



Business bulletin

Transport and Environment Committee

10.00am, Thursday, 14 October 2021

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 Eleanor Bird Councillor Maureen Child Councillor Gavin Corbett Councillor Graham Hutchison Councillor David Key Councillor Kevin Lang Councillor Claire Miller Councillor Stephanie Smith Councillor Iain Whyte</p>	<p>Alison Coburn, Operations Manager</p> <p>Veronica MacMillan Committee Services</p> <p>Taylor Ward Committee Services</p>

Recent news	Background
<p>Roseburn to Union Canal – Update</p> <p>The Roseburn to Union Canal Active Travel Route and Greenspace Improvements is a multi-million pound project to transform the quality of walking and cycling connections from the Roseburn Path to the Telfer Subway.</p> <p>Since the previous update, provided as part of the Business Bulletin on 22 April 2021, there are a number of updates as follows:</p> <ul style="list-style-type: none"> All ground investigation works are now complete, with the results currently informing the final design of the project. Ground conditions were found to be 	<p>For further information contact:</p> <p>Barry Clarke Senior Project Manager 0131 469 3827</p> <p>Wards Affected: Corstorphine/Murrayfield; Sighthill/Gorgie; and City Centre</p>

poorer than expected, specifically at the areas of the proposed new bridges. A consequent redesign of piling works for the bridge over the Mid-Calder line has been completed and a design solution is in place for the Dalry Road bridge, with details currently being finalised to reflect ground conditions. The design is expected to be validated and completed by the end of September 2021.

- Trial pits undertaken as part of the ground investigation identified a gas main at the proposed play area in Dalry Park. As such, the design has been amended to avoid the need for any diversionary works.
- Pockets of contamination were also found in one area and a remediation strategy is currently under preparation.
- Land ownership issues are being progressed, including the acquisition of a strip of land from Network Rail now agreed in principle. The design for access onto the route from Duff Street Lane will need to be altered to avoid crossing third party land.
- Draft NEC 4 Contract Data has been produced and is currently being reviewed by an external legal firm.
- Three bridge surveys have been commissioned to inform weight restrictions for construction traffic using the West Approach Road to access the site while the route is being delivered. A survey of the bridge over Dalry Road is complete and the report is awaited; a survey for the bridge over the Edinburgh suburban railway line is due to be completed in advance of Committee; and a survey of the masonry arch bridge over Russell Road is complete, the findings have been reviewed and a final report awaited.
- As reported previously, planning permission was approved at the Planning Development Management Sub-Committee on 3 March 2021 and the planning conditions will be managed at the relevant stages of the project.
- A Redetermination Order (RSO) was advertised in July 2021, with one objection received from the public. The objection relates to the width of a section of footway on Russell Road being substandard. This matter is currently being discussed with the objector

to establish whether the concerns raised can be mitigated and the objection withdrawn.

- In order to mitigate the restrictions on construction work imposed by the bird nesting season, the programme is predicated on enabling works to fell trees in January/February 2022. This would maintain the momentum of the project and facilitate sufficient time to ensure the most competitive tender price following market testing, prior to entering into the full contract.

The project programme is constantly reviewed to reflect progress on the above matters and, at present, the high level programme for delivery is as follows:

- Design validation – September 2021;
- Market testing and tender agreement – November 2021;
- Contract award – January 2022;
- Main works commence – March 2022;
- Main works complete – January 2023.

The construction works will be undertaken by main contractor Balfour Beatty through the SCAPE Civil Engineering Framework Agreement.

A further update will be provided as part of the Business Bulletin at the next Committee.

Bernard Terrace Zebra Crossing – Update

Proposals for a pedestrian crossing in Bernard Terrace, close to the junction with St Leonard’s Street, were included in the South East Participatory Budgeting Process in early 2018.

The former South East Locality roads team progressed proposals for a zebra crossing at this location and the civil engineering design for this was completed in late 2020. A Road Safety Audit was undertaken in February 2021 and the design for the electrical apparatus associated with the new facility was completed in March.

On 28 January 2021, the Committee approved a Motion that called for delivery of the project to proceed as soon as possible.

Delivery of the project was subsequently incorporated into a contract that was being prepared by the Active Travel team

For further information contact:

[Gert Rijdsdijk](#)

Senior Project Officer

for dropped crossing and raised table improvements at various locations throughout the city.

Tenders for this contract were issued in May 2021 and a contract award is imminent. Construction of the crossing is expected to commence in November and take around 3 weeks to complete.

Electric Vehicle (EV) On Street Charger Project Update

Scottish Power Energy Networks (SPEN)

Leases for the installation of the two substations at Ingliston Park and Ride and Hermiston Gait Park and Ride have been secured and construction work has commenced at both sites. A SPEN Project Manager has also been appointed to work with the Council to deliver the connections for the on-street EV chargers.

