prospectus ‘Connecting our City, Transforming our Places’

<i>Draft plan theme/topic area</i>	<i>Prospectus engagement: linked points that also received strong feedback levels</i>
Public Transport	
Support Park and Ride	<i>Improve park and ride options / Increase number of park and rides</i>
Ticketing across all modes	<i>Smart ticketing to enable interchange/multiple changes across travel modes</i>
Child ticketing	<i>Free travel for children</i>
Car club/sharing support	<i>Participation in / communicate benefits of car-sharing schemes</i>
Cleaner, electric buses	<i>Greater use of electric and other low or zero emissions buses</i>
Integrated travel	<i>Integrate public transport i.e. bus, tram and rail</i>
Orbital routes	<i>More orbital bus services / avoiding city centre</i>
Support extending tram	<i>Expand the tram network</i>
South Suburban Line for rail travel	<i>South Suburban railway</i>
People Friendly Streets	
Wider pavements	<i>Pavements need to be widened</i>
More pedestrian crossings	<i>Increase the number, and improve the timings, of signalised pedestrian crossings</i>
Crossing timings for pedestrians	<i>Increase the number, and improve the timings, of signalised pedestrian crossings</i>
Support removing city centre cars	<i>Removal of traffic from key city centre streets</i>
Traffic displacement	<i>Traffic reduction measures in one area would displace traffic to adjacent/nearby areas</i>
Car dependent disabled people	<i>Need to enable access for people with disabilities, and for those with mobility impairments</i>
Business impacts: car restrictions	<i>Need to enable access for goods/services</i>
Road surface maintenance	<i>Better maintained infrastructure: roads/pavements/public spaces</i>
Pavement clutter	<i>Manage pavement clutter</i>
Improved safety	<i>Safe, segregated cycle routes</i>
Shared path conflict	<i>Reduce conflict between pedestrians and cyclists</i>
Electric vehicle footprint	<i>Electric vehicles perceived green to use, but broader environmental issues with batteries</i>
Doesn't address car use	<i>Does not address congestion/traffic flow</i>
Hydrogen/tech. change	<i>Wider spectrum of cleaner fuels required i.e. hydrogen</i>
Restrict delivery times	<i>Restrict deliveries to specific times of day</i>
Extend LEZ beyond city centre	<i>Citywide Low Emission Zone</i>
LEZ: new cars costly/inequality	<i>Social implications - costs to less well off</i>
Equalities	
Health & wellbeing	<i>Health benefits for the public from improved air quality</i>

The Environmental Report (ER) accompanying the City Mobility Plan was submitted to for consultation on 31 January 2020. In accordance with the 2005 Act, consultation with the Consultation Authorities Scottish Natural Heritage (SNH), Scottish Environmental Protection Agency (SEPA) and Historic Environment Scotland (HES) was undertaken and comments provided in March 2020. Table 1 presents these comments from the Consultation Authorities and the response made within the ER.

Table 1: SEA Consultation Authority Comments and Response

Consultation Authority	Section of ER	Comment	Response
SEPA	General	<p>In general, we consider that the ER for the plan is comprehensive and the impacts on air and climate (both positive and negative), for instance, are being considered in a way we support.</p> <p>Most of the proposed policies in the plan will have a positive impact on air quality. Some policies may lead to traffic displacement which could be a concern, but this has been identified and is being addressed.</p>	Noted
	Assessment Methodology, p2	A slight error. SEPA is the Scottish Environment (not "Environmental") Protection Agency.	Amended in Assessment Methodology, p2.
	Environmental Context, p3	7th bullet point. Another deficiency is the lack of radial routes for public transport, but this is a deficiency which the CMP seeks to address.	Noted
	Key Findings, Table, p4	Air Quality and Climatic Factors. If displacement of private vehicles, and the displacement of emissions, seems likely a transport appraisal to determine and remedy these impacts is essential.	Amended in Key Findings, Table, p4
	Key Findings, Table, p4	<p>"The draft CMP approach to integrated land use planning is likely to reduce widespread construction across the city. This is likely to reduce flood risk, as natural drainage patterns are less likely to be affected by dispersed development and impermeable surfaces. It was also identified that the implementation of the CMP could improve water quality through reduced runoff pollutants, following a reduction in private vehicles and encouraging modal shift. Any new infrastructure should aim to improve sustainable drainage and pollutant filtration."</p> <p>The need to reduce flood risk and improve water quality are essential for the CMP LDP for the city. While we agree, completely, with the spirit of this summary, does it need to be re-phrased? Is the following closer to what is meant?</p>	Amended in Key Findings, Table, p4

	<p>“The draft CMP and Choices approach to integrated land use planning is likely to reduce widespread (dispersed and low-density?) construction across the city. This is likely to reduce increased flood risk as it allows for an integrated strategy for surface water management, using natural drainage patterns and the whole range of sustainable urban drainage patterns using the whole range of options for sustainable drainage systems as part of the city’s green/blue infrastructure. As well as reducing flood risk this would lead to an improvement of water quality through reduced runoff pollutants as a result of a reduction in private vehicles and encouraging modal shift and a commitment to all new infrastructure improving sustainable drainage and pollutant filtration.”</p>	
Key Findings, Table, p5	<p>The reduction in emissions, which is a main aim of the CMP, could have a significant impact on human health, by an improvement in air quality and a reduction in the harmful emissions driving climate change.</p>	Noted
Next Steps and Monitoring Framework	<p>“It is proposed that the monitoring framework would align with the forthcoming City Plan 2030 and recently adopted Edinburgh City Centre Transformation Strategy, to ensure an integrated approach. Developing this integrated framework was discussed at a workshop with the Consultation Authorities following the public consultation. A monitoring framework and associated targets/indicators will be presented in the Post Adoption SEA statement, the final stage in the SEA process.”</p> <p>We recognise that it is vital for the CMP, Choices, ECCTS and LEZ to be co-ordinated initiatives that deliver a more sustainable city while delivering unprecedented growth. A monitoring framework with shared targets/indicators is an element of this co-ordinated approach. It should identify that a more sustainable city is being delivered and not simply an enlarged city.</p>	To be considered within the Post Adoption Statement
Table 3-1, p14	<p>Air quality and climatic factors. We fully support the twin objectives of reducing the harmful emissions which drive climate change, assisting with the aim of Edinburgh being carbon neutral by 2030, while building in resilience to climate change which will happen.</p>	Noted.
Table 3-2, p16	<p>SEA Topic Air Quality and Climatic Factors. We are not sure quite what is meant by “flooding to increase to 1:200 severity” and “storms and high</p>	Amended in Table 3-2, p16

	winds to increase to 1:50 severity". Does it mean that these 'rare' events are anticipated to become more frequent? It would be useful for the meaning to be clarified	
Table 3-2, p16-17	<p>SEA Topic Water. We think this is a very good summary of the water environment in Edinburgh. We would make a few comments, however.</p> <p>It is important to see flood risk (coastal, fluvial, surface and sewer) on a catchment basis, e.g. all areas natural and built up, existing and proposed draining into the Water of Leith, and all natural and built up, existing and proposed, areas which could be flooded from the Water of Leith, with a view to understanding how developing in one area can be affected or affect other areas. Work underpinning the development of the City Plan 2030, and its ER, is considering this catchment approach. It is an example of the importance of the CMP and the City Plan being aligned.</p> <p>The City of Edinburgh Council has commissioned a study to investigate to standard of protection offered by the flood defences along the Water of Leith. Once this has been concluded and its findings accepted it may be necessary to reconsider the number of properties at risk in this catchment which are at flood risk.</p>	Noted.
Table 3-2, p18	The relation between human health and air quality are clearly drawn out in this table. The impact flooding has on health, particularly mental health, is also an area for considerable concern. Further information should [be] sought from NHS Lothian.	Health baseline has been updated in Table 3-2, p18
3.4 Environmental Baseline Information, p20	"In the absence of a new transport strategy, it is possible that some existing environmental problems would persist and even increase." Especially in view of what follows in Table 3-3, it would seem reasonable to express this without any qualifications: "in the absence of a new transport strategy some existing environmental problems would persist and increase."	Adverse effects are captured under each SEA topic with justification. No change proposed.
4.2 SEA Objectives and Assessment Criteria, p22	The critical point is that the SEA objectives and assessment criteria have been developed from a comprehensive review of the baseline issues and policy requirements to align with the SEA objectives used with the forthcoming City Plan 2030 (LDP) SEA and recently adopted ECCT SEA to ensure a consistent approach and have been updated to incorporate Consultation Authorities'	Noted.

	feedback. We have no further comments to make on this section of the ER	
Table 4.1	Bullet 2. This was NOX in the original but should be NO2	Amended in Table 4.1.
Table 4.1	Bullet 3. Possibly replace AQMA with "air quality objectives".	Retained AQMA to maintain consistency in document.
Table 4.1	Bullet 4. Add to end of sentence: "and the Scottish Government's Cleaner Air for Scotland Strategy	Amended in Table 4.1.
5.1.3 Findings, p31	Combining four strategic objectives to the same three key principles of the ECCT is welcome, not least as it will help align work on the CMP and ECCT	Noted.
Table 5-2, p33	<p>Enhancing Publics Transport. Summary against SEA Objectives. "The introduction of enhanced public transport measures is expected to have a minor positive effect on air quality and landscape. Significant positive effects are expected on material assets and population and human health."</p> <p>If the ambition for the CMP is only to provide enhanced public transport, we agree it could be expected to have a minor positive effect. "Enhanced public transport" suggests, possibly, only a more appealing or available public transport system. It could have greater positive benefits if the ambition is upgraded to something closer to providing a public transport system that provides an alternative to private car use, especially if this public transport provision is developed in tandem with other mechanisms to ensure the city achieves its goal of being carbon neutral by 2030. The section on Recommendations and Mitigation could include details of how the other measures and mechanisms needed to ensure that transport does not compromise this over-arching goal.</p> <p>People Friendly Streets, Planning New Developments, Managing Demand. The benefits of all of these high level objectives (and the more detailed objectives and actions beneath them) would all increase if the ambitions for the CMP (public transport as the first choice for transport in the city) was explicit as the intended consequence of the CMP. If the high level objectives are recast with greater ambition the more detailed policies that follow, e.g. Policy 3 – Tram Extension, can be seen as being developed as part of a holistic set of measures which</p>	Noted.

		individually and collectively will achieve greater positive benefits across a full range of outcomes for the environment and the people who live, work, travel in that environment.	
	Table 5-8, p38	“Depending on potential displacement of traffic, there may be locations outside of the LEZ boundaries where air quality is made poorer by a change in the quantity and types of vehicles passing through. Initial transport modelling shows that roads outside the LEZ boundary are likely to see an increase in traffic volumes.” It is critical to the success of the LEZ, the ECCT, the CMP and the City Plan that poor air quality is not moved from one area to another. It is essential that analysis identifies the scale and location of impacts of displacement and effective measures are identified and implemented to avoid these impacts.	Noted. Potential for displacement is being considered in more detail within the LEZ project.
	Cumulative Effects	<p>We support this intra and inter plan assessment of cumulative effects. What is essential is that the CMP, ECCT, LEZ and LDP for the city are developed together with the aim of supporting each other and the aspirations for a carbon neutral city where all share the benefits by 2030.</p> <p>We agree, for instance with the summary of ‘cumulative impact with other PPS’ on Water (page 41) and that it is likely to be ‘mixed’. The cumulative impact on water, however, could be positive if the LDP, CMP and ECCT go further than the intention “that any new development/infrastructure should aim to improve sustainable drainage and pollutant filtration” for each individual site of new development or element of infrastructure. Each new development or element of infrastructure should be required to provide a net gain for the city, i.e. it should provide drainage and pollutant infiltration in excess of what is needed to meet the basic requirements for itself. Each SEA Topic could be re-visited in this table to identify opportunities for net gain for the city rather than mitigation for individual developments.</p>	Noted. While out with the scope of CMP forthcoming SUDS guidance is being developed and will be part of the Streets Design Guidance.
	Mitigation and Enhancement	As mentioned in the section above, we consider that the emphasis should be on ‘enhancement’ (gain to the city and its inhabitants) rather than mitigation (of the impacts of individual developments) and that the integrated approach to developing the CMP, LDP, ECCT and LEZ offers a unique opportunity to ensure this. Aim for less, aim for mitigation and we will fall short of the demands of the climate change emergency and the aim for all residents, workers	Will be considered within the Post Adoption Statement

		and visitors to Edinburgh to share the benefits of the city.	
HES	General	You have identified neutral effects for the historic environment. However, some measures in this package, particularly the expansion of the tram / mass rapid transport network and the development of new Park and Ride facilities, have significant infrastructure requirements. We consider that these have the potential for significant negative effects on the historic environment, but that this would be location-specific. Due to the high-level nature of the spatial strategy, it is not possible to place a high level of certainty on these effects, but we consider that the assessment and plan, and actions arising from the plan, should recognise them and set in place appropriate mitigation measures.	Assessment text amended to include more clarity on mitigation.
SNH	2.4, p12	This section discusses Habitats Regulations Appraisal (HRA), noting that the strategic nature of the Mobility Plan means that no potential impacts have been identified. It states that further iterations will be subject to review to determine if HRA screening is required. Our advice is that having subjected the Mobility Plan to this consideration, HRA screening work has been undertaken but it has not been presented as such. As a type of plan that should be subject to HRA we recommend that our Guidance 1 is followed and that the decision making process outlined in the Environmental Report is clearly presented as HRA.	Approach to HRA will be clarified in the Post Adoption Statement.
	Table 3.2, p16	Discussion of the implications of the Mobility Plan in relation to the Land and Soil topic include reference to impacts through construction of mobility hubs and new walking and cycling routes. We welcome the recognition of this likely impact and consider that while the size and land take of these may vary, the likelihood of them being large facilities which are associated with high density development means that their impact on soil could be significant.	Noted
	Table 3.3, p21	We agree that in the absence of the Mobility Plan there would be an increased risk of lower levels of activity and increased risk to pedestrians. However, this focusses on pedestrians and also "certain times of the year". We consider that the traffic increase that this effect is linked to would increase inconvenience for people walking and cycling as wait times at junctions invariably prioritise vehicle movements. We agree that risk is increased at	Amended wording in Table 3.3, p21

	certain times of year due to darkness but generally speaking, we expect that increased traffic would lead to increased risk throughout the year albeit with higher risk during the winter months.	
Table 4.1, p22-23	We agree with the assessment questions set out in Table 4.1. However, reference to 'Natura' sites needs to be updated in future iterations of the Environmental Report and in the Post-Adoption Statement and Monitoring Statement. The UK's departure from the EU means that sites designated under the Habitats Regulations will no longer form part of the Natura 2000 network of designated sites. They will however continue to form part of a European network of designated sites and should therefore be referred to as European sites.	Removed reference to Natura in Table 4.1, p22-23
Section 5.1.3, p31	We generally welcome the review of objectives and the refinement of these. However, the Place objectives, which include the environment and responding to climate change, don't include much detail on either of these issues.	Comment to be considered within the finalised City Mobility Plan.
Table 5.3, p34	We welcome the recommendation in Table 5.3 that measures for people friendly streets should be linked to any city-wide green infrastructure plans. This should also include links to existing and planned open space as part of the wider green network.	Noted.
	Table 5.3 also proposes consideration of "making reference to multiple benefits of green infrastructure which can be used for walking and cycling but with other benefits, such as amenity, climate change adaptation, etc." We agree that this link should be made.	Noted.
	We welcome the recommendation in Table 5.3 that opportunities to incorporate renewable energy into new infrastructure should be explored.	Noted.
	The final recommendation in Table 5.3 appears to be a duplication of the second recommendation.	Amended in Table 5.3, p34
Table 5.4, p35	We welcome all of the recommendations in Table 5.4, particularly the efforts to link spatial planning with transport planning.	Noted.
Table 5.5, p36	We welcome the recommendation in Table 5.5 that a co-ordinated approach to modal shift is required and that the delivery of packages should be timed together	Noted.
Table 5.6, p37	Assessment of the Land and Soil and Landscape topics in relation to Policy 3: Tram Extension is	Assessment text amended to reflect

	minor negative, while Biodiversity is assessed as neutral. We are unclear on the latter as the minor negative scores are attributed to land-take which would also have a minor negative effect on habitat networks and species, particularly as the tram network expands out from the city.	potential for minor negative effect on biodiversity.
Table 6.1, p42	Consideration of cumulative effect under Biodiversity topic in Table 6.1 includes reference to need for "strategic HRA screening" if there is potential for the Mobility Plan along with other plans to have a cumulative significant effect on a European site. As discussed in relation to section 2, there is a need to update terms used here. In addition, this is a bit disordered in what triggers what. HRA screening would be the means through which cumulative (or in-combination) effects would be identified.	Removed reference to Natura in Table 6.1, p42
Section 7.1 & 7.2, p44	We agree with the approach for embedded and future mitigation.	Noted.
Section 8.1, p45	We continue to support the proposed alignment of the Monitoring Framework with monitoring for City Centre Transformation and City Plan 2030.	Noted.
Section A.1.5	Section A.1.5 states that "At present, the CMP contains strategic policies rather than any site-specific policies, objectives or proposed interventions. As such, a screening under the Scottish Habitats Regulations, Conservation (Natural Habitats, &c.) Regulations 1994, (the first stage of a Habitats Regulations Appraisal - HRA) will not be undertaken." HRA Screening is a requirement where a plan is being produced, regardless of whether there are site-specific proposals or not. As such, if you have considered that strategic nature you have undertaken work that could be considered as screening and it should be presented as such.	Approach to HRA will be clarified in the Post Adoption Statement
Biodiversity, Flora and Fauna	Reference to the Wildlife & Countryside Act includes a description of purpose that appears incorrect as it refers to implementation of Habitats and Birds Directives. This should be removed in subsequent iterations of the Environmental Report.	Text amended in Appendix B.
High Level Assessment	There are no changes recommended that are relevant to our remit.	Noted

City Mobility Plan Consultation Draft

Integrated Impact Assessment

Summary Report

Interim report	✓	Final report	
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1. Title of plan, policy or strategy being assessed

City Mobility Plan (Draft for Consultation)

2. What will change as a result of this proposal?

Since its inception in 1996, the Council has had a Transport Strategy centred on supporting the development of the city and on encouraging efficient and environmentally-friendly travel. The current strategy is the Local Transport Strategy 2014-2019.

Edinburgh continues to face significant mobility and transport challenges, but these are amplified by city and regional growth forecasts. The range of challenges and issues has been expressed through extensive stakeholder and public engagement activities over the past 12 months and demonstrate a clear desire for action.

To meet these challenges a City Mobility Plan (the Plan) is being developed to succeed the Local Transport Strategy. The Plan will improve travel choice and access to public and sustainable transport for all residents and visitors to Edinburgh, regardless of age, ability or background, leading to fewer trips made by car – this will improve air quality, public health and experience of streets and public spaces.

3. Briefly describe public involvement in this proposal to date and planned

Between March and May 2018 combined engagement was undertaken with stakeholders on the City Mobility Plan, Edinburgh City Centre Transformation and the Low Emission Zone project to identify mobility issues and opportunities in Edinburgh. Stakeholders consulted included Edinburgh Access Panel and EVOC.

Following analysis of the consultation undertaken in early 2018 a range of ideas to deal with the issues was created. These ideas were then set out in the prospectus

'Connecting our City, Transforming our Places' which formed the basis of wide-ranging public consultation in summer and autumn 2018. This phase of engagement, which was the largest public engagement exercise undertaken in Edinburgh in 2018, included public engagement events, focus groups, surveys and market research which targeted hard to reach citizens. In addition to the general public engagement, further meetings took place with Edinburgh Access Panel and a dedicated young persons event involving school pupils from around the city was held.