Procurement

The Procurement process concluded in August 2021 with the contract being awarded to BP Pulse to install the charging units at the 11 on-street and two Park and Ride locations. Engagement with BP Pulse commenced in August 2021.

Scottish Government authorisation

Applications for the use of non-prescribed signs and road markings were submitted in July 2021 to the Scottish Government for approval for charging bays at the 11 on-street locations. These were approved in August 2021.

Enforcement and Tariffs

A best-practice review of the Enforcement and Tariff report is being undertaken by consultants to ensure it is still fit-for-purpose, with a specific focus on benchmarking against other local authorities. Enforcement contravention codes and associated penalties, as well as charges associated with using EV chargers, will be considered.

Use of Street Lighting for Electric Vehicle Charging

A series of factsheets are being developed by consultants to be incorporated into the Edinburgh Street Design Guidance, to provide design principles, details and a consistent approach for the installation of EV chargers.

This piece of work will specifically explore the utilisation of lighting columns as charging points, with an emphasis on

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Network Management and Enforcement Manager

Wards: All

identifying suitable existing column types for this purpose. Accommodating the technical charging requirements, avoiding issues of cabling trailing across footways as well as complementing and enriching the existing street scene in Edinburgh, especially in conservation and heritage areas, will be of great importance.

Further engagement with the Council’s Street Lighting team commenced in August 2021 and there is potential to pilot the use of columns in Newbattle Terrace as part of another Council project.

Strategy development to guide future infrastructure phases

Green Charge and Road Map

The GreenCharge European project is currently looking at creating cities with a zero-emission transport system based on EVs running on green energy. An EV Roadmap is currently being developed between various teams across the Council, and other European partners, to outline the delivery an expanded EV infrastructure across Edinburgh.

We are currently looking at future locations for EV chargers with data from two Energy Savings Trust (EST) studies and we have developed a scoring framework. The scoring framework aligns with the City Mobility Plan and the key criteria looks at Deliverability (access to the grid, road adoption etc), Users and Demand, and Policy (air quality, congestion etc).

The UK government is currently accepting applications for the On-Street Residential Charging Scheme which provides funding for 75% of the cost of installing EV chargers. The On-Street Residential Charging Scheme funding can be also used to cover the cost of chargers installed within lighting columns. The remaining 25% can be claimed back via EST. Once future locations have been assessed a further report will be submitted to Committee seeking permission to apply for the funding by February/March 2022.

Judicial Review of City Mobility Plan

A Business Bulletin was presented to Transport and Environment Committee in June 2021 noting that the Council had received a Petition from two private hire vehicle companies seeking a judicial review of the Council’s decision to approve the [City Mobility Plan](#) (CMP).

Contact:
[Ruth White](#)
Acting Team Manager
Place
Environment and
Heritage Team

The action for Judicial Review is currently sisted, meaning that it is on hold pending the publication of this Business Bulletin and the outcome of matters below.

The Petitioners sought clarity from the Council in relation to whether references to “taxis” in the CMP can be taken to mean taxis (ie black cab taxis) and private hire cars.

The Council has agreed to provide clarification on certain references in the CMP, as set out in the table below. As part of this clarification, it is reiterated that references to “Shared Transport” in the CMP include private hire cars as part of this offering.

For the purposes of this clarification, the Council has relied upon the definition of “taxi” and “private hire car” as set out in section 23(1) of the Civic Government (Scotland) Act 1982.

It is hoped that these actions will be sufficient for the judicial review to be resolved and legal discussion will continue in this regard.

Wards affected: All

CMP Page Reference	Current Wording	Clarification
Page 18	<i>Women and people from identifiable minorities fear being assaulted or harassed on the public transport network and are more likely to choose to travel by car or taxi because it is personally safer.</i>	This reference to taxi is intended to include taxis and private hire cars.
Page 26	<i>Edinburgh will continue to develop interchanges across the city which maximise connections between public transport, active travel and shared mobility options such as taxis.</i>	This reference to taxis is by way of an example of shared mobility options. The reference to shared mobility, as with shared transport, includes reference to private hire cars.
Page 34	<i>We will continue to strengthen</i>	This reference to the taxi trade is intended

	<i>partnerships with the taxi trade and car club partners as key providers of the city's shared mobility offering to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility.</i>	to include taxis and private hire cars.
Page 34	<i>Policy Measure MOVEMENT 17 - Taxis and Car Share Partnerships Strengthen partnerships with the taxi trade and car sharing partners to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility.</i>	The references to taxis and the taxi trade are intended to include taxis and private hire cars.
Page 35	<i>Mobility Hubs – bullet point 6 Key elements of mobility hubs can include ... Taxi pick up/drop off space;</i>	This reference to taxi is intended to include taxis and private hire cars.
Page 39	<i>Technology advances will continue to revolutionise personal mobility and the movement of goods and services over the next ten years. This</i>	This reference to taxi is intended to include taxis and private hire cars.

	<p><i>might include a single mobility account for public transport, shared bus and taxi services, dynamic timetabling that adjusts to demand, active sensors to manage congestion and traffic flows and personalised transport services that direct mobility services to people who have difficulty accessing mainstream public transport networks.</i></p>	
Page 46	<p><i>A strategy to review and coordinate buses, coaches and taxis, making it easier to switch between public transport, shared mobility and active travel –</i></p>	<p>The precise scope of the strategy and review forming part of the Edinburgh City Centre Transformation is not yet determined. However, there is a reference to shared mobility in this text which, as noted above, includes private hire cars.</p>
Page 52	<p><i>A data driven approach to mobility needs will be in place, working with the taxi trade, public transport providers and the commercial sector. Last mile delivery systems by sustainable modes will start to appear across the city.</i></p>	<p>This reference to the taxi trade is intended to include taxis and private hire cars.</p>

Newbridge Parking Restrictions

This bulletin updates Committee on progress since the introduction of Traffic Order [19/11](#) which introduced parking restrictions to Newbridge, including Newbridge Car Village.

Parking restrictions

Parking restrictions were introduced in Newbridge at the start of February 2020 to rationalise existing parking provisions which were predominately inadequate, unenforceable and did not make best use of available kerbside space. The new parking restrictions not only introduced 24 hour waiting restrictions at key locations, but also created new areas of kerbside space for parking that were not previously available to drivers.

The introduction of new 24 hour waiting restrictions was intended to improve visibility for all road users, assist vehicle movements and enhance road safety at the following locations within Newbridge Village and Newbridge Car Village: Bridge Street, Lonehead Drive, Marjoribanks Road, Hallbarns Crescent, Old Liston Rd, Parkside, Huly Hill Road and Skene Place.

Impact of Covid-19

Whilst restrictions were implemented over 18 months ago, establishing a true representation of how parking related issues have been affected by these changes has been challenging due to changing travel behaviour and lockdown conditions. Follow up parking surveys to assess the longer term impact of these interventions were unfortunately delayed as a result of Covid-19.

Monitoring and enforcing the restrictions

Initial surveys were conducted two weeks after the changes were implemented, in the week commencing 24 February 2020. Further parking surveys have also been carried out on the following dates:

- Week commencing 5 October 2020
- Week commencing 16 June 2021
- Week commencing 9 August 2021

All of these surveys have confirmed that parking behaviour in the affected streets has improved significantly and that there has been an overall reduction in problem and obstructive parking.

For further information contact:

[Paul Bathgate](#)

Transport Officer –

Parking Development

Wards affected:

1 – Almond

The key findings of these surveys are:

- Two large new sections of unrestricted parking on Lonehead Drive are now being heavily utilised;
- Marjoribanks Road had seen a 90% reduction in pavement parking, which had previously been a significant safety concern for pedestrians;
- Hallbarns Crescent was benefitting from the unrestricted parking areas with less vehicles parking in an obstructive manner; and
- All junctions of Old Liston Road were clear of parked vehicles at the times of the surveys.

Parking Attendants have been regularly deployed to enforce the new restrictions and to ensure a visual presence during the week and at weekends. The following table details the number of Penalty Charge Notices (PCNs) issued in each of the affected streets since the new controls were introduced:

Street Name	Number of PCNs issued
Bridge Street, Newbridge	15
Old Liston Road, Newbridge	0
Lonehead Drive, Newbridge	14
Hallbarns Crescent, Newbridge	21
Skene Place, Newbridge	14
Marjoribanks Road, Newbridge	9
Total	73

Further monitoring will also be undertaken by Council officers over the coming months to identify if any further changes are required to the parking restrictions.

Bus Partnership Fund Award: Funding Announcement and Next Steps

A Business Bulletin presented to Committee on the 22 April 2021 confirmed that a collective South East of Scotland regional bid to Transport Scotland's [Bus Partnership Fund](#) (BPF) was submitted on 16 April. The bid preparation was

[Jamie Robertson](#)

Strategic Transport
Planning and Projects
Development Manager

Wards affected – All

led by City of Edinburgh Council officers, supported by the consultants Jacobs, in collaboration with the constituent authorities of the City Region Deal, Clackmannanshire and Falkirk, with input from SEStran and bus operators.

On 22 June, the ESESCRD partners were informed that the bid had been awarded £3.03 million as an initial tranche of funding from Transport Scotland. Subsequently, an update confirming the funding award and the outlining of the immediate next steps for partners was reported to the [ESESCRD Joint Committee](#) on 3 September.