All of the consultation has informed the draft Plan which, subject to committee approval, will be the subject of further public and stakeholder consultation in early 2020. The consultation will focus on the Plan's vision and objectives, the new policy measures and themes, associated blueprints and the monitoring framework. The consultation process will involve awareness raising, public drop-in events, stakeholder meetings and workshops, and an online survey that collectively will aim to gather the views of people from across the city and into the wider region.

The stakeholder and public consultation will be undertaken in conjunction with City Plan 2030 (pending its approval by Planning Committee) for a 12 week period from December to February 2020.

4. Date of IIA

An IIA workshop for interest and stakeholder groups to look at emerging policy proposals was arranged for July 2019 but due to lack of interest this did not go ahead. A workshop was held, however, with Edinburgh Access Panel in September 2019.

A full IIA workshop involving City of Edinburgh Council staff was held on 29 October 2019. Officers from a wide range of services were invited but those who attended were predominantly transport and planning officers.

5. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

Name	Job Title	Date of IIA training	Email
Greg McDougall (facilitator and report writer)	Transport Officer – Spatial Policy	29/10/2019	greg.mcdougall@edinburgh.gov.uk

Andrew Smith	Senior Planning Officer	29/10/2019	andrew.smith@edinburgh.gov.uk
Andrea Mackie	Transport Officer - Development	29/10/2019	andrea.mackie@edinburgh.gov.uk
Laura Marshall	Planning Officer	29/10/2019	laura.marshall@edinburgh.gov.uk
Gavin Sherriff	Acting Senior Transport Team Leader - Parking	29/10/2019	gavin.sherriff@edinburgh.gov.uk
Suzanne Hunter	Transport Officer – Development	29/10/2019	suzanne.hunter@edinburgh.gov.uk
Cameron Baillie	Transport Officer - Planning	29/10/2019	cameron.baillie@edinburgh.gov.uk
Alan Dean	Transport Officer – Public Transport	29/10/2019	alan.dean@edinburgh.gov.uk

6. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Census 2011 National Records for Scotland 2017 Mid-year estimates	Edinburgh has one of the fastest growing populations of any city in the UK, with the population projected to have increased by 26% between 2006 and 2041. This is partly due to an aging population - in 2016 there were nearly 76,000 Edinburgh residents aged over 65 with this level expected to rise to 117,000 by 2041, accounting for 20% of the total population of the city. Based on 2011 Census Data the wards

Evidence	Available?	Comments: what does the evidence tell you?
		<p>with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%).</p> <p>The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.</p>
Data on service uptake/access	Census 2011	<p>Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 190,000 people living and working in Edinburgh, 60,000 commuted to work by car and a further 61,300 commuted by car from other local authority areas.</p> <p>Transport accessibility is lowest around the periphery of the city, for example Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.</p>
Data on equality outcomes	Bike Life (Sustrans 2017)	<p>In a 2017 survey, 24.5% of school pupils, stated they normally travelled to school using only private motorised mode of travel compared with 48.8% who normally use active modes. 2017 data from Transport Scotland indicates that women were more likely than men to walk or catch the bus to work and men were more likely to cycle to work or travel by rail. In Scotland twice as many men as women cycle once or</p>

Evidence	Available?	Comments: what does the evidence tell you?
		<p>twice a week for transport. In addition, people in lower income households were more likely to walk or take the bus whereas people in higher income households were more likely to drive. 7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017. In the city black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling.</p>
<p>Research/literature evidence</p>	<p>Yes</p>	<p>City Mobility Plan is informed by a number of other strategies, including:</p> <p><u>National Transport Strategy</u> <u>Strategic Transport Projects Review</u> <u>National Planning Framework</u> <u>Regional Transport Strategy</u> <u>Edinburgh City Vision 2050</u> <u>2030 Sustainability Strategy</u> <u>City Plan 2030</u></p> <p>An Equalities and Rights Assessment was prepared for Local Transport Strategy 2014-2019. No negative impacts were identified.</p>
<p>Public experience/ information</p>	<p>Ongoing, including Consultation between spring 2018 and autumn 2019</p>	<ul style="list-style-type: none"> • Affordability of public transport (especially if interchange required). • Concern about safety with pedestrians and cyclists sharing infrastructure. ◦ Worry that reducing traffic in one area will displace traffic to adjacent/nearby areas. ◦ Poor orbital public transport connectivity – reliance on city

Evidence	Available?	Comments: what does the evidence tell you?
		<p>centre interchange (generating unnecessary trips into centre from outskirts).</p> <ul style="list-style-type: none"> • Some concern about limiting number of buses in city centre. • Concern about implications of a reduction in on street parking for blue badge holders. • Reservations expressed about impacts on elderly of increasing distance between bus stops. • Access for freight and deliveries needs to be maintained. • Parking provision is essential for people with mobility difficulties and people with small children. • Scepticism around interchanges compelling people to change mode, particularly people with mobility difficulties. • Public transport ticket payment methods are outdated and inflexible but concern that over reliance on technology presents a social barrier. • Technological barriers to using Mobility as a Service options. ◦ Costs of LEZ will have social implications and be felt more by less well off people. ◦ Concern that cost of Workplace Parking Levy will be passed to

Evidence	Available?	Comments: what does the evidence tell you?
		employees.
Evidence of inclusive engagement of service users and involvement findings	<p>Edinburgh City Centre Transformation IIA Stakeholder Workshop (April 2019)</p> <p>Edinburgh Access Panel (November 2018, April, September 2019)</p> <p>City Mobility Plan IIA Workshop (October 2019)</p>	<ul style="list-style-type: none"> • Concerns about impacts of shared space on people with sensory disabilities • Need for better access to public transport information for sensory impaired (using new technology). • Support for better 'more convenient' public transport interchange (e.g. between bus and rail) – seamless ticketing will be important. • Road space re-allocation to pavements benefits disabled. • Advantages of clear waymarking (including of accessible routes) • Area around Waverley Station should be priority for lighting improvements.
Evidence of unmet need	Yes	As above.
Good practice guidelines	Yes	<p>At the start of Plan's development a review of the previous Local Transport Strategy was undertaken by Napier University's Transport Research Institute and recommendations made on suggested structure of the Plan.</p> <p>Officers producing the Plan have been involved in an information sharing European project (Sustainable Urban Mobility Planning) aimed at sharing best practice on how to produce a</p>

Evidence	Available?	Comments: what does the evidence tell you?
		mobility plan.
Environmental data	Yes	Detail provided as part of a separate Strategic Environmental Assessment (SEA) which will be published alongside the City Mobility Plan.
Risk from cumulative impacts		Cumulative impacts may come about as a result of Low Emission Zone, Edinburgh City Centre Transformation and City Plan 2030 policies which are being developed in parallel with City Mobility Plan. Cumulative impacts from this work will be included in due course once impact assessments of these policies/proposals have been undertaken.
Other (please specify)		
Additional evidence required	N/A	

7. In summary, what impacts were identified and which groups will they affect?

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Positive</p> <p>The impacts resulting from the City Mobility Plan will be predominantly positive, improving the range of transport choice available, the affordability of transport and accelerating a shift from private car use to more use of healthy, sustainable modes of transport.</p> <p>Positive impacts will include improved access to public transport for more people (in terms of both affordability and range/number of services available), car sharing and car club options for people who have no access to a car and access to walking and cycling for more people through expanded and improved footways and cycleways.</p>	<p>All</p>

<p>Affordable, accessible public transport will benefit young people accessing education and will help to provide access to employment opportunities for people seeking work.</p> <p>Less use of private car and more use of public transport, walking, cycling and car sharing will result in public health improvements – air quality will be improved, road safety will be improved and individual health will benefit from more active travel. In addition more sustainable travel will contribute to adaptation to climate change and extreme weather events.</p> <p>Negative</p> <p>Some of the Plan's policies, such as extension of parking controls, might have a disproportionately negative impact on older people, people with mobility difficulties, carers and others reliant on private transport to access or provide services and amenities. This could be mitigated by improvements to other modes of transport and increased choice of transport options.</p> <p>There are proposed policies which may have disproportionate impact on people vulnerable to poverty, for example Workplace Parking Levy, road user charging and LEZ policies which may involve extra financial burden. Similarly, increased use of technology may impact on people with no access to smart phones or bank accounts.</p> <p>Any impacts caused by these policies will need to be mitigated – any mitigation measures identified will need to be implemented before these policies are introduced.</p>	<p>Older people, families, carers and people with mobility difficulties</p> <p>Those vulnerable to poverty</p>
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<p>Environment and Sustainability</p> <p>A separate SEA has been completed and should be referred to. The SEA did not identify any significant negative effects from the policy measures in the Plan.</p>	<p>Affected populations</p>
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Economic	Affected populations
<p>Positive</p> <p>The City Mobility Plan will benefit Edinburgh's economy – by improving movement of people and goods into and around the city, congestion will be reduced and public health will be improved.</p> <p>Increased range of transport options and improved accessibility to transport will facilitate easier access to employment opportunities for all.</p> <p>There is the potential for positive impacts on retail as fewer shoppers travel by car – evidence suggests that shoppers who travel by public transport, on foot or by bike spend more than those who travel by private car.</p> <p>Some of the policy measures will support expanded and new economic growth – for example changes to how deliveries are made in Edinburgh through lower emission vehicles/electric cargo bikes/micro distribution hubs may provide new business opportunities.</p>	<p>Local business</p>
<p>Negative</p> <p>Reductions in parking provision and loading and delivery restrictions might have an impact on businesses – this would likely be short term as business would adapt to any changes.</p> <p>Introduction of a Workplace Parking Levy has the potential to impact on businesses and their employees. Implementation of changes to parking provision, loading and delivery restrictions and introduction of Workplace Parking Levy would need to be introduced following extensive consultation with residents, visitors, employees and businesses.</p>	<p>Local business, employees</p>

8. Is any part of this policy/ service to be carried out wholly or partly by contractors and how will equality, human rights including children's rights, environmental and sustainability issues be addressed?

No

9. **Consider how you will communicate information about this policy/ service change to children and young people and those affected by hearing loss, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

A joint engagement and consultation programme is being developed for the City Mobility Plan and City Plan 2030. The content of the consultation, communication and engagement materials will be tailored to ensure suitability for all citizens.

The City of Edinburgh Council can offer an audio, Braille, large print and various computer formats on request through Happy to Translate.

10. **Does the policy concern agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use? If yes, a SEA should be completed, and the impacts identified in the IIA should be included in this.**

The City Mobility Plan concerns transport, planning and land use and a Strategic Environmental Assessment (SEA) is required. A SEA has been carried out.

11. **Additional Information and Evidence Required**

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

No further evidence required.

12. **Recommendations (these should be drawn from 6 – 11 above)**

- **Ensure equalities are considered in consultation programme.**
- **Continue to utilise existing networks, including Edinburgh Access Panel, EVOC and network of other stakeholders throughout the final plan preparation process to ensure that consultation on the draft plan is fully inclusive.**
- **Consult on potential equalities and rights impacts of the City Mobility Plan to identify any further consequences from proposed policy measures.**

13. Specific to this IIA only, what actions have been, or will be, undertaken and by when? Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and contact details)	Deadline for progressing	Review date
Collect equalities information during consultation.	Steven Murrell – City Mobility Plan Project Manager	During consultation on draft City Mobility Plan in early 2020	March 2020
Continue to utilise existing networks.	Steven Murrell – City Mobility Plan Project Manager	During consultation on draft City Mobility Plan in early 2020	March 2020
Include questions within consultation on City Mobility Plan asking for views on any impacts on equalities and rights.	Steven Murrell – City Mobility Plan Project Manager	During consultation on draft City Mobility Plan in early 2020	March 2020

14. How will you monitor how this policy, plan or strategy affects different groups, including people with protected characteristics?

A monitoring and evaluation framework, with associated indicators and targets is being developed for the Plan. It will align with the adopted City Centre Transformation Strategy and forthcoming City Plan 2030 and Low Emission Zone projects to ensure an integrated approach, and to continue the close alignment of these mutually supportive projects.

E D Kennerly

15. Sign off by Head of Service

MT

Name Michael Thain

Date 16/01/20

16. Publication

Send completed IIA for publication on the relevant website for your organisation.

Transport and Environment Committee

10.00am, Thursday, 1 October 2020

Roads and Transport Infrastructure Improvement Plan

Executive/routine Wards Council Commitments	Executive All 15, 16, 17, 19
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1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 Notes the contents of the report and the positive progress made to date;
 - 1.1.2 Notes the significant progress on completing the majority of the Roads Improvement Plan actions as detailed in appendix 1;
 - 1.1.3 Agrees the new Roads and Transport Infrastructure Improvement Plan as detailed in Appendix 4; and
 - 1.1.4 Notes that the new Network Management and Enforcement Services Improvement Plan will be submitted to this Committee for approval at a future meeting.

Paul Lawrence

Executive Director of Place

Contact: Cliff Hutt, Roads and Transport Infrastructure Manager

E-mail: cliff.hutt@edinburgh.gov.uk | Tel: 0131 469 3751

Roads and Transport Infrastructure Improvement Plan

2. Executive Summary

- 2.1 The report sets out progress that has been made in delivering the outstanding actions contained within the Roads Improvement Plan. It also provides an update on implementation of the new organisational structure.
- 2.2 The report also details the new actions, within the new Roads and Transport Infrastructure Improvement Plan, that have been developed in conjunction with the implementation of the new organisational structure.

3. Background

- 3.1 The Roads Services Improvement Plan was approved on [10 August 2017](#) and set out 36 actions that were required to help move forward the service to deliver a high-quality road network, to ensure road users can freely travel around our network and to protect the overall appearance of the city.
- 3.2 The new Roads and Transport Organisational Structure went live on 3 August 2020. In addition, a new Roads and Transport Infrastructure Improvement Plan has been developed, to follow on from the Roads Improvement Plan, that has identified further enhancements that will improve the new service.
- 3.3 The last update to Committee was [27 February 2020](#) in the form of a business bulletin.

4. Main report

- 4.1 The Roads Improvement Plan is attached in Appendix 1. This shows a summary of the progress made in completing the majority of the actions and progress against any outstanding actions for each section of the improvement plan.
- 4.2 Prior to the introduction of the new service structure, 32 out of the 36 actions have been completed with four actions carrying forward. The four outstanding actions remain a priority and will be monitored and completed as soon as practicable.

Organisation Structure and Responsibilities

- 4.3 Significant progress has been made in re-defining the organisational structure within the wider roads and transport service. This has created a structure with greater clarity of focus and that will ensure that there is much more ownership of key issues. The new structure was implemented on 3 August 2020. Appendix 2 details the structure.
- 4.4 As a result of the Covid-19 situation there was a slight delay to the new structure implementation. However, it is seen as extremely positive that the structure was still able to be implemented during this period.
- 4.5 The new structure creates two new distinct service areas, incorporating activities which were aligned elsewhere in the structure, alongside Localities and Strategic Transport service delivery areas. The areas of responsibility for each service, are shown in the Appendix 3.
- 4.6 The majority of positions have now been filled, however, there are vacancies remaining in a number of service areas which means that some services may not be fully resourced at present.
- 4.7 The vacancies cover both technical and front-line roles. Ring-fenced recruitment for those in scope of the review will continue to conclusion and then any remaining vacancies will be considered as part of the Council's normal recruitment process.
- 4.8 Short term measures have been implemented to provide cover, in areas with vacancies, until recruitment can be completed.

Network Management and Enforcement

- 4.9 The aim of the Network Management and Enforcement Service is to oversee the smooth running of the city's transport network for all users, no matter the mode of transport. The service will regulate activity and take enforcement action where required. This service also contains the Traffic Signals and Traffic Management teams (Intelligent Traffic Systems) which has the tools and expertise to intervene and manage incidents where required.
- 4.10 This new service area will also be responsible for street/environmental enforcement. By integrating parking enforcement, road works enforcement and street/environmental enforcement into a single team the Council will have a greater pool of 'eyes and ears' to witness or detect offences (or contraventions) and take appropriate action.

Roads and Transport Infrastructure

- 4.11 The Roads and Transport Infrastructure Service has responsibility for maintaining the safety and performance of all the city's road and transport assets. This ranges from repairing road defects, maintaining our road drainage network and gritting our roads (Roads Operations), to undertaking safety inspections, developing and implementing investment plans (Asset and Performance), and repairing street lights, lit signs and other signage assets (Street Lighting and Signage) through to undertaking significant design and

delivery of capital investment in our roads and structures (Contracts, Design, Flooding and Structures).

- 4.12 The creation on these new service areas brings in responsibility and resources which have previously been aligned to other parts of the Council, namely Strategic Transport, Localities and Waste and Cleansing.
- 4.13 A new Locality focussed delivery team are now part of the Transport, Contracts and Design team. They will define and deliver local projects that have been prioritised through Locality Improvement Plans, through the use of Neighbourhood Network funding and other external sources.

Strategic Transport

- 4.14 The scope of Strategic Transport service remains on active travel and road safety and public transport and brings in the Development Management activities and spatial Policy team, which were previously managed across both Transport and Planning. This team will continue to work closely with Planning, Housing Investment and Commercial Development and Investment services to ensure that the growth of the city and the transport network are properly aligned.

Governance

- 4.15 A steering/working group has been set up to oversee the development and implementation of the Roads and Transport Infrastructure Improvement Plan.
- 4.16 The new Service Performance Coordinator has been appointed within the Asset and Performance team. The Service Performance Coordinator will take the lead in the delivery and progress of the improvement actions.

Performance Improvements

- 4.17 As has been reported previously to Transport and Environment Committee (in Improvement Plan progress updates and within Capital Investment updates) there have been a number of key performance indicators where improvements have been made. These specifically include:
 - 4.17.1 A significant improvement in the Road Condition Index (RCI). The RCI is calculated as a two-year average and Edinburgh's latest RCI is 33.5%. This is a 2.9% improvement from the previous two-year average figure of 36.4%. This represents the lowest RCI in Edinburgh since 2011/12 and the biggest single year improvement since 2008/09.
 - 4.17.2 At the Transport and Environment Committee on 12 September 2019, a new Risk Based Approach to Road Safety Inspections was approved. This new policy, created in line with the national code of practice, changes the timescale for repairing a category three defect from 28 days to 60 days. It is anticipated that this change will allow the Roads Operations team to increase the percentage of repairs of category three defects that are permanent as opposed to temporary make safe repairs.
 - 4.17.3 Improvements have also been made in reducing the backlog of street lighting faults and improving the number of street lighting faults that are

repaired within five working days. This remains one of the four outstanding actions from the original Roads Improvement Action Plan.

Improvement Plan Assurance

- 4.18 As part of the Council’s Internal Audit programme, an audit of the Roads Services Improvement Plan was undertaken and completed in August 2019. This audit focussed on the overall assurance of the plan and the wider performance framework across Roads Services.
- 4.19 This audit was reported to Governance, Risk and Best Value Committee on [13 August 2019](#). Whilst the audit noted several areas of good practice and the improved performance in the service, it did also recommend that the Roads Services Improvement Plan should be reviewed and re-based given the length of time that has passed since the original draft and the better understanding that officers now have of what improvements need to be made.
- 4.20 As a result of this recommendation the new Roads and Transport Infrastructure Improvement Plan has been developed, as detailed in Appendix 4. The plan not only acts on the recommendation but adds additional improvement actions based on the thinking of the new management team and more recent concerns that have been raised by elected members e.g. climate change/gully maintenance, road drainage and increasing the number of permanent road repairs.
- 4.21 This new plan has taken a more strategic approach when developing actions in order to meet all the current demands on Edinburgh’s transport and infrastructure network.
- 4.22 The following table summarises the development of each new action:

Strategic Area Identified for Improvement	Action No.	Action
The existing Transport Asset Register was incomplete and required updating	1	Spectrum Spatial Analysis (SSA) implementation
Create a more robust asset management system to include as many asset groups as possible in order to improve efficiency.	2	Roll-out of Confirm
Many Operations guides required updating in order to improve service efficiency and create more meaningful KPIs to improve service management.	3	Update and improve our procedures and work practices across all Roads and Transport Infrastructure teams.
Road Maintenance repairs and renewals require to be better aligned in order to create best value appropriate use of funding.	4	Establish better links between Capital and Revenue investment in the maintenance and repair of the road network, thus providing best value.
A lot of damage is occurring to the road network by 3 rd parties and recovery of cost has been inconsistent to date.	5	Establish robust process for recoverable against Roads Operations assets.

Capital programmes of work need to be better aligned with Active Travel leading on more investment strategies.	6	Ensure that the Roads, Active Travel and Public Realm Capital Programmes are sufficiently aligned so they complement and augment each other.
A need was identified to create a “one stop” consultancy service for all transport schemes, utilising the Transport Contracts and Design team.	7	Increase the current in-house design, contract management and site supervision resource across Roads and Transport Infrastructure, primarily in Transport Contracts and Design.
The Council has been successful in delivering Active Travel schemes in recent years. However, this results in maintaining additional assets. Therefore, further work is required in identifying additional sources of funding.	8	Improve safe maintenance of Active Travel Infrastructure through collaboration with Active Travel team.
All Local Authorities must identify and adapt transport infrastructure that will assist in better dealing with the adverse effects of climate change.	9	Improve the Council's strategic flood prevention function to address Climate Change and sustainable development.

5. Next Steps

- 5.1 The following actions that remain open from the existing Improvement Plan will be kept open and progress continually monitored until complete:

Action No.	Action Description
8	Investigate the potential to create a control room operation involving staff from the service, Customer Services and Business Support to ensure appropriate action on issues
12	Focus on carriageway and footway inspections to ensure they are kept up to date
18	Reduce the number of outstanding street lighting defects
28	Develop a suite of schedule of rates for the newly established Road Service operations

- 5.2 The Network and Enforcement Improvement plan will be presented to Committee at a future meeting for approval.

6. Financial impact

- 6.1 There is no financial impact associated with this report. The new operating structure has been funded within the existing budget and any improvement actions are required to be contained within current resource allocations.

7. Stakeholder/Community Impact

- 7.1 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.
- 7.2 The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact for all users, particularly older people and those with a disability.
- 7.3 There are no significant sustainability implications expected as a result of approving the recommendations in this report.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 - Roads Improvement Plan

- 9.2 Appendix 2 - Roads and Transport Organisational Structure
- 9.2 Appendix 3 - New Structure - Roles, Responsibilities and Contact Details
- 9.4 Appendix 4 - Roads and Transport Infrastructure Improvement Plan

Roads Improvement Plan

Action Point	Action	Target Date	Completed Date	Forecast Date	Led by	Comments	Dependencies	Status
Organisational Structure								
1	Road Service Operations	Create a single service to manage and maintain all elements of the road asset maintenance/renewal cycle	Mar-18	Aug-20		Head of Place Management	This has been accommodated in the overall structure realignment. The new structure came into effect on 3rd August 2020.	Closed
2	ERS Operating Model	Re-align the ERS service to respond to visible defects on the road network	Dec-17	Aug-20		Roads Operations Manager	<p>The ERS (now Roads Operations) Structure has been reviewed and agreed by HoS and was implemented on the 3rd August 2020.</p> <p>The new structure brings together the design and delivery elements for all revenue-based roads maintenance into a single co-located team more able to react to the defects on the network.</p> <p>The structure aligns the revenue and capital maintenance teams to better align and optimise both streams.</p> <p>These changes have been considered alongside Confirm Asset Management System requirements which will be updated at the end of the review recruitment.</p>	Closed

3	ERS Budget Structure	Move the ERS budget from being a trading account to a general fund revenue account	Apr-18	Aug-20		Roads Operations Manager and Finance	Budget for revenue maintenance works has been centralised within the new team structure and has been allocated into new functional centres to better monitor costs on the main ledger. Recharge mechanism for external and capital works still exists. Further system works are ongoing (2020/21) to further simplify the recharge mechanism but is interlinked with specialist IT interdependencies.		Closed
4	Network Management	Create a single service to coordinate all activity on the road network (permits, TTROs, diversions etc)	Mar-18	Aug-20		Head of Place Management	This has been accommodated in the overall structure realignment. The new structure came into effect on 3rd August 2020.		Closed
5	Locality Teams	Ensure sufficient resource remains in our Locality Teams to allow them to deliver road enhancements in consultation with Elected Members and local communities	Mar-18	Aug-20		Head of Place Management	This has been superseded by the new structure where a team has now transferred into the Transport Contracts and Design team but will deliver road enhancements in consultation with Elected Members and local communities. All these staff are currently seconded to Spaces for People and Road Work Co-ordination.		Closed
Customer Service									
6	Enquiry Owners	Review all enquiry types and designate responsible officers/teams for each type of enquiry	Oct-17	Aug-20		Network and Infrastructure Manager	Network and Transport Managers undertook a comprehensive review of activities and enquiries and developed an Activity Matrix defining areas of responsibility. The Activity Matrix has been reviewed against the existing Enquiry subjects within Confirm and reallocated to the various departments.		Closed
7	Customer Enquiries	Work with Customer Services colleagues to improve enquiry handling/resolution	Oct-17	Aug-20		Customer Services/ Roads Services/ Business Support	A contact list (with roles and responsibilities for each team) and structure hierarchy was circulated to Customer Services/Call Centre, Elected Members, internal staff and selected external organisations 3rd August, so that they know who to contact for any queries on the enquiry subject.		Closed

8	Enquiry Tracking	Investigate the potential to create a control room operation involving staff from the service, Customer Services and Business Support to ensure appropriate action on issues	Dec-17		T.B.C.	Head of Service in liaison with Network Management and Enforcement Manager	This is a longer-term piece of work to develop and set up a city centre control room covering not only Roads but also Waste and Clearing, and CCTV. This will form part of the Network Management and Enforcement Improvement Plan.		Open
Road Safety Inspections									
9	Roads Inspector Team	Re-align the Roads Inspector function to work alongside the Roads Asset Management Plan	Nov-17	Aug-20		Head of Place Management	This has been accommodated in the overall structure realignment. The new structure came into effect on 3rd August 2020.		Closed
10	Inspection Recording	Improve the process for recording inspections and defects	Dec-17	Dec-17		Asset and Performance Manager	Confirm has been amended to support this improvement.		Closed
11	Training	Deliver refresher training for all Roads Inspectors	Oct-17	Mar-20		Asset and Performance Manager	Inspector training on Confirm is complete. Training relating to defect classification being developed. Training for all Inspectors was undertaken in March 2020. Training has been arranged to take place in March 2020. All inspectors will attend the training which will result in registration on the IHE register of approved roads inspectors		Closed
12	Inspection Compliance	Focus on carriageway and footway inspections to ensure they are kept up to date	Oct-17		Dec-20	Asset and Performance Manager	Links to Action Point 11. A schedule of inspection routes is being developed.		Open

Defect Repairs										
13	Aim for Right First Time Road Defect Repairs	Ensure all squads are properly equipped to carry out permanent first-time repairs wherever possible	Sep-17	Aug-20		Roads Operations Manager	<p>100% of the capital works are Right First Time and squads have the plant and training they require.</p> <p>100% of the Hotbox Squad works will be Right First Time - With additional revenue money the plan is to expand the number of squads.</p> <p>c. 95% of Hard Landscaping defect Right First Time - squads have the plant and training they require (Note on account of availability of specialist materials or TM requirements it is impossible to be 100% on immediate safety defects).</p> <p>Smaller response squads are now set up to deliver perm repairs - where the road defect is suitable to accommodate this and there is budget to do so.</p> <p>Training framework in place to ensure that all squads have the correct training.</p> <p>Plant framework has been renewed to ensure that the required plant is available.</p> <p>Once new structure is in place Ass. Ops. Manager to continue to drive performance</p>			Closed
14	Follow Up Repairs - Road Defects	Develop a process to follow up with permanent repairs when temporary repairs are required in the first instance	Sep-17	Apr-20		Roads Operations Manager	Processes developed within Confirm to create and schedule a follow up job where required and where there is sufficient resource and budget to support.			Closed
15	Programming and Scheduling of Road Defects	Schedule defect repairs in the most efficient manner and provide key health and safety documentation to squads	Oct-17	Aug-20		BSS Manager/ Roads Operations Manager	New structure in place supporting clear responsibility for tasks, new implementation of national SCOTS guidance gives increased timeframe to plan and undertake repairs more efficiently. All defects managed through Confirm Asset Management System and Work zone scheduling to be overseen by Assistant Ops Manager and Programme Officer at weekly review.			Closed

16	Guardrail Repair and Replacement	Allocate resources to repair the large number of defective guardrails across the city	Dec-17	Aug-20		Head of Place Management	<p>Roads Operations will be the asset owner for guardrail and will update the inventory over time.</p> <p>Ongoing maintenance of these will be undertaken by the Councils in-house blacksmith resource at the direction of Roads Operations.</p> <p>The default position is to remove rather than repair guardrail, following the approved guardrail assessment process. Roads Operations have allocated the necessary resources to remove the defective guardrails.</p>		Closed
17	Settled Street Repairs	Ensure adequate internal capability to properly repair defects on settled streets.	Mar-18	Mar-19		Roads and Transport Infrastructure Manager / Transport Contracts and Design Manager	<p>Roads Operations have the skillset and resources to carry out settled repairs on small panels (c. 1-5m²), but not larger areas. Typically, the areas of sett failure are much bigger than 5m².</p> <p>For areas greater than 5m², normally this requires full carriageway reconstruction, the design and delivery of which can be undertaken internally by the Transport Contracts and Design team, funding permitting.</p>		Closed
18	Street Lighting Defect Repairs	Reduce the number of outstanding street lighting defects	Mar-18		Oct-21	Street Lighting & Traffic Signs Manager / Business Support	<p>Data cleansing of faults will always be an ongoing action.</p> <p>Procedures are now in place to ensure that data cleansing of faults is undertaken in conjunction with the Energy Efficient Street Lighting Programme, due for completion in October 2021.</p>		Open

Workforce Management

19	Nightshift	Evaluate effectiveness of the nightshift service and consider improvements	Aug-17	Jan-20		Roads Operations Manager	<p>Review of Nightshift operations has been completed. Findings show that the Roads Nightshift team provides a valuable service and offers flexibility for service delivery.</p> <p>Findings of the review to be progressed (i.e. consultation required on changes to working hours, changes to line management arrangements and mechanism for delivering staff training).</p>		Closed
20	Increased Investment in resources	Invest in training and engagement for all staff, in addition to providing equipment and leadership to support people in their role.	Sep-17	May-19		Learning and Development / Roads Operations Manager	<p>Roads Operations undertook a full training assessment and developed a training matrix. A training framework has been procured and is being rolled out on a continuous basis, to maintain effective training levels.</p> <p>Plant and driver training has also been sourced to improve the effectiveness of the service.</p> <p>Annual Conversations used to identify areas of growth.</p>		Closed
21	Working Patterns	Review current working patterns ensure the service delivery is aligned to demand	Apr-20	Apr-20		Roads and Transport Infrastructure Manager / Roads Operations Manager	<p>Roads Operations workstreams were reviewed, requirements identified, and initial options appraised.</p> <p>The existing Street Lighting Nightshift Arrangement is being replaced with a Backshift Arrangement, to provide additional staff during the day.</p>		Closed

22	Apprenticeships	Rollout a full apprenticeship programme within Roads Services to develop young people in our workforce and ensure that we have the right skill sets in the future	Apr-18	Apr-18		Learning and Development / Roads Operations Manager	<p>Provider identified for Apprentice Roadworkers training for Roads Operations. Apprentices have been built into the structure and are being actively progressed through scheme on an annual basis ongoing.</p> <p>Agreement in place with Edinburgh Building Services to extend the programme for Electrician Apprentices to include experience with Street Lighting and extend the scope of job opportunities once qualified.</p>		Closed
23	Service Contract for Street Lighting Repairs	Develop a Service Contract with appropriate suppliers to provide skilled street lighting operatives.	Apr-20	Apr-20		Street Lighting & Traffic Signs Manager	Recruitment to vacant posts of Approved Electrician and Public Lighting Operatives ongoing, with Agency staff used as a short-term arrangement. Road Maintenance Framework Agreement includes provision of operatives for street lighting maintenance.		Closed
Fleet and Depots									
24	Fleet Maintenance	Consider current use of maintenance bay at Bankhead to avoid the downtime of vehicles travelling to Russell Road Depot	Oct-17	Sep-20		Strategic Asset Management / Fleet Manager	The review has concluded that there are benefits to both Roads and Waste & Cleansing (neighbouring depot) to moving fleet servicing to Bankhead. This has been agreed as part of the Depot Rationalisation project and is moving forward with separate programme of works.	Review complete - physical works still to be delivered at both depots	Closed

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25	Depot Review	Review the requirement for three depots for roads and develop a rationalisation/improvement strategy	Dec-17	Sep-20		Roads Operations Manager / Asset Strategy Manager	The review has been completed and the depot requirements have been set at 2 depots - primary depot at Bankhead in the West and secondary depot at Black ford in the East, with a strategic salt store at Longstone. Barnton depot has been closed and is being rented by Estates, the team has been fully integrated into Bankhead depot and the wider team is benefiting from improved communication don cor-ordination. Part of the review identified the modification of Bankhead depot and modernising of Blackford depot.	Review complete - physical works still to be delivered at both depots	Closed
26	Salt Storage	Ensure that adequate arrangements are in place to provide core and contingency salt stocks to support our winter maintenance activity	Sep-17	Sep-18		Roads Operations Manager / Asset Strategy Manager	Strategic arrangements and salt stocks are sufficient to support current winter weather activity.		Closed
Improved Business Processes									
27	Confirm Training	Extend training to staff and ensure Confirm is fully utilised	Oct-17	Dec-17		Confirm Board	Following completion of Confirm Health Check, improvements were made to the system. Training was developed for inspectors and ERS staff and was delivered in-house by Confirm Superuser		Closed

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28	Schedule of Rates (SORs)	Develop a suite of schedule of rates for the newly established Road Service operations	Dec-17		Oct-20	Roads Operations Manager	<p>Roads Operations operating model was reviewed with external auditor. Taking into account view to moving from (a trading account to a general fund revenue account - Link to 3) and the volume of large volume small value revenue works undertaken over a significant variation of work streams it was felt that SORs would be counterproductive. Instead a two-tier model has been proposed to be developed which will see larger more capital based schemes delivered on a cost-plus model and benchmarked against the market. Jobs will have hold points installed to ensure there is a cost estimate before commencement of works and costs are accurately captured at the end for comparisons. Variations will be detailed to cover change. For smaller value works, costs will be captured at a reasonable level of granularity to allow the formation of composite SORs that can be monitored over time and used for comparison if required.</p> <p>Model in draft format - to be completed October 20.</p>		Open
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29	Winter Weather Treatment	Review the winter maintenance operation and ensure that the service achieves value for money	Aug-17	Sep-18		ERS Manager/Locality Managers	<p>Winter roster in place for this winter.</p> <p>Thermal Mapping has been arranged to gather information this winter.</p> <p>All managers involved in winter weather decision making have received training.</p> <p>Vehicle tracking has been installed on gritting fleet this winter.</p> <p>Information from Thermal Mapping will be used to introduce new domains next winter and gritting routes will be recorded on vehicle tracking system.</p>		Closed
Improved Asset Management									
30	Asset responsibility	Create a joint RAMP and Roads Inspection function	Dec-17	Aug-20		RAMP Manager	A list of assets and the teams responsible for their maintenance has been developed and is maintained by the RAMP Manager. This was implemented as part of the new structure on 3rd August.		Closed
31	Inspection and RAMP data	Develop a system to integrate road inspection data with RAMP data to inform optimal investment in our road asset	Mar-18	Sep-20		RAMP Manager	Spectrum spatial Analysis (SSA) has been implemented, allowing better integration of both Revenue and Capital data to inform investment.		Closed
32	Street Lighting Central Management System (CMS)	Include the provision of CMS in the energy efficient lighting contract	Jul-17	Jul-17		Street Lighting & Traffic Signs Manager	<p>Links to Action Point 36.</p> <p>The benefits of the CMS will be fully realised following completion of the ongoing EESLP in 2021.</p> <p>The benefits of the CMS will increase over the 35-month duration of the contract.</p>		Closed

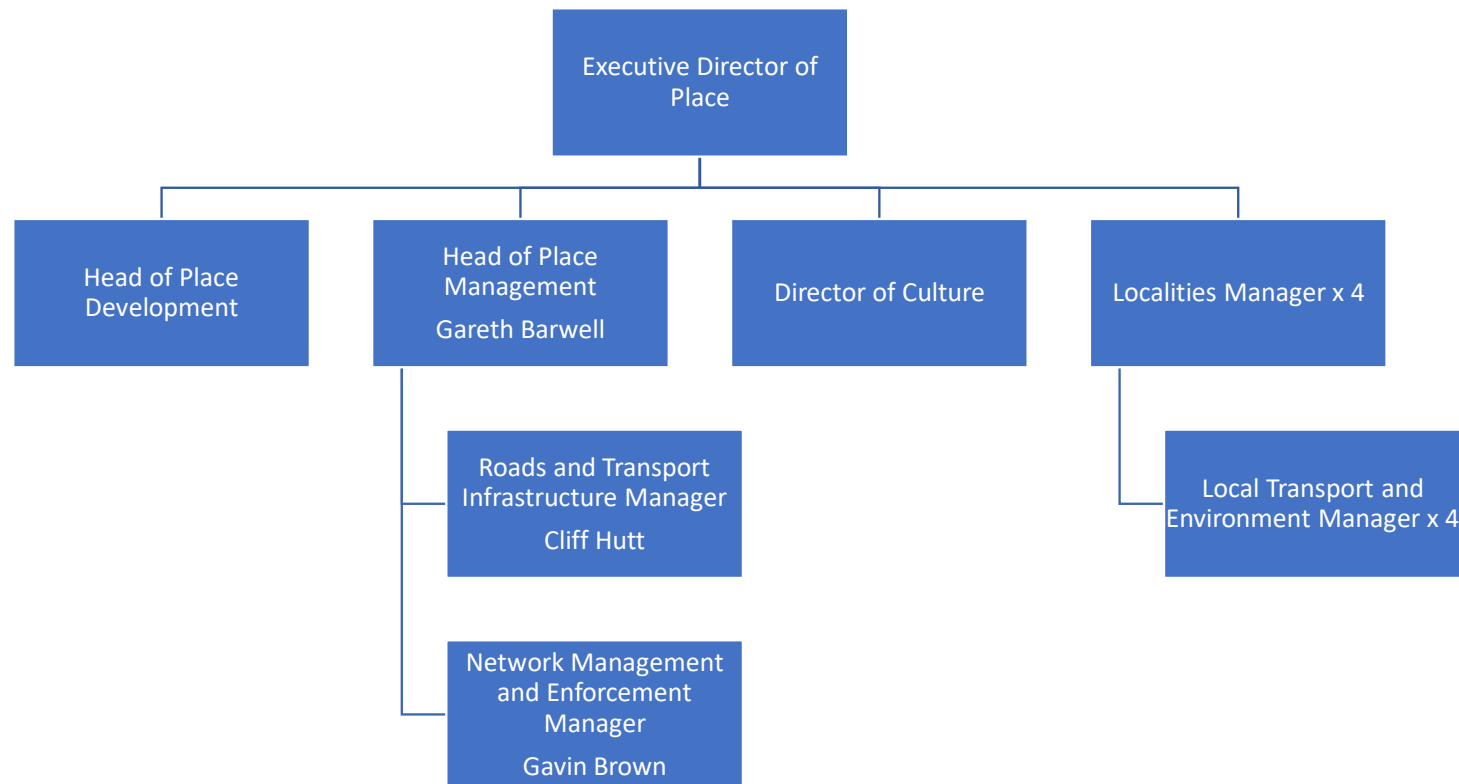
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Capital Delivery and Contract Management									
33	Prime contractor	Undertake market testing to assess the potential for the procurement of a single prime contractor to deliver all capital works	Dec-17	Aug-18		Roads and Transport Infrastructure Manager / Transport Contracts and Design Manager	Working group convened to design market testing questions and assessment. Visits were made to three local authorities to examine their respective delivery models. A Prime Contractor model was ruled out following these visits and after the liquidation of Carrillion.		Closed
34	Contract Management	Benchmark other Councils with prime contractors to determine the optimal contract management structure and roles	Feb-18	Aug-18		Infrastructure Manager/Commercial and Procurement	Working group convened to design market testing questions and assessment. Visits were made to three local authorities to examine their respective delivery models. A Prime Contractor model was ruled out following these visits and after the liquidation of Carrillion.		Closed
35	Contract Management	Following market testing and benchmarking, if appropriate, seek Committee approval, develop a contract specification, advertise and procure a prime contract before implementation	Apr-19	Aug-18		Infrastructure Manager/Commercial and Procurement	<p>Following the market testing and benchmarking it was determined that the current Framework delivery model was the most appropriate in our circumstances when combined with some additional use of our in-house resource (Roads Operations).</p> <p>A need was identified for additional design resource to support the in-house design team. Experience gained following a preliminary tender via an open tender procedure on Scotland Excel did not prove entirely successful such that it was considered the best way to meet our requirements would be through a Term Service Contract with a single supplier (consultant).</p> <p>This is currently being progressed following some delays due to an increase in scope to include Structures and Flood Prevention requirements alongside resource issues within CPS and Infrastructure</p>		Closed
36	Street Lighting Project	Convert existing Street Lighting to energy efficient lanterns	Jun-21	Oct-21		Street Lighting & Traffic Signs Manager	The ongoing Energy Efficient Street Lighting Programme has been awarded and is scheduled for completion in 2021.		Closed

Roads and Transport Organisational Structure

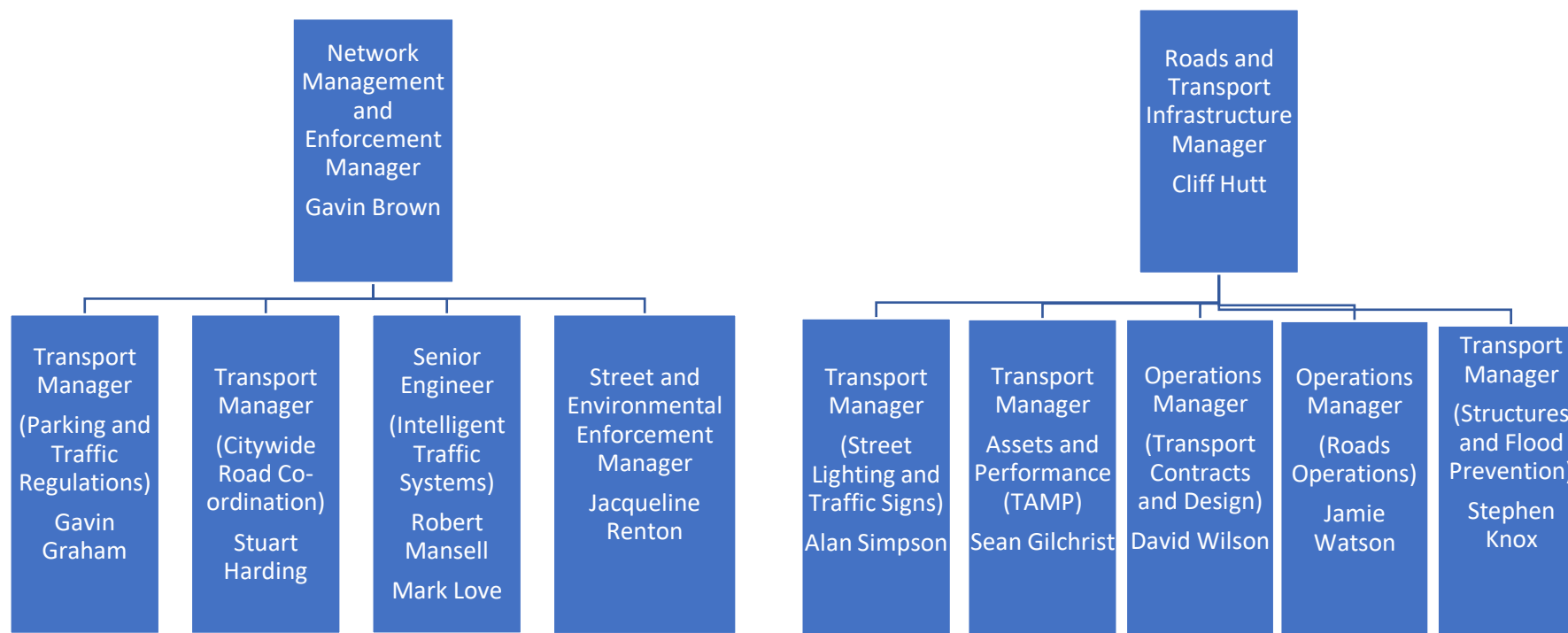
1st September 2020

Senior Manager Structure

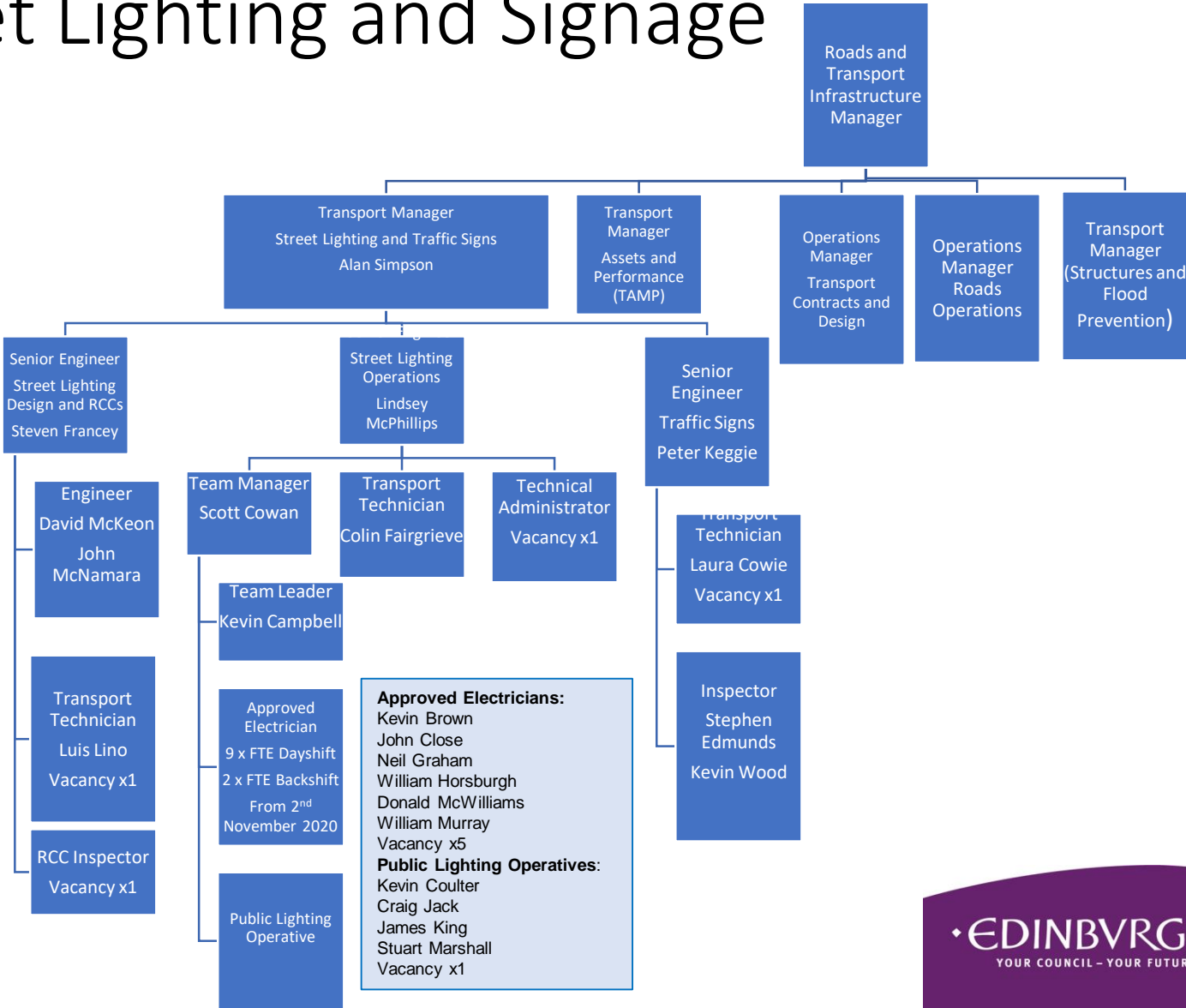


3rd and 4th Tier Structure

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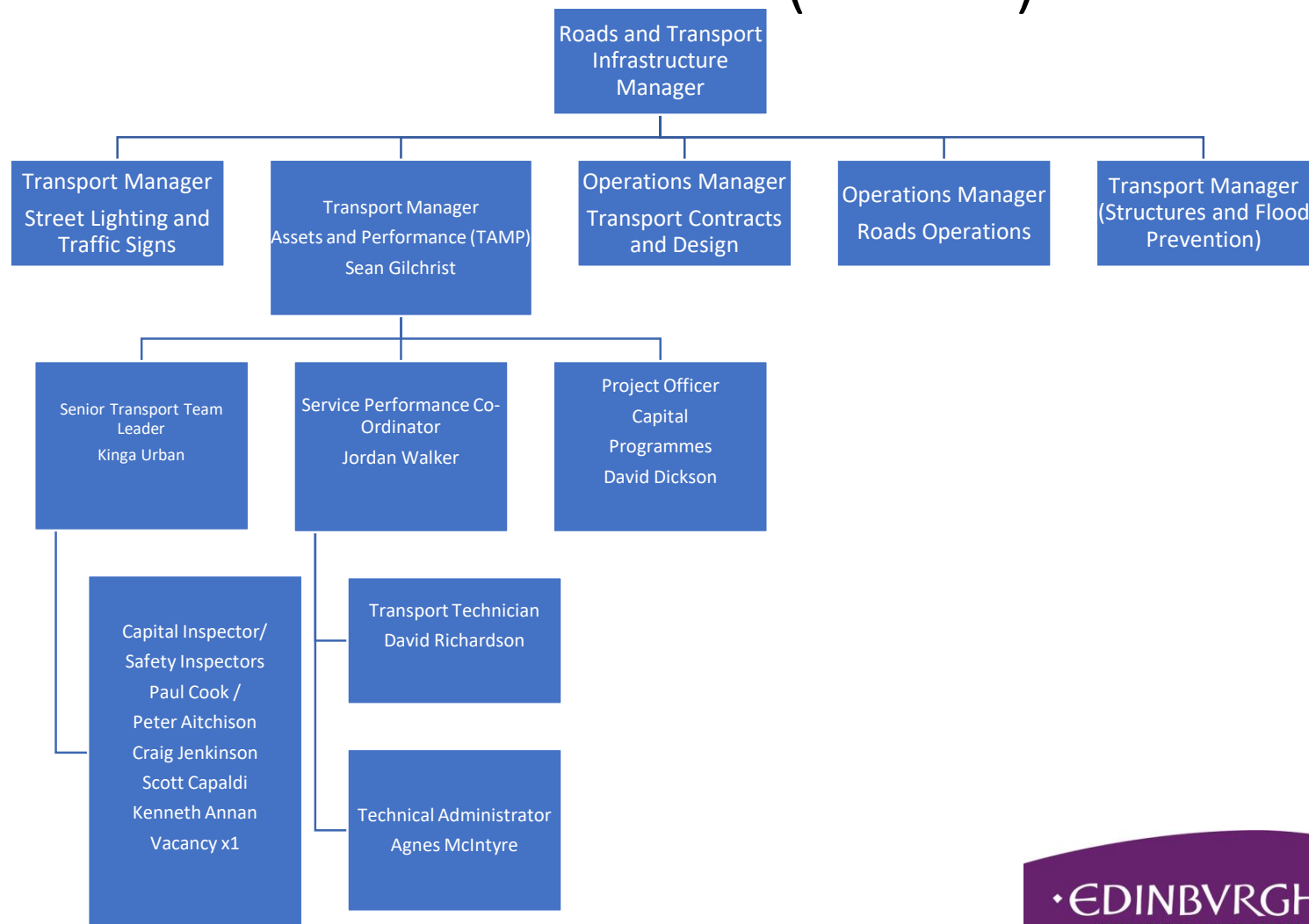


Roads and Transport Infrastructure Street Lighting and Signage

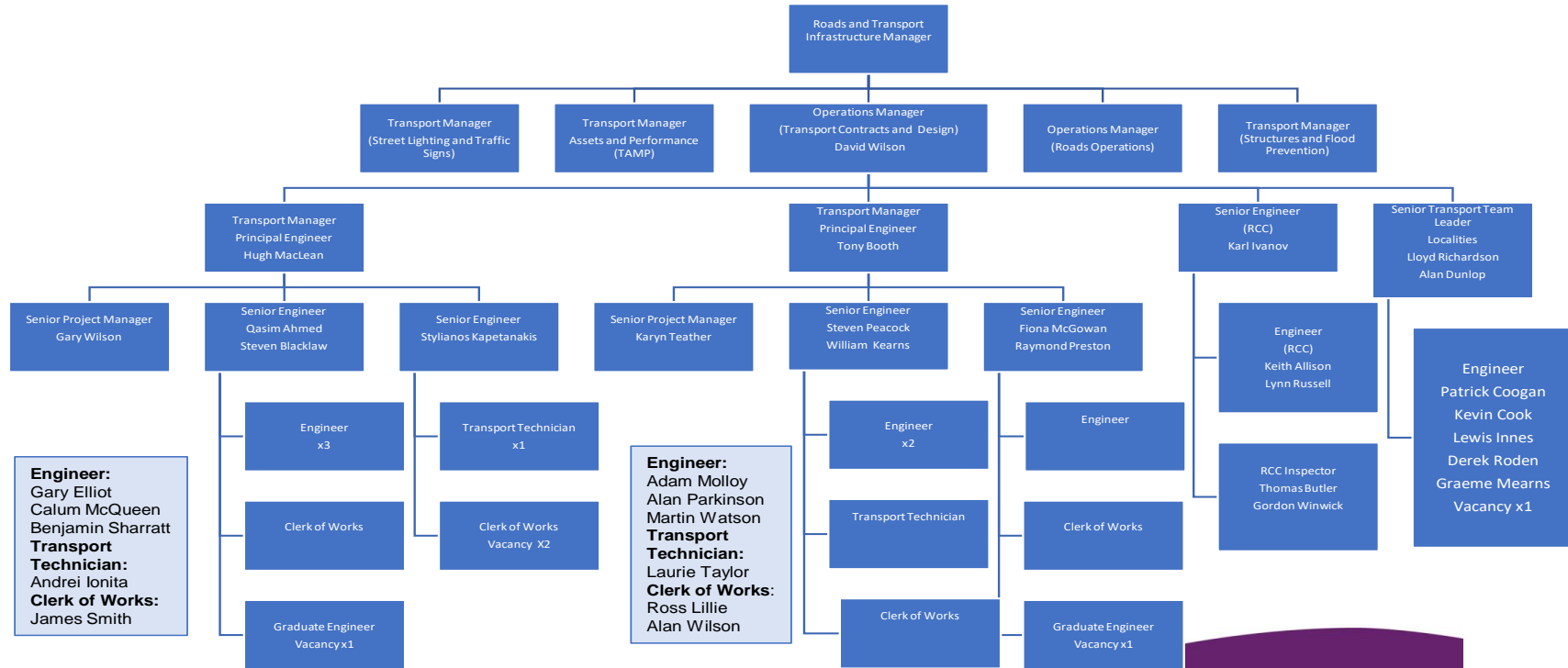


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Roads and Transport Infrastructure Assets and Performance (TAMP)



Roads and Transport Infrastructure Transport Contracts and Design

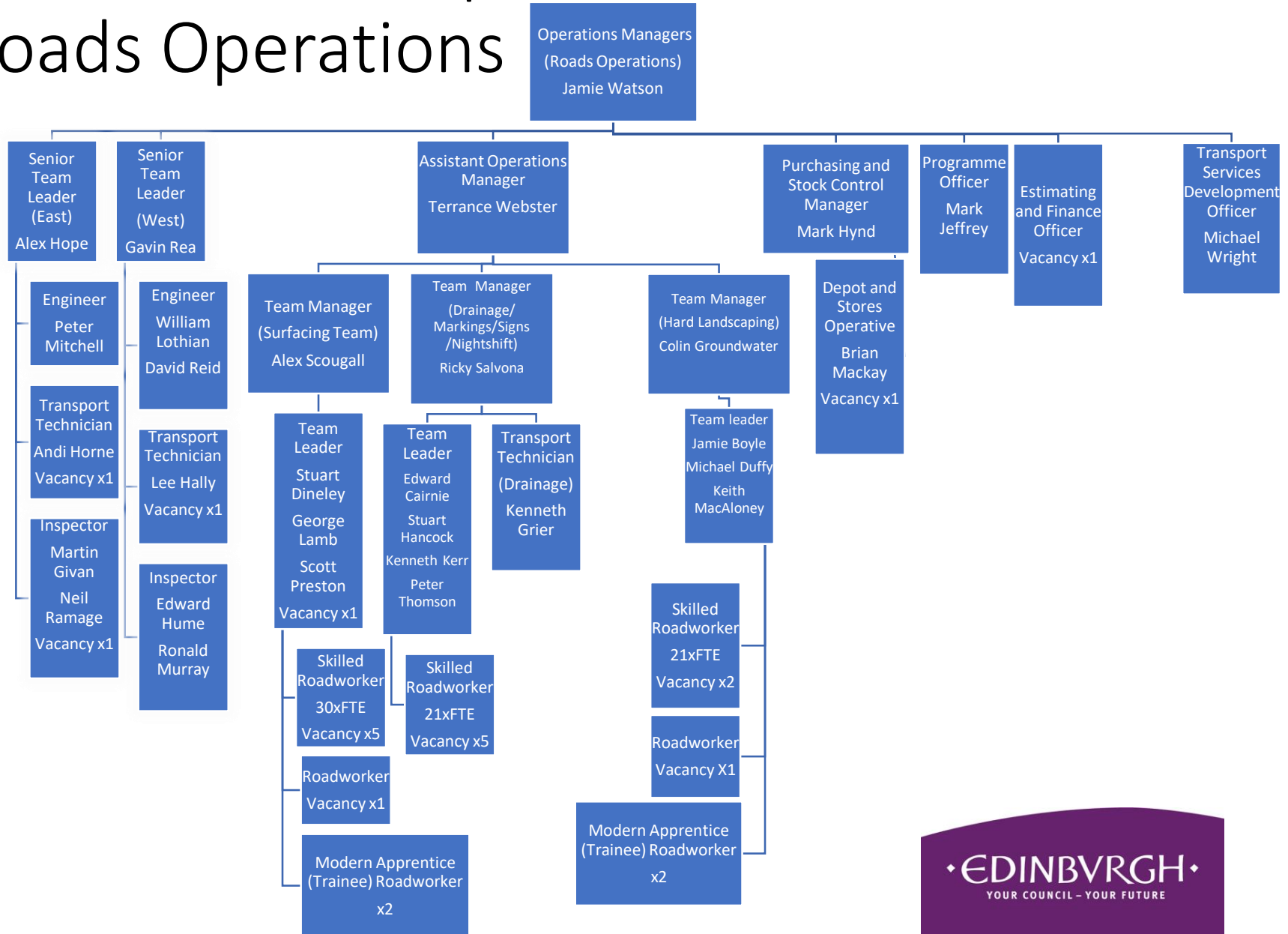


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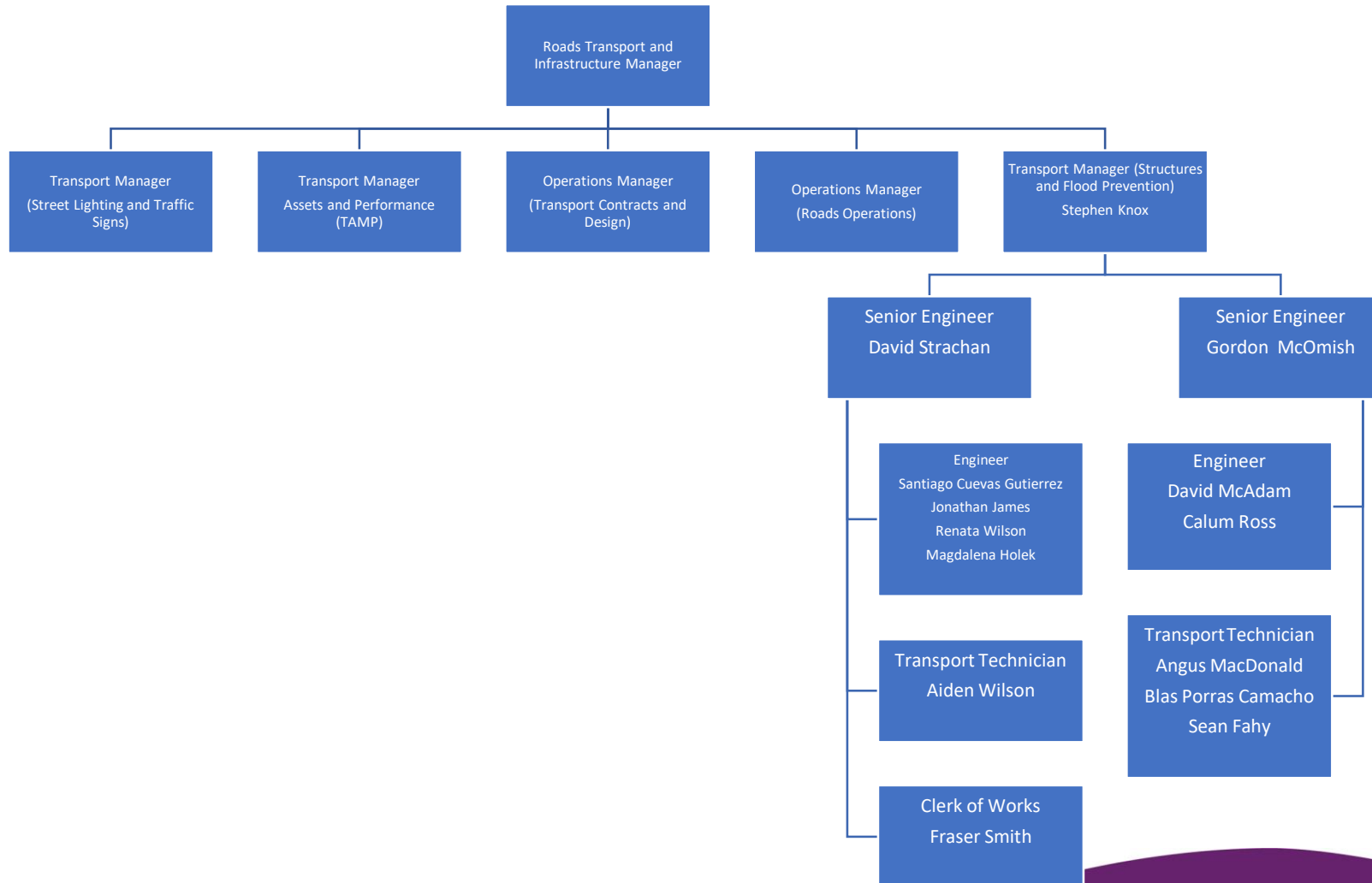
Engineer:
Gary Elliot
Calum McQueen
Benjamin Sharratt
Transport Technician:
Andrei Ionita
Clerk of Works:
James Smith

Engineer:
Adam Molloy
Alan Parkinson
Martin Watson
Transport Technician:
Laurie Taylor
Clerk of Works:
Ross Lillie
Alan Wilson

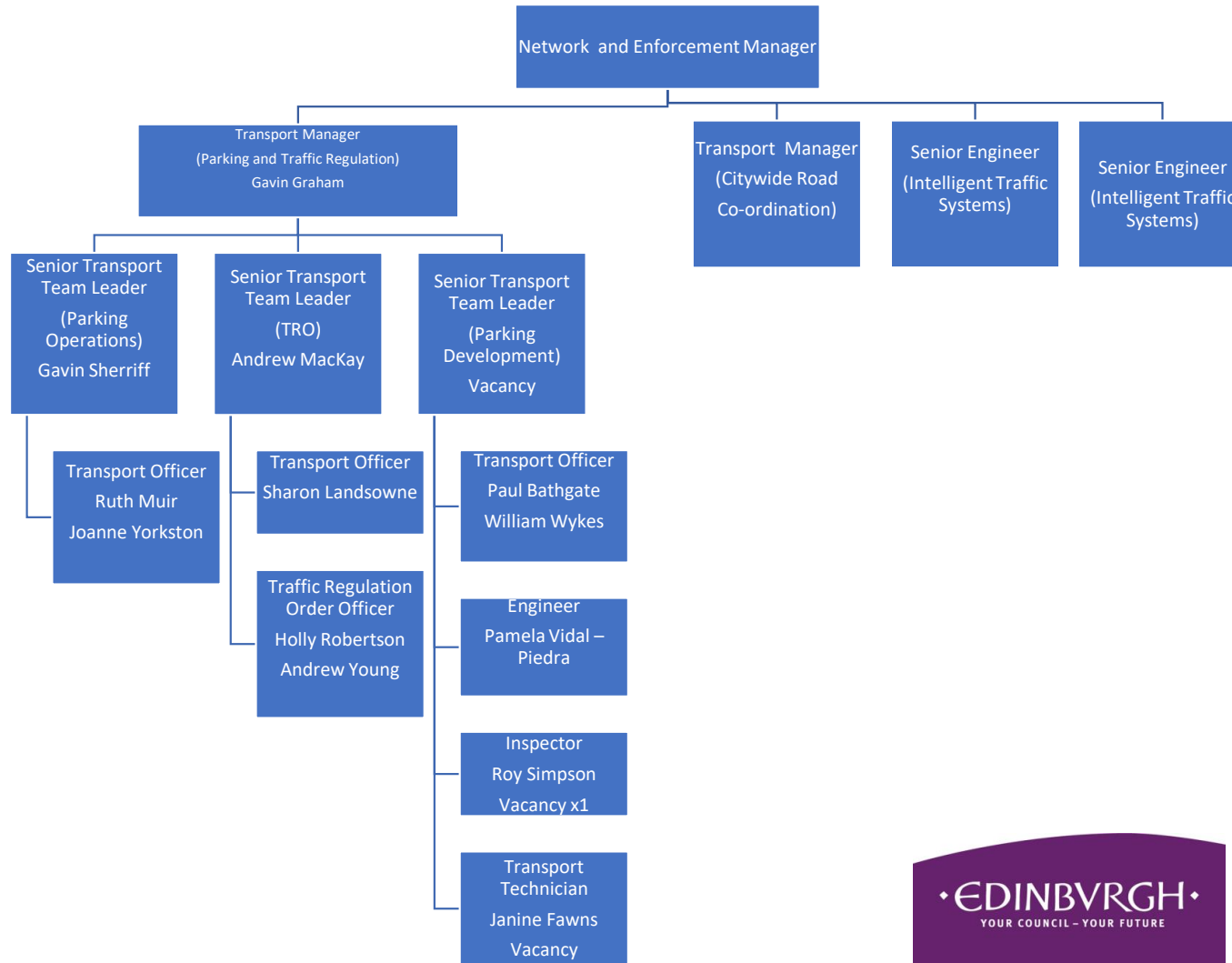
Roads and Transport Infrastructure Roads Operations



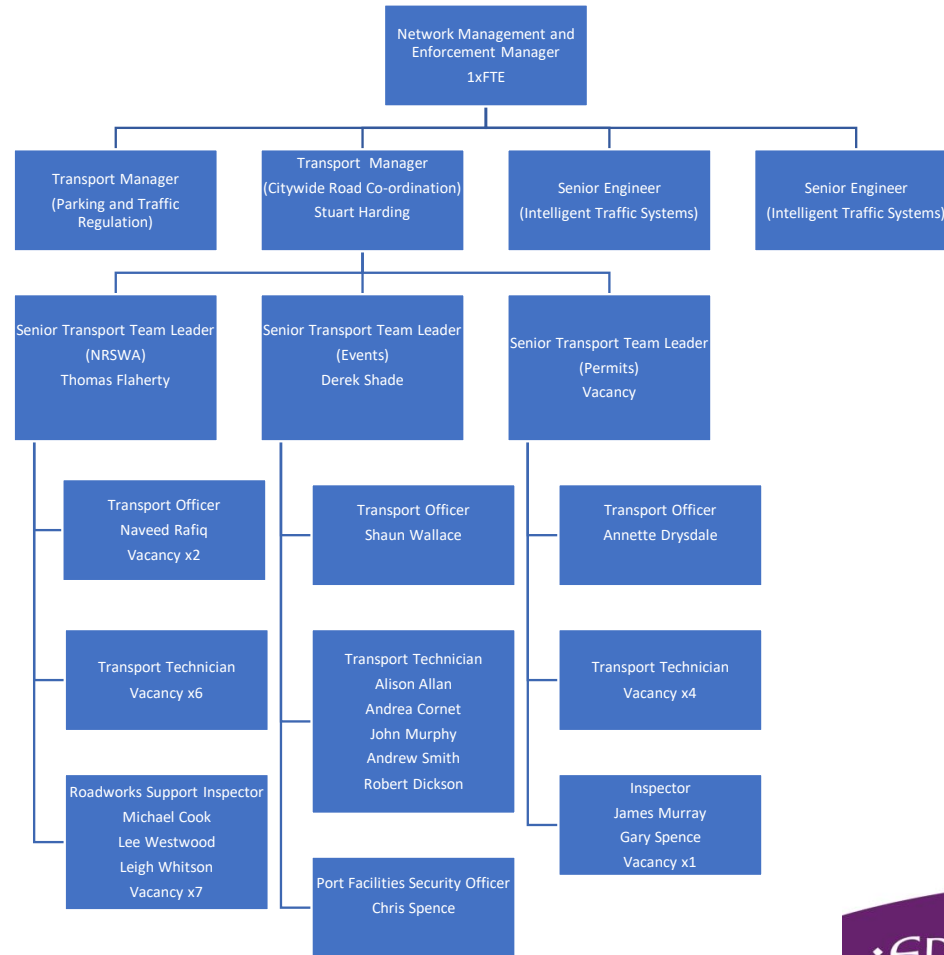
Structures and Flood Prevention



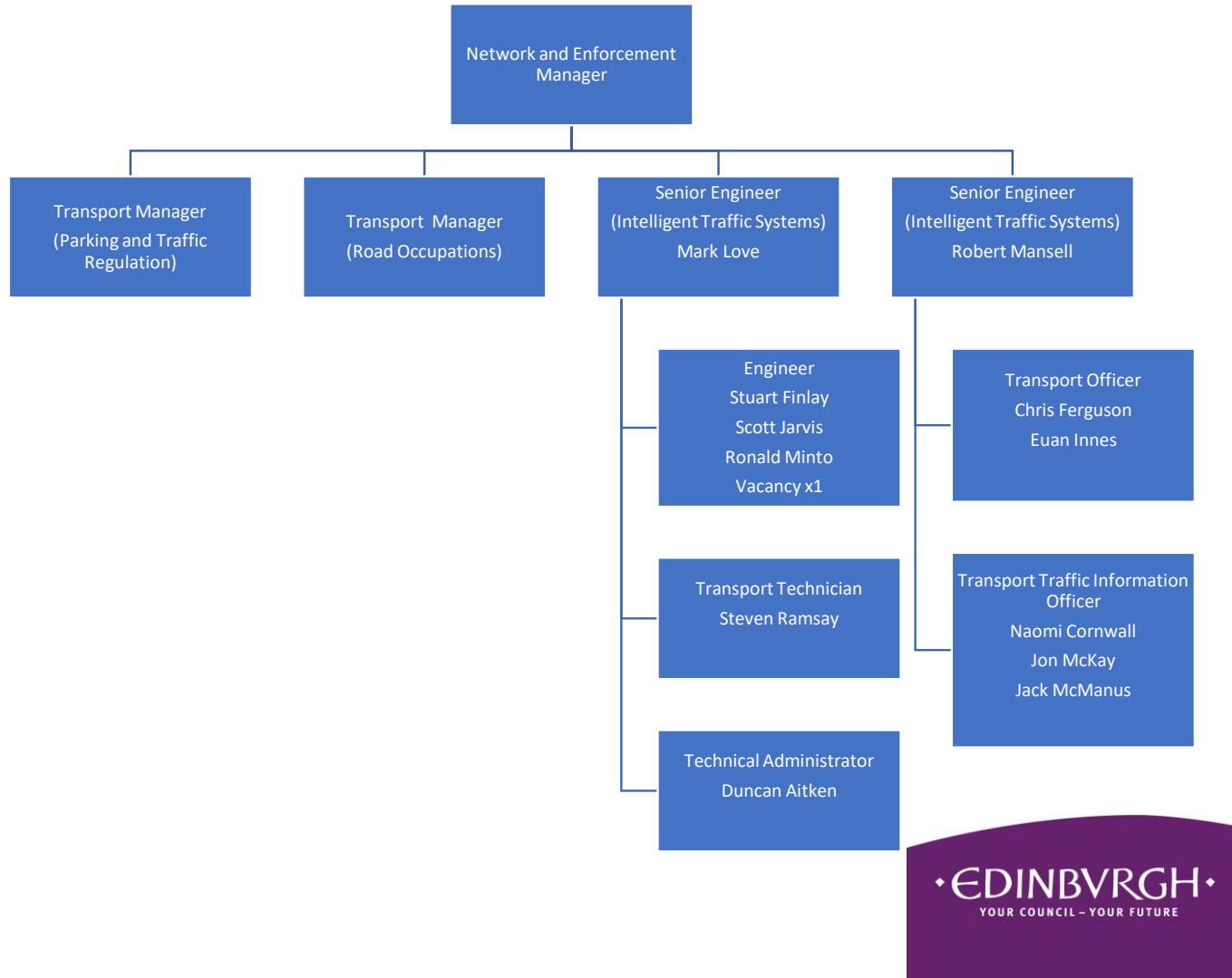
Network Parking and Traffic Regulations



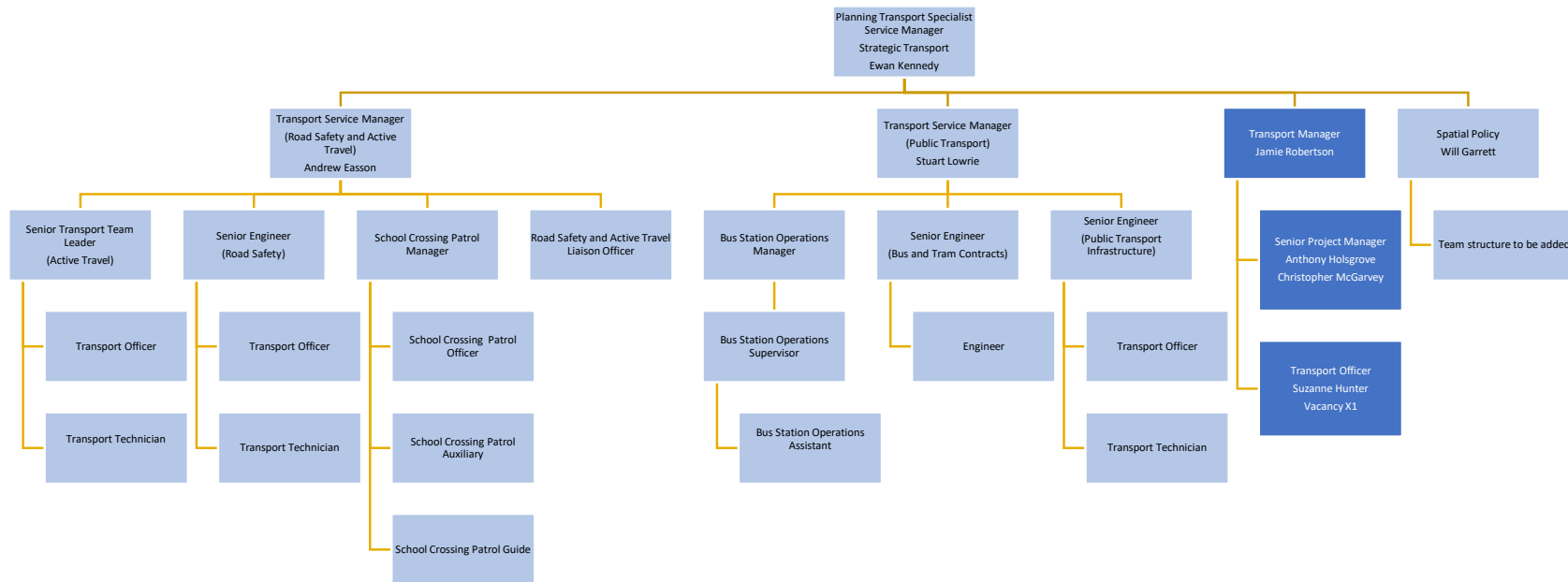
Network Citywide Road Co-ordination



Network Intelligent Traffic Systems



Transport Structure Strategic Transport



**ROADS AND TRANSPORT RESTRUCTURE
NEW STRUCTURE - ROLES, RESPONSIBILITIES AND CONTACT DETAILS
FROM 3RD AUGUST 2020**

There are three core service areas within the new Roads and Transport Structure:

Service Area	Service Responsibilities	Senior Manager	Contact Details
Network Management and Enforcement	Parking Operations and Traffic Regulation City-wide Road Co-ordination Intelligent Traffic Systems <i>Street and Environmental Enforcement</i> <i>Electric Vehicle Charging Spaces for People</i>	Gavin Brown	Email: gavin.brown@edinburgh.gov.uk Tel: 0131 469 3823
Roads and Transport Infrastructure	Street Lighting and Traffic Signs Asset and Performance (including the Transport Asset Management Plan) Transport Contracts and Design Road Operations Structure and Flood Prevention	Cliff Hutt	Email: cliff.hutt@edinburgh.gov.uk Tel: 0131 469 3751
Strategic Transport	<i>Road Safety and Active Travel</i> <i>Public Transport</i> <i>Spatial Policy</i> Transport Projects	Ewan Kennedy	Email: ewan.kennedy@edinburgh.gov.uk Tel: 0131 469 3575

Services in italics were not changed as part of the Transport Restructure.

Network Management and Enforcement key service activities and contacts:

Service Activity	Lead Officer	Contacts	Summary
Page 269 Parking and Traffic Regulation	Gavin Graham gavin.graham@edinburgh.gov.uk 0131 469 3551	General parking enquiries: Parking@edinburgh.gov.uk VIP / FOI / Complaints: ParkingOperations.CustomerCare@edinburgh.gov.uk Operational / Enforcement enquiries: Parking.Contract@edinburgh.gov.uk CPZ Enquiries: ControlledParkingZone@edinburgh.gov.uk TRO/TTRO Enquiries: TrafficOrders@edinburgh.gov.uk Website: www.edinburgh.gov.uk/parking	<p>The Parking Operations Team have responsibility for managing all aspects of parking operations across the city and the management of the Council's parking contract & all associated sub contactors and services:</p> <ul style="list-style-type: none"> • On-Street Enforcement • Car Pound • Bus Lane Camera Enforcement • Pay and Display services • Permit services • Lines & Signs services • Back Office services <p>The Parking Development Team has responsibility for the development of parking and Controlled Parking Zone (CPZ) proposals across the city, the delivery of actions within the Council's Parking Action Plan and to provide lead / support on all other projects across the parking service area. The team are also responsible for:</p> <ul style="list-style-type: none"> • disabled parking places • access protection markings • requests for parking and loading controls. <p>The Traffic Regulation Team have responsibility for managing the legal processes associated with Traffic Orders, including:</p> <ul style="list-style-type: none"> • Traffic Regulation Order (TRO) Processing • Temporary Traffic Regulation Order (TTRO) Processing • Stopping Up Orders • Redetermination Orders • Speed Limit Orders

			<ul style="list-style-type: none"> • Experimental Orders
<p>Intelligent Traffic Systems: Network Management and Maintenance</p>	<p>Robert Mansell robert.mansell@edinburgh.gov.uk 0131 469 3681</p> <p>Mark Love mark.love@edinburgh.gov.uk 0131 469 3214</p>	<p>traffic.signals@edinburgh.gov.uk</p> <p>Tel: 0131 469 3691 (diverts to Traffic signals Standby phone Out of Hours (OOH). OOH faults should be called through to 0131 200 2000 in the first instance.)</p>	<p>The Intelligent Traffic Systems - Network Management Team is responsible for the management and operation of Edinburgh's Intelligent Traffic System and Traffic Signals. The main functions are:</p> <ul style="list-style-type: none"> • Traffic signal control timings • Network management • Edintravel • Traffic management advice where it affects the network • Major development transport related effects <p>The Traffic Signals Maintenance Team is responsible for all maintenance of Edinburgh's permanent traffic signals (which are revenue funded). The main functions are:</p> <ul style="list-style-type: none"> • Maintain and repair permanent traffic signals (junctions & crossings), including all traffic signals along the tram route • Maintain and repair the automated rising bollards on the High Street and Grassmarket • Provide 24/7 out of hours response to traffic signal faults and emergencies • Carry out the design and installation of new and upgraded traffic signals in conjunction with revenue and capital schemes, and comment on traffic signals designs for other schemes • Procure and manage the Council's traffic signals maintenance contractor, currently Siemens • Facilitate the switch off/on of traffic signals to accommodate roadworks
<p>Citywide Road Co-ordination</p>	<p>Stuart Harding stuart.harding@edinburgh.gov.uk</p>	<p>Roads.NRSWA@edinburgh.gov.uk</p>	<p>The New Roads and Street Works Act (NRSWA) Team is responsible for checking Public Utility (PU) compliance:</p> <ul style="list-style-type: none"> • PU Performance Checks and Statutory Inspections, Defect Inspections / Third party Inspections / Agreement Meetings

	<p>0131 529 3704</p>	<p>roadoccupationpermits@edinburgh.gov.uk</p> <p>roadoccupationpermits@edinburgh.gov.uk</p> <p>roads.events@edinburgh.gov.uk</p>	<p>and Liaison Meetings (including local and area co-ordination meetings)</p> <ul style="list-style-type: none"> • PU and CEC Live Site Inspections • Local / National Coring Programme. • Fixed Penalty Notice Enforcement (NRSWA) <p>The NRSWA Coordination Team is responsible for:</p> <ul style="list-style-type: none"> • PU / Contractor site meetings to agree timings and Traffic Management Plans • Roadworks co-ordination citywide • Temporary Traffic Regulation Notices (TTRNs) • Temporary Traffic Regulation Orders (TTROs) • Works location assessments. • Edinburgh Road Works Ahead Agreement (ERWAA) Information • Assessment of Works Notices from PUs and CEC • Citywide Road Matters for PUs / Third Parties • Local and Area - Roads Authorities and Utilities Committee (RAUC) meetings <p>The Road Occupations and Permits Team is responsible for supervision and control of the following permits citywide:</p> <ul style="list-style-type: none"> • S109 Permits (Installation of Utility Apparatus) • S56 Permits (Road Opening) • S58 (Scaffolding) • S85 Permits (Skips) • All Road Occupations Permits to include Skips/Scaffolding and Materials • Street Trading Assessments • Tables Chairs Inspections • Licensing Sub committees
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		<p>chris.spence@edinburgh.gov.uk</p>	<ul style="list-style-type: none"> • Providing performance information for Senior Management <p>The Events Team is responsible for oversight and co-ordination of events on, or affecting, the road network by:</p> <ul style="list-style-type: none"> • Providing guidance to prospective event organisers looking to hold events affecting Edinburgh's roads • Attending Event Planning & Operation Group (EPOG) meetings • Liaising with organisers to ensure what is proposed is proportionate, achievable and manageable • Engaging with other CEC sections and external stakeholders regarding planned and proposed events • Advising organisers of specific requirements relating to their events (permits, permissions, Temporary Traffic Regulation Notices /Temporary Traffic Regulation Orders (TTRN/TRO) costs etc.) and arranging TTRNs/TTROs to facilitate events • Designing and procuring traffic management / assessing 3rd party traffic management drawings • Manning control rooms and providing on site presence during events • Collating & presenting information for debrief of major events • Managing an Open Spaces diary for key sites <p>The Port Facilities Security Officer is responsible for:</p> <ul style="list-style-type: none"> • All operational arrangements and co-ordination of the City of Edinburgh port at Hawes Pier, South Queensferry. • Implement, develop, maintain and revise the Port Facility Security Plan annually in coordination with the Department for Transport (DfT). • Manage a small team of up to 10 security staff to make sure standards for security of the port facility are met
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			<ul style="list-style-type: none"> • Liaise with the port authorities, Ship Security Officers, immigration officers, Borders Policing Intelligence Command, and all emergency services during all cruise calls
Electric Vehicle Charging	Gavin Brown Mike Kelly	mike.kelly@edinburgh.gov.uk	<p>Electric Vehicle Charging for the Public</p> <p>Gavin Brown and Mike Kelly lead on the delivery of the Electric Vehicle Charging Installation Programme.</p>
Spaces for People	Gavin Brown Supported by a wider team from across transport and localities	spacesforpeople@edinburgh.gov.uk	<p>The Spaces for People programme of temporary measures to support walking and cycling as the city emerges from Covid-19 restrictions.</p>

Roads and Transport Infrastructure key service activities and contacts:

Service Activity	Lead Officer	Contacts	Summary
Asset and Performance	Sean Gilchrist sean.gilchrist@edinburgh.gov.uk 0131 529 3765	Roads.AssetManagement@edinburgh.gov.uk	The Asset and Performance teams' main functions are: <ul style="list-style-type: none"> Record roads safety inspections and defects on the adopted network. Process and analyse 3rd party accident claims relating to defects with roads and lighting assets. Development and refinement of the Transport Asset Management Plan (TAMP) Produce and monitor Capital work programmes and budgets. Management and expansion of the Confirm system including
Roads Operations	Jamie Watson jamie.watson@edinburgh.gov.uk T: 0131 458 8010	<p>Mailboxes: Roads Operations Enquiries - roadsoperations@edinburgh.gov.uk</p> <p>Gritting - WinterWeather.Enquiries@edinburgh.gov.uk</p> <p>Drainage - roads.gullycleaning@edinburgh.gov.uk</p> <p>Website Details: https://www.edinburgh.gov.uk/roads-pavements https://www.edinburgh.gov.uk/gritting-grit-bins</p> <p>Bankhead Roads Depot (Primary Depot) 14 Bankhead Avenue EH11 4HD</p>	Roads Operations are responsible for all revenue maintenance of Edinburgh's adopted Roads and Footpaths and primarily undertake the following functions: <ul style="list-style-type: none"> Inspection of roads and footpath defects reported by members of the public Design of maintenance solutions to the road and footpath network Repair potholes in the road, slab and kerb defects, and maintain/repair bollards Undertake revenue and capital surfacing schemes and patching works to repair the roads and footpaths Maintain/install/remove - pedestrian guardrail and crash barriers. Empty, clean and maintain gullies (Road drains) and roads drainage systems Maintain road markings and studs (<i>except disabled bays, access protection markings (APMs), single or double yellow (SYL / DYL) which are managed by the Parking Operations team.</i>) Winter Maintenance (Gritting) of the prioritised network Provide a 24/7 (OOH) emergency roads response - Police requests, Emergency Road Closures, Road Traffic Accidents, Flooding.

		<p>0131 458 8010</p> <p>Blackford Roads Depot Blackford Glen Road EH16 6TR 0131 664 3359</p> <p>Standby Phone - Out of Hours (OOH): 0131 458 8065</p>	
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 275</p> <p>Street Lighting and Traffic Signs</p>	<p>Alan Simpson</p> <p>alan.simpson@edinburgh.gov.uk</p> <p>T: 0131 458 8038</p>	<p>Mailboxes:</p> <p>Street Lighting Design – LightingDesign@edinburgh.gov.uk</p> <p>Street Lighting RCCs – RCCLighting@edinburgh.gov.uk</p> <p>Street Lighting Operations – StreetLighting@edinburgh.gov.uk</p> <p>Energy Efficient Street Lighting Programme – EESLP@edinburgh.gov.uk</p> <p>Traffic Signs – TrafficSigns@edinburgh.gov.uk</p> <p>Websites:</p> <p>Street Lighting Faults – https://www.edinburgh.gov.uk/streetlightproblem</p>	<p>The Street Lighting and Traffic Signs function is responsible for:</p> <ul style="list-style-type: none"> • Street Lighting Design and Road Construction Consents (RCC) - including street lighting design, contract procurement, site supervision and management of street lighting improvement projects; and the review and approval of street lighting RCCs; • Street Lighting Operations - including the management and maintenance of street lights, column and poles, illuminated signs and bollards, wall brackets and supply cabinets; • Energy Efficient Street Lighting Programme - including the replacement of street lights with energy efficient lanterns and the introduction of a Central Management System; and • Traffic Signs - including the management and maintenance of non-illuminated traffic signs and associated poles.

		EESLP - https://www.edinburgh.gov.uk/roads-pavements/modernising-street-lighting	
Page 276 Structures & Flood Prevention	Stephen Knox stephen.knox@edinburgh.gov.uk 0131 529 3587	Mailboxes: Structures – Bridges.Structures@edinburgh.gov.uk Flood Prevention – Flood.Prevention@edinburgh.gov.uk Out of Hours emergency flood contact - 0131 200 2000	The Structures team is responsible for: <ul style="list-style-type: none"> • The maintenance of Council-owned bridges (excluding remote footbridges which are usually maintained by Parks & Greenspace) and retaining walls supporting the carriageway. • Providing assistance with damaged or dangerous privately-owned boundary walls adjacent to adopted roads or footpaths. • Technical Approval of highway structures being constructed as part of new developments. The Flood Prevention team manages flood risk by <ul style="list-style-type: none"> • Inspecting, prioritising and maintaining water courses, reservoirs and coastal defences. • Providing an emergency flood response. • Assessing flood risk with a view to providing support to Planning and identifying future works.
Transport Design & Contracts	David Wilson david.wilson@edinburgh.gov.uk T: 0131 469 3912	Mailboxes: Transport transport.designservice@edinburgh.gov.uk	The Transport Design & Contracts team are responsible for: <ul style="list-style-type: none"> • The design, procurement and delivery (including site supervision) of Capital Maintenance and Public Realm schemes. • The design, procurement and delivery of Surface Treatment schemes which includes Surface Dressing, Micro Asphalt and Slurry Sealant works.

		<p><u>RCC's</u> rcc@edinburgh.gov.uk</p> <p>Websites:</p> <p><u>Edinburgh Street Design Guidance</u></p> <p>https://www.edinburgh.gov.uk/local-development-plan-guidance/edinburgh-design-guidance/1</p> <p><u>RCC's</u></p> <p>http://www.edinburgh.gov.uk/info/20089/roads_and_pavements/976/building_new_roads</p>	<ul style="list-style-type: none"> • Both Project and Contract Management for all Capital Maintenance, Surface Treatment and Public Realm schemes. • Assisting and coordinating with Active Travel, Traffic Signals and Street Lighting on Capital and Public Realm Projects. • Reviewing and approving Road Construction Consent (RCC) applications, including road adoptions. • Design and delivery of local improvement schemes.
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The Strategic Transport team are responsible for:

<p>Road Safety & Active Travel</p>	<p>Andrew Easson</p>	<p>Mailboxes:</p> <p>Road Safety transport.roadsafety@edinburgh.gov.uk</p>	<p>The Road Safety team is responsible for:</p> <p>Producing and implementing the Road Safety Plan for Edinburgh to 2020 in partnership with the Council's Streets Ahead road safety partners:</p> <ul style="list-style-type: none"> • Accident investigation and prevention (AIP) • Speed surveys and speed reduction measures • Citywide reviews of speed limits • Pedestrian crossing improvements programme • Dalmahoy junction AIP improvements • School Crossing Patrol Service • School Streets zones • Part time 20mph zones at schools • Road safety and active travel promotion and education in schools • School travel planning • Annual Young Driver and Junior Road Safety Officer events
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	<p>andrew.easson@edinburgh.gov.uk</p> <p>0131 469 3643</p>	<p>Active Travel activetravel@edinburgh.gov.uk</p>	<p>The Active Travel team is responsible for:</p> <p>Producing and implementing the Council's Active Travel Action Plan:</p> <ul style="list-style-type: none"> • Active Travel Investment Programme of walking and cycling improvement projects • Prioritised active travel actions within the Local Development Plan Action Programme • Providing active travel input to other Council improvement projects and planned major developments • Cycle racks and secure residential on-street cycle parking • Cycle route signing and other minor network upgrades • Active travel promotion, behaviour change and travel planning measures, including Smarter Choices Smarter Places programme • Facilitating the Council's Active Travel Forum
<p>Spatial Policy</p>	<p>Will Garret</p> <p>will.garrett@edinburgh.gov.uk</p> <p>0131 469 3626</p>	<p>spatial.policy@edinburgh.gov.uk</p>	<p>Spatial Policy is responsible for:</p> <ul style="list-style-type: none"> • City Mobility Plan (CMP) • Air Quality Action Plan and Annual Monitoring Report • Local Development Plan Action Programme Transport Actions. • Edinburgh City Centre Transformation (ECCT) • Planning Place Briefs • Edinburgh Design Guidance • Low Emission Zone (LEZ)
<p>Strategic Transport Planning & Projects Development</p>	<p>Jamie Robertson</p> <p>jamie.robertson@edinburgh.gov.uk</p> <p>0131 469 3654</p>	<p>Mailbox: transport.planning@edinburgh.gov.uk</p>	<p>Strategic Transport Planning is responsible for the development and delivery of strategic transport planning. Current Projects and Programmes include:</p> <ul style="list-style-type: none"> • Edinburgh Strategic Sustainable Transport Study Phase 2 • Regional Transport Transition Plan • Input to Strategic Transport Project Review 2 • Input to City Regional Deal and Scottish Government programmes and Schemes for example Grade Separation of Sheriffhall, Dalmeny Chord. • Management of the Council's Modelling and Transport Planning Contract • Management of the City Centre Programme Delivery Board

			<p>Projects Development is responsible for the inception, feasibility, development and delivery of the Council’s flagship transport and public realm schemes. Current key schemes include:</p> <ul style="list-style-type: none"> • George Street Public Realm Improvements • Charlotte Square Public Realm Improvements • West Register Street Public Realm Improvements • West Edinburgh Transport Investment Programme (through City Region Deal). • Low Emission Zone (LEZ) • ECCT Delivery Programme (not strategy development but physical delivery of schemes; such as Waverley Bridge changes, Victoria Street and Cockburn closures and Taxi Rank review
<p>Public Transport</p>	<p>Stuart Lowrie stuart.lowrie@edinburgh.gov.uk 0131 469 3622</p>	<p>Mailboxes: Tram management and maintenance trams@edinburgh.gov.uk Public Transport transport.publictransaccess@edinburgh.gov.uk</p>	<p>The Public Transport team is responsible for:</p> <ul style="list-style-type: none"> • The maintenance and provision of bus shelters and public transport infrastructure. • The registration of and administration of new bus service provision within Edinburgh. • The provision and management of supported bus services for socially necessary routes that are not provided as a commercial service. • The management of on street signage and provision of real time bus service information. • Liaison with taxi representative groups on changes to the road environment. • The management of the Bus Station. • The management of Park and Ride facilities. • Overseeing the operation of Edinburgh Tram and the administration of the Tram Maintenance Budgets. • The protection of tram assets from construction work and new developments.

The Transport Team are supported by a Business Support service:

<p>Business Support for Transport</p>	<p>Margaret Thayne margaret.thayne@edinburgh.gov.uk 0131 469 3687</p>	<p>Transport.VIP@edinburgh.gov.uk</p> <p>Transport.Typing@edinburgh.gov.uk</p>	<p>Business Support team:</p> <ul style="list-style-type: none"> • Logs European Digital Regulations Information/Freedom of Information (EDIR/FOI) enquiries and distributes to relevant teams for response. • Deals with responses to EDIR/FOIs from the relevant teams by getting appropriate sign-off, sending back to Information Rights Officer and closing off the system. • Records Compliments for relevant teams. • Records Complaints and distributes to relevant teams for response. <p>Business Support team:</p> <ul style="list-style-type: none"> • Gets relevant approvals, formats, proof reads and sends out responses to correspondence. • Closes responses off the system • Maintains version control of all Committee Reports for the teams.
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Other Activities

Activity	Follow Up
Tram to Newhaven Construction	Senior Responsible Officer: Hannah Ross https://www.edinburgh.gov.uk/tramstonewhaven/newhaven.tram@edinburgh.gov.uk
Removal of abandoned bikes	Issues with abandoned bikes should be reported in the first instance to the Street and Environmental Enforcement team in the Network and Enforcement Team. Contact: Jacqui Renton Jacqui.Renton@edinburgh.gov.uk
Clearing of trees and debris	Waste and Cleansing
Fallen Trees	Parks and Greenspace
Overgrown or hanging vegetation	Road Operations team (see above) in the first instance
	The Road Safety team is not responsible for the provision, operation and maintenance of safety cameras. This is the responsibility of Safety Cameras Scotland, part of Police Scotland - http://www.safetycameras.gov.scot/
Flooding in individual properties	The Flood Prevention team is not responsible for protecting individual properties from flooding and cannot advise individuals or businesses on purchasing property which may be subject to flood risk – flood risk maps and information on being flood-prepared can be found on SEPA's website.
Private or Council owned buildings or walls adjacent to the adopted road or footpath, statues, embankments or paths	The Structures team is not responsible for any private or Council-owned buildings, private walls not adjacent to an adopted road or footpath, statues, embankments or paths.
General issues with poor or defective Traffic Management	Report to the Road Occupations team in the first instance to establish who is responsible for remedial action.

Roads and Transport Infrastructure Improvement Plan

Action Point	Action	Target Date	Completed Date	Forecast Date	Led by	Comments	Dependencies	Status	
Organisational Structure									
1	Spectrum spatial Analysis (SSA) implementation	Improve robustness of the Roads Asset Inventory	Dec-20		Dec-20	Asset & Performance Manager	Work underway to set-up SSA with project board established. Network scan was carried out w/c 11.05.20 and data is now being prepared. Training on SSA starting 21.05.20. Inventory will continue to be updated as part of ongoing service operations.		Open
	Roll-out of Confirm	Review current use of Confirm to identify future use	Dec-21		Dec-21	Asset & Performance Manager	Identify opportunities for an expansion on the use of Confirm to cover all roads infrastructure assets, for example: Street Lighting and Traffic Signs Structures and Flood Prevention walls Drainage, guardrails, VRS, bollards and road markings	IT - Support from software provider 'Precisely', supply of Mobile Devices, training in the use of Confirm on Mobile Devices.	Open

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3	Update and improve our procedures and work practices across all Roads & Transport Infrastructure teams	Improve service delivery through updated Team Plans and Ops Guides. This will lead to a development of more meaningful KPIs across all revenue workstreams and effective dashboard reporting.	Mar-21		Mar-21	Performance Co-ordinator / All 4th tier managers	<p>Initial metrics have been considered and discussions undertaken on how to establish these within the Asset Management System. Examples of these for Roads Operations will include monitoring roads defects, gully cleaning and capital scheme productivity.</p> <p>These metrics will be progressed further for Roads Operations, and similar metrics developed within all teams.</p>	Further input required from software provider 'Precisely' for Bridges and Structures	Open
4	Establish better links between Capital and Revenue investment in the maintenance and repair of the road network, thus providing best value	<p>Utilise the new SSA in order to better target Capital investment.</p> <p>Develop more effective working practices between the Asset & Performance team and Roads Operations - Improving co-ordination of roads repairs, type and quality of roads repairs.</p> <p>Develop practices which more closely align the inspection of defects and their repairs, to ensure that the correct repair is implemented for roads defects.</p>	Mar-21		Mar-21	Asset & Performance Manager / Roads Operations Manager	<p>The SSA will bring together investment and repair information throughout the transport network in order to better inform future investment strategies.</p> <p>Initial discussion undertaken. Monthly meeting to be established, requires new structure to be in place to establish the new forum.</p> <p>Ensuring that the inspectors correctly categorise defects and that the correct squads are then tasked with addressing these. Inspectors take responsibility for the repair, not just identifying defects.</p> <p>Aim to carry out the appropriate repair first time.</p>		Open

5	Establish robust process for recoverable against Roads Operations assets	Review current processes, establish new central process and resource if required	Dec-20		Dec-20	Roads Operations Manager	<p>The process has been reviewed and contact has been re-established with Police Scotland to release key accident information.</p> <p>A draft process is in place but requires some input from insurance services on damages recovery.</p>	Input from Insurance services	Open
Page 284	6	<p>Ensure that the Roads, Active Travel and Public Realm Capital Programmes are sufficiently aligned so they complement and augment each other</p>	Co-ordination between Asset & Performance, Transport Contracts & Design, and Active Travel in long-term development of Active Travel and Public Realm projects. <p>Early in the project lifecycle, identify the extent of Active Travel and Public Realm aspects of Capital projects, and identify schemes that either have no active travel priorities or require urgent maintenance due to condition. These schemes should only receive minimal street design guidance improvements due to their priority within the capital maintenance programme.</p>	Mar-21	Mar-21	Asset & Performance Manager	<p>Active Travel schemes are currently being developed by external teams of Project Managers, Engineering consultants and Contractors.</p> <p>A number of capital renewal schemes have been delayed in the past due to the process of agreeing the appropriate active travel/street design guidance improvements. This has led to accelerated deterioration and the need for additional revenue budget and emergency capital renewals to be carried out.</p> <p>Capital renewal schemes are identified on a needs basis and there must be mechanisms in place that allow renewal schemes to be started quickly in order to climate dangerous sections on the network, improve condition for all users and reduce the requirement for revenue spend.</p>	Active Travel team, Partnership consultancy framework	Open

<p>7</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 285</p>	<p>Increase the current in-house design, contract management and site supervision resource across Roads & Transport Infrastructure, primarily in Transport Contracts & Design</p>	<p>Augment the current in-house design resource by means of a new consultancy framework to increase capacity within Transport Contracts & Design to facilitate delivery of a wider portfolio of projects types, such as Active Travel and Public Realm projects, alongside the annual capital renewals programme. Scope of the framework to include all teams within Roads & Transport Infrastructure to provide flexibility and additional capacity when required.</p>	<p>Mar-21</p>		<p>Mar-21</p>	<p>Transport Contracts & Design Manager</p>	<p>This approach has been developed following a benchmarking exercise against a number of other local authorities nationally.</p> <p>Introduction of Street Design Guidance has increased the complexity of Capital road maintenance schemes, with a resultant increase in design resource required, and programme prolongation.</p> <p>To date, Transport have augmented the in-house design resource utilising the Scotland Excel and other internal and external professional services frameworks, to varying degrees of success. A new multi-lot single-supplier/partnership-type consultancy framework will help alleviate some of the challenges encountered to date, and procurement has commenced. Flexibility will still be afforded by access to existing frameworks.</p>	<p>Procurement</p>	<p style="text-align: center;">Open</p>
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Page 286	8	Improve safe maintenance of Active Travel Infrastructure through collaboration with Active Travel team	Develop a mechanism by which funding for the maintenance of Active Travel schemes can be quantified and identified during their inception, and funds made available to the Asset & Performance team to ensure the safe operation of these vital travel links, particularly for vulnerable road users.	Mar-21		Mar-21	Asset & Performance Manager	<p>Significant investment in Active Travel infrastructure is encouraging, but this comes with a maintenance cost which cannot be covered using existing roads and footways budget, particularly with ongoing top-slicing of budgets and increasing numbers of roads/footways, structures, street lighting and signs assets resulting from these schemes. It is necessary to work closely with the Active Travel team to (a) ensure that the ongoing maintenance costs are considered when these projects are being promoted, including the provision of specialist maintained equipment/materials and (b) identify mechanisms by which funding can be made available for their maintenance (including external sources of funding from SG and Sustrans).</p> <p>Funding will include costs of plant, labour and materials.</p>	Active Travel team, Sustrans, Scottish Government	Open
	9	Improve the Council's strategic flood prevention function to address Climate Change and sustainable development.	Split and develop the existing Flood Prevention function into two separate functions: 1. Strategic Flood Prevention Management in partnership with Scottish Water, SEPA and neighbouring Local Authorities; 2. Maintenance of existing Flood Prevention infrastructure, including	Dec-21		Dec-21	Structures & Flood Prevention Manager	<p>To include staff from the existing Flood Prevention team, as well as staff from Planning and Parks & Greenspace. Function may be placed within Planning (Place Development) or alongside existing Flood Prevention team within Place Management. Responsibilities will be to: develop the Council's strategic response to an ever-changing climate; close integration with Scottish Water and SEPA in response to current Integrated Catchment Study, Surface Water Management Plans, Local Plan District and Edinburgh & Lothians Strategic Drainage Partnership; and influencing Planning policy to promote sustainable drainage and green</p>	Planning, Parks, Scottish Water, SEPA, neighbouring local authorities and Scottish Government.	Open

		reservoirs, coastal defences and existing flood prevention schemes. This will require the introduction of an additional team in conjunction with Planning and other relevant Council departments, requiring identification of additional sources of funding to assist with formation of the team and its projects.					infrastructure. This function will not just consider the strategic approach in relation to watercourses but will also include Reservoirs and Coast.		
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Transport and Environment Committee

10.00am, Thursday, 1 October 2020

Revenue Monitoring Update – 2019/2020 Provisional out-turn and 2020/2021 Month three position

Executive/routine Wards Council Commitments	Executive All
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1. Recommendations

- 1.1 Transport and Environment Committee are asked to:
- 1.1.1 note that the overall Place provisional revenue out-turn for 2019/2020 was a £6.996m overspend including costs attributable to Covid-19 and £5.345m when Covid-19 net costs are excluded. Services within the remit of the Committee delivered provisional out-turn overspends in 2019/2020 of £3.876m excluding Covid-19 impacts;
 - 1.1.2 note that the overall Place revenue budget month three position for the 2020/2021 financial year is a projected £3.020m overspend (excluding Covid-19 impact). Services within the remit of the Committee are forecasting an overspend of £0.95m (excluding Covid-19 impact), which represents the 2020/2021 savings delivery risk;
 - 1.1.3 note that General Fund Covid-19 costs of c. £29m in addition to pressures set out at 1.1.2 have been forecast for the overall Place Directorate at month three with circa £18m relating to services within the remit of the Committee; and
 - 1.1.4 note that the Executive Director of Place is taking measures to reduce budget pressures and progress will be reported to Committee at agreed frequencies;

Paul Lawrence

Executive Director of Place

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Revenue Monitoring Update – 2019/2020 Provisional out-turn and 2020/2021 Month three position

2. Executive Summary

- 2.1 The report sets out the provisional out-turn for the 2019/2020 financial year and the projected month three revenue monitoring position for Place Directorate services which are under the remit of this Executive Committee. This is based on the unaudited annual accounts for 2019/2020 in respect of the provisional out-turn and for the month three forecast, an analysis of actual expenditure and income to the end of June 2020 with expenditure and income projections for the remainder of the 2020/2021 financial year.
- 2.2 The overall 2019/2020 provisional out-turn excluding Covid-19 impact was largely as reported at month nine to Finance and Resources Committee, in that an overspend of £5.345m was returned after adjusting for Covid-19 impacts. The provisional out-turn for the services which are under the remit of this Committee was an overspend of £3.876m.
- 2.3 At month three, the 20/21 full year forecast business as usual (excluding Covid-19 impact) overall Place gross budget pressure is currently £8.690 (net of £1.902m approved investment as part of the 2020/2021 budget process), partially offset by agreed management actions totalling £5.670m, resulting in a net residual budget pressure of £3.020m.
- 2.4 At month three, services within the remit of this Committee are forecasting a business as usual overspend in 2020/2021 of £0.950m which in the main represents the in-year delivery risks relating to £1.348m of 2020/2021 approved savings.
- 2.5 At month three, the General Fund Covid-19 impact for Place Directorate has been forecast to be a net cost in the region of £29m with circa £18m of this relating to projected lost income and additional costs incurred in services within the remit of this Committee.
- 2.6 This report will focus primarily on the aspects of Place revenue budgets which are within the remit of the Transport and Environment Committee.
- 2.7 The Executive Director of Place is fully committed to making all efforts to identify management action to reduce the budget pressures. However, given the magnitude of these pressures, there is the potential for a significant level of overspend.

3. Background

- 3.1 The total 2019/2020 approved gross General Fund revenue budget for the Place Directorate was £236.511m. The net budget is £43.543m after adjusting for income from other parts of the Council, external grants and other income. This budget was net of £8.98m of approved budget savings and a further £2.8m allocation of Council efficiency savings approved by Council in February 2019.
- 3.2 The total 2020/21 approved gross GF revenue budget for the Place Directorate is £242.181m. The net budget is £45.729m after adjusting for income from other parts of the Council, external grants and other income. This budget is net of £4.508m of approved savings approved by Council in February 2020.
- 3.3 This report provides an update on financial performance against the above revenue budgets; provisional 2019/2020 out-turn and 2020/2021 forecast at month three. A separate report to the Council's Finance and Resources Committee on [27 August 2020](#) set out the projected position on the Capital Investment Programme.
- 3.4 Covid-19 identified net costs have been separated from the 'business as usual' in order to facilitate understanding of the underlying budget position and drivers of risks, cost pressures and mitigating actions where applicable.

4. Main report

Place Directorate - 2019/2020 provisional out-turn

- 4.1 The Directorate's activities continued to be subject to significant pressures during the year and the reported outturn position (after exclusion of COVID-19 related costs) is largely consistent with that reported at month nine. The Place provisional out-turn position for 2019/2020 is a net overspend of £6.996m including Covid-19 related costs and £5.345m after adjusting for covid-19 impacts.
- 4.2 The provisional out-turn for 2019/2020 for the services within the remit of the Committee is a net overspend of £3.876m. The main areas of pressure were delays in savings delivery and emergent pressures which are set out in Appendix 1:
- 4.2.1 Waste and Cleansing returned a provisional out-turn overspend of £1.1m, this can mainly be reconciled to a delay in savings delivery. Management Action has been instructed in 2020/2021 in terms of service cost reduction.
- 4.2.2 Scientific and Bereavement Services returned a provisional out-turn overspend of £0.9m overspend which can mainly be reconciled to the temporary suspension of Environmental Testing Services. Management action is underway in 2020/2021 to resolve this issue.
- 4.2.3 Transport Services in total returned a provisional out-turn overspend of £1.2m, which can be mainly reconciled to a delay in savings delivery. As denoted in Appendix 1, the income related savings in relation to parking were on track to be delivered until Covid-19 impacted. The Transport

Review is being implemented in 2020/2021 which should enable savings delivery.

- 4.3 Other material variances in 2019/20 related to the Place-wide efficiency savings allocation of £2.8m where the Directorate was unable to fully meet the approved savings target, in addition to delivery of specific service savings and mitigation of service pressures.

2019/2020 Approved Savings Delivery

- 4.4 2019/20 approved savings totalled £11.78 including an efficiency savings requirement of £2.8m, Overall, around 63% of 2019/20 approved savings and efficiency savings were delivered in year (£7.39m), with progress made towards the delivery of previous year savings such as charging for garden waste which has now been delivered in full. A summary of the delivery status of 2019/2020 approved savings and efficiency savings within the remit of the Committee is shown in Appendix 1, with elements not delivered in year carried into the 2020/2021 budget management strategy.

Place Directorate - 2020/2021 Month three forecast

- 4.5 At month three, the 2020/2021 forecast net pressure assuming delivery of identified management actions within Place budgets overall is £3.020m (excluding Covid-19 net costs).
- 4.6 At month three, the forecast position for services within the remit of the Committee is a £0.950m overspend (excluding Covid-19 impact). This is largely representative of the 'at risk' elements of approved budget savings.

2020/21 Budget – Approved Savings Delivery

- 4.7 The approved budget savings for Place Directorate in 2020/2021 total £4.508m. Progress in the delivery of the savings programme is reviewed regularly by Place Senior Management Team. £2.438m of approved 2020/2021 budget savings have been assessed by Place SMT as having been impacted by factors, including the Coronavirus pandemic with a "substantial risk" that the approved savings will not be achieved. This includes £0.503m of approved savings within the remit of this Committee.
- 4.8 Whilst services have been asked to produce plans to bring substitute savings forward, it is important to understand the reasons for savings being 'at risk'. To this end, the traditional RAG assessment provided within the Committee reporting and governance framework has been expanded to include a black assessment denotation which is applied to savings where there has been a material change in context leading to a substantial delivery risk or where there are serious concerns around project design resulting in the same outcome.

- 4.9 The savings which fall under the remit of this Committee total £1.328m and are shown in Appendix 2 with the month three delivery assessment. A risk assessment exercise has been undertaken in consultation with Place Management Team, this indicates that, on the basis of actions planned or already undertaken, £0.445m of approved savings are assessed as “green” (saving on track to be achieved); £0.400m is assessed as “red” (limited assurance that saving will be achieved); and £0.503m are assessed as “black” (material change in circumstances with substantial risk that saving will not be achieved).

Pressures, Risks and Management Actions

- 4.10 Place Directorate overall is forecasting a £3.020m overspend at month three. Solutions will require to be brought forward to treat the residual budget pressure and any emergent budget risks, this may impact the services within the remit of the Committee.
- 4.11 Place Directorate discuss budgets with Finance colleagues on a weekly basis at the Senior Management Team in order to try and manage the risks set out in this report and consider emergent risks in the unprecedented pandemic context.
- 4.12 The 2020/21 budget management strategy which was agreed and is currently being implemented by the Place Senior Management Team has given full consideration to legacy and new budget pressures as well as the in-year savings requirement. Over the short-to-medium term, concerted action is required to address underlying budgetary issues in a sustainable way.

Overall Position – Covid-19 Impact - Month three forecast 2020/21

- 4.13 As stated earlier in this report, GF Covid-19 direct costs and loss of income are being reported separately to allow appropriate decisions to be made in respect of the business as usual and the unbudgeted extraordinary net costs. At month three, in the region of £29m of budget impacts have been forecast across Place Directorate which relate to Covid-19. Within this total, circa £18m relates to the remit of this Committee and is set out within Appendix 3.

5. Next Steps

- 5.1 Place Directorate is committed to delivering mitigating management action to address identified budget pressures on an ongoing basis and will continue to report on progress towards the delivery of a balanced budget.
- 5.2 In addition to the introduction of realigned budgets and half-year reviews, a more strategic approach is being implemented in terms of budget management. Place SMT is looking to the 2020/2021 budget management strategy as part of a rolling process not confined to the current financial year. Where planned savings and mitigations are not fully delivered in year, they are being factored into future year budget management strategies.
- 5.3 The Executive Director of Place is fully committed to making all efforts to identify management action to reduce the budget pressures. However, given the magnitude of these pressures, there is the potential for a significant level of overspend.

6. Financial impact

- 6.1 The Council's Financial Regulations set out Executive Directors' responsibilities in respect of financial management, including regular consideration of their service budgets. The position set out in the report indicate pressures arising within the Place Directorate which require to be addressed.

7. Stakeholder/Community Impact

- 7.1 Consultation was undertaken as part of the budget setting process.

8. Background reading/external references

- 8.1 Month 3 Revenue Update Report – [27 August 2020](#)
- 8.2 Revenue 2019/20 Revenue Out-turn Report – [27 August 2020](#)
- 8.3 T&E half year update report 2019/2020

9. Appendices

- 9.1 Appendix 1 – Place Directorate: 2019/2020 Provisional Out-turn – Pressures within remit of Transport and Environment Committee.
- 9.2 Appendix 2 – Place Directorate: 2020/2021 Month three Approved Savings Assessment - within remit of Transport and Environment Committee.
- 9.3 Appendix 3 – Covid-19 Impact – Place Directorate - Month three forecast 2020/21.

Appendix 1 – Place Directorate: 2019/2020 Provisional Out-turn – Pressures within remit of Transport and Environment Committee.

2019/2020 PROVISIONAL OUT-TURN	Approved Saving	Approved Saving	Efficiency Saving	Emergent Pressure	Total
TRANSPORT & ENVIRONMENT COMMITTEE	2018/2019	2019/2020	2019/2020	2019/2020	
SUMMARY OF KEY MANAGEMENT ACTIONS STILL TO BE COMPLETED	£m	£m	£m	£m	£m
Waste and Cleansing - Operational Working Patterns including defleeting	0.37				0.37
Joint Procurement of Waste Contracts		0.38			0.38
Transport Reform		0.32			0.32
Clean and Green		0.25			0.25
Parking - increase charges by average of 4.5% per annum over four years		0.40			0.40
Re-provision of public conveniences		0.25			0.25
Parking Action Plan Implementation		0.19			0.19
Improved Approach to Street and Environmental Enforcement		0.32			0.32
Service Defleeting		0.35			0.35
Place Management Efficiency - Misc			0.76		0.76
Emergent Pressure - Environmental Testing Services				0.70	0.70
Total	0.37	2.45	0.76	0.70	4.28
Adjusted for Covid-19 impact		-0.59			-0.59
Total	0.37	1.86	0.76	0.70	3.69
Denotes saving was on track to be delivered until Covid-19 (including in year substitution of related measures)					
Denotes partially delivered (including in year substitution of related measures)					
Factored into 2020/2021 budget management strategy					

Appendix 2 – Place Directorate: 2020/2021 Month three forecast – Pressures within remit of Transport and Environment Committee.

2020/20/21 Approved Saving	Green £m	Amber £m	Red £m	Black £m	Total £m
	Delivered	In Progress	Difficult	At Risk *	
Income Generation – Including Parking Action Plan.	0.030	0.000	0.000	0.088 MC	0.118
Workforce Savings – Including Scientific and Bereavement Services.	0.000	0.000	0.000	0.090 MC	0.090
Third Party Savings – Including Joint Waste.	0.000	0.000	0.000	0.325 MC	0.325
Transport Reform	0.000	0.000	0.400	0.000	0.400
Fees & Charges	0.415	0.000	0.000	0.000	0.415
Total	0.445	0.000	0.400	0.503	1.348
% of Total Savings	33%	0%	30%	37%	100%

*PD = Project Design, *MC= Material Change in Circumstances

2020/21 Approved Transport and Environment Savings with delivery risk adjustment

Month three forecast – 20/21 savings with applied delivery risk percentages	Delivery assumed in month three forecast	Approved Saving 2020/21 £m	Forecast Savings Delivery 2020/21 £m (after delivery risk % applied)	Forecast Savings Shortfall 2020/21 £m
Green	100%	0.445	0.445	-
Amber	40%	0.000	0.000	-
Red	10%	0.400	0.040	£0.360m
Black	0%	0.503	0.000	£0.503m
Total		1.348	0.485	£0.863m

Covid-19 Impact - Place Directorate - Month three forecast 2020/21		Appendix 3		
The sums below are based on a broad period of three months' shutdown from April to June, with a gradual reinstatement of operations over the following three months to the end of September. In a number of cases, however, further expenditure pressures and/or income losses are expected and these are noted below.				
		Estimate	Increase/	Revised
		P&S 23 July	(decrease)	F&R 27 Aug
Service Area	Potential Impact			
		£m	£m	£m
Increases in expenditure				
Waste and Cleansing	Additional refuse collection vehicles, fuel, external contractors, PPE, etc. Updated projection reflects increased agency staffing expenditure linked to the reopening of Community Recycling Centres, as well as reduction in income from sale of recyclates, based on depressed state of market.	0.388	1.060	1.448
Public conveniences	Limited, phased reopening in areas of high footfall, especially in parks and at the seafront, as approved by the Policy and Sustainability Committee on 9 July. Costs are based on period until end of October.	0.144	0.000	0.144
Temporary mortuary hire	Including provision for additional direct staffing	0.110	0.000	0.110
Total increases in expenditure - Place		0.642	1.060	1.702
Reductions in income				
Parking Income - on-street	Loss of income from on-street car parking due to the suspension of city-wide parking charges, based on parking charge and enforcement reinstatement wef 22 June but with continuing shortfalls in income for most of the rest of the year due to reduced space availability and/or demand. While recent weeks' figures have generally shown steady improvement in income levels, the projection remains unchanged at this time pending confirmation of demand over the medium term.	11.674	0.000	11.674
Housing Property Services	Estimated reduction in sums chargeable to the Housing Revenue Account	2.945	0.290	3.235
Place (various)	Net loss of income - including pest control and scientific services, tables and chairs income, cruise liner berthing fees and museum and galleries donations, admissions and rents. Updated projection reflects agreed management actions in respect of asbestos service, net of increased potential shortfall in tables and chairs income following decision of Policy and Sustainability Committee on 6 August.	2.738	(0.445)	2.293
Parking Income - enforcement	Enforcement and bus lane cameras Penalty Charge Notice reductions	2.013	0.000	2.013
Roads	Reduction in staff salaries chargeable to the Capital Programme.	1.820	0.000	1.820
Parking - residents' and other permits	Loss of income for residents', retailers', business and trade permit schemes and associated non-enforcement	1.675	0.000	1.675
Cultural venues	Loss of income - sales, rentals, admissions and rents. Increased projection reflects one month's further assumed shutdown in October.	1.342	0.210	1.552
Parks and Greenspace	Losses of income including for events, trading stances, park leases, rechargeable tree works, nursery sales, timber sales and Edinburgh Leisure recharge. Increase reflects full assumed cancellation of events through to September.	0.996	0.000	0.996
Building Standards	Loss of warrant income as construction industry shuts down	0.858	0.000	0.858
Planning	Reduction in planning applications submitted due to construction shutdown	0.625	0.000	0.625
Licensing	Refunds/extensions for all licences, including cab, liquor and HMO (NB these costs are now expressed net after any potential contributions from earmarked reserves).	0.442	0.000	0.442
Public transport	Loss of bus station income due to reduced departures, etc. While the figure shown reflects a revised (lower) assessment of income lost, enforced delays to the replacement of the Bus Station Information System and Real Time Passenger Information signage may give rise to additional costs in the current year.	0.700	(0.280)	0.420
Refunds/discounts for cancelled services - garden waste	Costs of extending current-year permits by further five weeks	0.113	(0.038)	0.075
Total reductions in income - Place		27.941	(0.263)	27.678
Total net additional costs		28.583	0.797	29.380

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Transport and Environment Committee

10.00am, Thursday, 1 October 2020

Reform of Transport Arm's Length External Organisations

Executive/routine	Executive
Wards	All
Council Commitments	21

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
- 1.1.1 note the progress that has been made regarding development of options for reform of the Council's wholly and partly owned Transport Arm's Length External Organisations (Transport for Edinburgh Limited, Edinburgh Trams Limited and Lothian Buses Limited) (the Transport ALEO's);
 - 1.1.2 Note the summary of responses received so far from West Lothian Council (one of the minority shareholders in Lothian Buses), the Transport ALEOs and Unite;
 - 1.1.3 Agree that a short term working group, made up of Council officers and representatives from the Transport ALEOs, be established to further appraise the options presented against the responses received and to agree a delivery plan for the chosen option; and
 - 1.1.4 Agree that engagement should continue with the minority shareholders and with Unite, in parallel with the short term working group.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Planning and Transport Service Manager - Ewan.kennedy@edinburgh.gov.uk; 0131 469 3575.

Reform of Transport Arm's Length External Organisations

2. Executive Summary

- 2.1 This report updates committee on the engagement undertaken to date on the reform of the Transport ALEO's and requests approval to enter a phase of detailed engagement with the Boards of the Council's Transport ALEO's, Minority Shareholders and employee representatives.

3. Background

- 3.1 A report to Policy and Sustainability Committee dated [9 July 2020](#) set out the current arrangements for the management of the Council's Transport ALEO's and highlighted challenges in continuing to manage existing arrangements.
- 3.2 At paragraph 4.6 the report noted objectives for reform of the Transport ALEOs. Three options for reform were proposed, an initial assessment made of these and a preferred option identified based on that initial assessment. The need for a new public transport strategy was also identified to be prepared in parallel with the creation of the new structure.
- 3.3 Council officers undertook to conduct initial engagement with each of the regulated Transport ALEOs, the minority shareholders in Lothian Buses Limited and the trade unions recognised by the Transport ALEOs, with feedback to be brought to this committee.
- 3.4 Council officers were also asked to include an evaluation of the proposed integration on the delivery of the 2030 Carbon Neutral Edinburgh targets and on equalities. Council officers were also asked to provide a timetable for the creation of a new plan for public transport, and to consider within that plan the contribution of rail services.
- 3.5 This report updates committee on the engagement undertaken to date and seeks approval to progress with a proposed delivery plan.

4. Main report

- 4.1 In the period since the report of 9 July 2020 Council officers have engaged with the boards of each of the Transport ALEOs along with representatives of Unite, the union formally recognised by the Transport ALEOs and the Minority Shareholders in Lothian Buses.
- 4.2 Each of the key stakeholders were asked to give feedback on the proposals made in the report of 9 July 2020.
- 4.3 Responses have been received from each of the Transport ALEOs and Unite. Each Transport ALEO and Unite support the principle of integrated delivery. The responses can be summarised as follows:
- 4.4 Transport for Edinburgh
- 4.4.1 Particularly considering COVID-19, Transport for Edinburgh supports the principle of and recognises the benefits of integration of public transport delivery and consequently does not support the option to 'do nothing'.
- 4.4.2 Transport for Edinburgh expressed concern that COVID-19 represents additional risk to transformation, but recognised the complexity of existing arrangements and supports simplification and streamlining them.
- 4.4.3 Transport for Edinburgh do not support the 'do nothing' option. Broadly, the Board supports further exploration of Option 2, albeit with considerable refinement of existing structures and arrangements, and Option 3 going forward; and
- 4.4.4 Transport for Edinburgh considers that the reform proposals should recognise the considerable importance of regionalisation, impact on customers and delivery of mobility as a service.
- 4.5 Lothian Buses
- 4.5.1 Lothian Buses note that they have been supportive of reform of the governance of the Transport ALEOs since early informal engagement commenced and are not in favour of the 'do nothing' option. Their view is that the reform proposals must now be progressed in a smooth and timely fashion.
- 4.5.2 It is the view of Lothian Buses that Option 2 (adapting the existing governance model) will not achieve the objectives set out in the report of 9 July. Lothian Buses agrees with the view expressed in the 9 July report that this approach would result in a sub-optimal outcome. In considering how the Council's public transport reform objectives could best be achieved, Lothian Buses' current thinking has focussed on the single company option.
- 4.5.3 While they suggested a new governance model for a single operating company in their written response, Lothian Buses have acknowledged a need for input from various parties if Option 3 (single operating company) is to be delivered. They have underlined the need for effective engagement with

the Transport ALEOs, Minority Shareholders and Unite. They state that what needs to be avoided is the impression that the Council is imposing change on its transport companies. Successful transition implementation from a current state to a future state will always be more likely if the transition process is co-owned amongst the participants along with agreed unanimity regarding the desired outcome.

4.6 Edinburgh Trams

4.6.1 Edinburgh Trams also agree that the 'do nothing' option should not be developed further.

4.6.2 They agree that with any of the options there would be a desire for a unified Board to oversee the activities of its modal components. They consider that the one board solution is appropriate to drive the integration agenda. An integrated board would also have a vital accountability and governance role ensuring the companies work together to deliver the policy outcomes set by the Council.

4.6.3 Edinburgh Trams believe that greater consideration should be given to development of Option 2, and have noted a number of concerns about Option 3 (a single operating company) as follows:

4.6.3.1 Given the complexity and size of a single company, the opportunity to realise efficiencies in back office functions is likely to be limited;

4.6.3.2 Whether the differing needs of a large established "steady state" company and a younger organisation seeking growth, alongside new initiatives such as bike hire can be met within the same organisation;

4.6.3.3 They have also raised the discrete safety management systems required by each mode and, specifically under Rail and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS), that it is good practice to have separation between owner and operator/maintainer, due to the differences in terms of duties (and consequent liabilities) under legislation. They are concerned that the separation between owner and operator could become blurred in a single company structure;

4.6.3.4 Possible industrial relations issues from a change to a single operating company. Experience suggests that harmonisation of terms and conditions can be contentious, and that there could be attendant additional cost. In addition, there is greater potential impact across the city arising from possible future industrial action with a joint workforce; and

4.6.3.5 Continuing good operational reputation is key to future growth of the network and concerns that risk of moving to a single operating company could impact that.

- 4.6.4 They acknowledge that their concerns about a single company structure could be mitigated by moving in the interim to a three company structure with a unified board, from which point delivery of a single company structure could be developed and implemented.
- 4.6.5 Edinburgh Trams made clear the need for engagement with all parties as the process is progressed.

4.7 Unite

- 4.7.1 Unite recognise that cost savings could be made from merging operations but have concerns that a drive to save money could result in diminution of services. Unite make clear that it would not support a process which leads to redundancies or a diminution of bus services, nor privatisation of the companies.
- 4.7.2 Unite agrees that a new board structure is required. It seeks representation at board level for employees and an understanding of how the board would engage with the workforce of both companies. They also consider that care must be taken in appointment of directors to the board to ensure a combination of experience and skills and a commitment to delivery of public transport in Edinburgh.
- 4.7.3 Unite also considers that governance arrangements within the Council should be strengthened, with a stronger role in oversight, responsibility and accountability.
- 4.7.4 Unite would wish to see cost savings delivered through efficiencies at senior management level. They also seek protection of workers terms and conditions, job security and parity of pay and terms and conditions, using Lothian Buses terms and conditions as the benchmark.

4.8 West Lothian Council

- 4.8.1 As a minority shareholder, West Lothian Council agree that the strategic objective of the review sounds sensible but note that more work is required to fully understand the proposed governance structure and role of the minority shareholders within any reformed structure.
- 4.8.2 They also raised a concern that company reform, particularly considering other pressures on local authorities as a result of COVID-19, will be time consuming and complex. Therefore, they ask that realistic timescales be agreed.

Further Engagement

- 4.9 The initial engagement clearly supports reform of the governance of the Transport ALEOs, with further development of the Council's preferred option, Option 3, alongside refinement of Option 2.
- 4.10 The engagement responses also offer close working and support to design an optimal governance structure. In light of these responses and noting that further

time is required to receive responses from East Lothian Council and Midlothian Council.

- 4.11 it is proposed to establish a short-life working group comprising Council officers and non-Executive Board members from the Transport ALEOs to develop an optimal governance model for future operations. A draft Terms of Reference for this working group is attached in Appendix 1.
- 4.12 In addition, separate engagement will take place with the minority shareholders and Unite. This engagement will be led by Council officers, and will ensure that the minority shareholders and Unite are appraised of progress from the working group and engaged in the development of the proposals emerging from the working group and on the final preferred governance and operating structure in advance of this being presented to Committee.
- 4.13 This approach takes advantage of the offers made in the engagement responses and maximises the opportunity for detailed and constructive development of a final proposal for the Council.
- 4.14 Appropriate further legal (including regulatory, competition and procurement law) and financial advice continues to be sought noting that, as issues are identified, further examination and discussion with the Transport ALEOs will be required.
- 4.15 In the report approved by Policy and Sustainability Committee on 9 July 2020 a key objective of reform is identified as: Delivery of public transport that takes account of wider public policy drivers, particularly in delivering anti-poverty and pro-sustainability strategies.
- 4.16 This objective is contained within the Terms of Reference for the working group, which will be tasked with appraising the options and initial engagement responses received to identify and plan for the delivery of the option which best allows Council policy delivery to be supported by public transport delivery, building on the Council's commitment to net zero by 2030 and the Council Coalition commitments.
- 4.17 It is recognised that the need for a new public transport plan, considering the contribution of rail services as well as bus and tram needs to move quickly. Discussions are on-going about the timetable and funding for this and will continue in parallel to the engagement on reform.

5. Next Steps

- 5.1 If the report recommendations are approved, the development and delivery of this phased approach will require:
 - 5.1.1 The working group to be established in line with the Terms of Reference attached as Appendix 1;
 - 5.1.2 Additional detailed engagement to take place with:
 - 5.1.2.1 Minority Shareholders (East, West and Mid Lothian Councils);
 - 5.1.2.2 The public transport company boards and executive management teams of Lothian Buses and Edinburgh Trams;

- 5.1.2.3 employee representatives and trade union stakeholders, through Unite; and
- 5.1.2.4 Any other stakeholders that may be considered necessary.

6. Financial impact

- 6.1 A small funding allocation has been made in the Place directorate budget to develop the implementation plan for this approach.
- 6.2 The cost of financial and legal advice to the project can be met from the Place budget for the 2020/21 financial year.

7. Stakeholder/Community Impact

- 7.1 Engagement with the Transport ALEO's, the minority shareholders and Unite has identified a need for continued engagement throughout the process of reform and therefore effective discussion and consultation throughout a period of reform should be established at officer level and reported through the committee process. The proposed way forward maximises the consultation required to inform the final structure.
- 7.2 Initial assessments have been made on the likely positive and negative impacts of the potential reforms. However, it is proposed that the Working Group develop a full interim Integrated Impact Assessment on the preferred option in advance of reporting back to Committee.
- 7.3 An early draft Risk Management Plan has been prepared, which sets out the four key risk themes emerging from the earlier report. These were identified as:
 - 7.3.1 Project Governance;
 - 7.3.2 Stakeholder Engagement;
 - 7.3.3 Design and Implementation; and
 - 7.3.4 Project Delivery.
- 7.4 It is proposed that the Working Group develop a detailed Risk Management Plan from the outset of their activities, detailing and assessing the risks under each of the above themes.
- 7.5 Early assessment of a single integrated company which fully adopts the 2030 net zero carbon target into its service level agreement indicates that it will have a significantly positive impact on the city's carbon emissions. The Working Group will be asked to set targets for this and once this is done a quantitative assessment of the carbon impacts will be produced.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 – Terms of Reference for Working Group

Appendix 1 – Stakeholder Working Group Terms of Reference

Name: City of Edinburgh Council Transport ALEO Reform Working Group

Purpose: To develop a preferred governance and operating structure for delivery of Council owned public transport that takes account of wider public policy drivers, particularly in delivering anti-poverty and pro-sustainability strategies

Objectives:

- The continued development of high quality regional public transport services across Edinburgh and the Lothians, catering for the needs of all passengers;
- The efficient mobility of the passenger is a key factor in infrastructure and investment decisions, enabling increased movement between modes;
- Efficiency and value for money must be optimised;
- Strategic planning across public transport in Edinburgh and the wider region should anticipate and respond to future development and demographic needs;
- Public transport arrangements must be fit for the post COVID- 19 operating environment;
- Dividend performance is a key issue and must be factored into any new arrangements;
- Any reform should enable and maximise collaboration between public transport delivery and local, regional and national policy;
- Compliance with all relevant transport, employment, competition and regulatory requirements; and
- Any industrial relations and HR risks due to unnecessary transition complexity should be mitigated.

Membership:

- Two Officer Representatives from City of Edinburgh Council;
- Two Non-Executive Representatives from the Board of Edinburgh Trams Limited;
- Two Non-Executive Representatives from the Board of Lothian Buses; and
- Two Non-Executive Representatives from the Board of Transport for Edinburgh.

Specialist Advisers: Legal and Financial Advisers, appointed by City of Edinburgh Council, as required.

Accountability and Decision Making: This is not a decision making working group. The group will report initially to the Executive Director of Place for City of Edinburgh Council and a report bringing forward recommendations will be prepared for the Council's Transport and Environment Committee for decision.

Additional Considerations: The Working Group should explore:

- service integration, route optimisation and fare/ticketing optimisation;
- the maintenance of a competitive and inclusive fare structure that can encourage and maximise public transport utilisation;
- all relevant policies including Edinburgh city centre, transformation, LEZ implementation and wider net zero carbon objectives;
- supporting the transport policies of the minority shareholders and wider regional transport objectives;
- developing options which assume zero-subsidy contribution from all shareholder councils;
- maintaining financially and operationally viable bus and tram service provision that meets the mobility needs of customers across Edinburgh and the Lothians; and
- the interaction of reforms with other modes such as cycling, walking, wayfinding, commuter clubs and bike hire schemes

Meeting Arrangements: The meetings will initially take the form of workshops. It may be possible that sub-groups will be formed to progress individual themes emerging through engagement. Any sub-groups will be comprised of representatives from the Working Group and any specialist advisers required.

Initial Timeline: It is expected that initial outputs from the Working Group will be delivered by 31 December 2020.

Outputs: The initial outputs could include but will not be limited to:

- A preferred governance structure for the future delivery of public transport services owned by City of Edinburgh Council and the other minority shareholders;
- A plan for continuity of service through implementation of an optimal governance structure, minimising the impacts of change which will include but not limited to:

- Detailed interim Integrated Impact Assessment to include equalities, sustainability and economic impacts arising from the preferred option; and
- Detailed risk management plan which includes appropriate controls to address all risks identified arising from the preferred option;
- Initial plans for delivery of Council policies, in particular anti-poverty and sustainability.