The initial £3.03m funding award targets the delivery of 'Quick Win' measures and appraisal work to support the development business cases which will detail how the investment will achieve strategic objectives; at both the national and local level. The award offer can be split as follows:

- £1.45 million for the delivery of Quick Win measures (over financial years 21/22 & 22/23);
- £1.4 million for the development of a South East Region Strategic Appraisal and Outline Business Cases, and
- £0.180 million to support a full time Programme Manager (for the first three years of the programme).

Further funding is expected to be released by Transport Scotland following the delivery of the Appraisal/Business Case works and the successful progression of an associated gateway review process.

An element of this gateway process will be evidence of partnership working, where a key requirement of the award offer is that bidders must work towards Bus Service Improvement Partnership (BSIP) status, as defined by the [Transport \(Scotland\) Act 2019](#). Consequently, a BPF / BSIP sub-group will be established to support the ESESCRD Transport Advisory Board with the associated development of a BSIP. In addition to local authority / SEStran representatives this sub-group will seek as far as possible direct participation from public transport operators.

To support the delivery of the various aspects of BPF and the establishment of the BSIP, a Programme Manager role will be recruited. This process is being led by the City Region Deal's Project Management Office (where the post would be hosted by The City of Edinburgh Council mirroring

the existing arrangements of the City Region Deal Programme Management arrangements). It is anticipated that the recruitment of the post could take between four to six months and therefore it is intended to arrange a temporary resource (potentially consultancy based) to ensure momentum is maintained during these initial stages of the programme.

In parallel to the recruitment activities, Committee should note that procurement of required consultancy services is underway and the two main bodies of work are as follows:

1. The preparation of the BPF bid to Transport Scotland was supported by consultants Jacobs Ltd. And who have been commissioned, under the Council's current framework contract, to support the development and delivery of the initial Strategic Appraisal work (valued at £350,000), with the following Outline Business Case work (£1.05 million) being subject to a competitive procurement exercise in due course.
2. The delivery of the Quick Win measures will include a sizable amount of evidence gathering, evaluation, consultation and engagement and detailed design works. Therefore, a separate procurement exercise has commenced to secure multi-disciplinary consultancy services in order to support the development and delivery of Quick Win measures. Once appointed, the successful consultant will be required to produce, as an early deliverable, a draft Project Delivery Plan.

Committee should also note that the City of Edinburgh Council will, on behalf of the partnership, act as the lead financial authority and will be supported by the CRD PMO and through the BPF Programme Manager once appointed.

Committee will appreciate that Officers are in the very early stages of mobilising the programme and should note that further updates will be made to Committee as soon as additional detail is available.

Proposed City Plan 2030

On [29 September 2021](#) the Planning Committee approved the Proposed City Plan 2030 to be published for its Representation stage. The Proposed Plan sets out the

[Iain McFarlane](#)

City Plan Programme Director
Wards – All

development strategy, sites and policies for the city for the next 10 years.

The Representation period of six weeks allows for everyone to make their views known and will be reported back to the Planning Committee along with advice on whether or not any aspect of the Plan should be changed as a result.

The Proposed Plan, as approved at that stage, will then be sent to the Scottish Ministers for Examination. The Ministers will appoint a Reporter to conduct the Examination, which will focus on any unresolved Representations. This process will likely take between six and 12 months. The Reporter will make recommendations on the Plan which the Council should take into account in considering adoption of it, at which point it is sent to the Scottish Ministers for their view as to whether or not the Council can adopt the Plan

Kirkliston Signal Upgrade

The developer responsible for new housing on Wellflats Road in Kirkliston is required undertake a comprehensive upgrade of the traffic signals at Station Road/Queensferry Road/Main Street. (Ref - Dandara Group Holdings, planning reference 17/04571/PPP).

There is no scope to carry out any physical alterations, therefore it is considered that the implementation of MOVA (MOVA stands for Microprocessor Optimised Vehicle Actuation) control as part of the signals upgrade will be required to improve traffic flow through this already busy junction.

Unlike other traffic control strategies, this continually adjusts the green time required for each approach by assessing the number of vehicles approaching the signals, whilst at the same time determining the impact that queuing vehicles would have on the overall operation of the junction.

As part of the works the developer has been asked to:

- Provide detailed traffic signals design;
- Provide a model of the signals operation;
- MOVA commissioning and on site validation; and
- Full upgrade of the existing traffic signals to the latest ELV LED standards including MOVA operation.

[Dave Sinclair](#)

Local Transport and
Environment Manager
Ward – 1 Almond

This element of the works has been subcontracted to a specialist signals design service.

The developer will also be responsible for:

- Upgrade of the existing traffic signal duct network and installation of pole retention sockets; and
- Installation of ducting, cabling and slot cutting for MOVA loops on each approach.

Discussions are ongoing with the design consultant and a timeline update will be provided when available.

Forthcoming activities:
