

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 11 January 2024

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Scott Arthur (Convener)	Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Dobbin Councillor Faccenda Councillor Lang Councillor McFarlane Councillor Munro Councillor O'Neill	Alison Coburn Operations Manager Rachel Gentleman Committee Services Carolanne Eyre Committee Services

Recent news	Contact for further information
<p>Creating a smokefree generation and tackling youth vaping</p> <p>A UK Government consultation on creating a smokefree generation and tackling youth vaping closed on 6 December 2023. The consultation focused on the proposed actions the UK Government and devolved administrations will take to tackle smoking and youth vaping, as well as the environmental harms associated with disposable vapes. Because of the tight timescale the draft response could not be reported to Committee in advance; instead, the draft response was shared with Committee members so that they could provide feedback.</p> <p>The response focussed mainly on the environmental and sustainability aspects of disposable vapes, with input from officers from across the Council.</p> <p>The Council's response:</p> <ul style="list-style-type: none"> • Highlights the negative environmental impacts of disposable vapes, particularly in terms of littering and resource use; • Acknowledges that while vapes can conceivably reduce the environmental impacts of smoking where they are used to support smoking cessation, 	<p>Andy Williams and Angus Murdoch</p> <p>Wards Affected: All</p>

this is not achieved where they are used by previous non-smokers;

- Notes that takeback and recycling schemes, while desirable in principle, may not be effective to reduce these harms except where they are linked to smoking cessation services; and
- Notes that other products (such as nicotine pouches) also carry potential environmental harms such as resource use, and harm to wildlife through inappropriate disposal.

A copy of the final response is available on request.

Supported Bus Services

A Contract Notice for the Dynamic Purchasing System (DPS) for Supported Bus Services in Edinburgh was published alongside a Single Procurement Document (SPD) on 9 November 2023 on the Public Contracts Scotland Website. The deadline for responses was 22 December 2023.

The responses will be assessed against the mandatory qualification criteria contained in the SPD and the outcome of this assessment is expected to be reported to Finance and Resources Committee on 25 January 2024. Transport and Environment Committee will be updated on this on 1 February 2024.

All contractors awarded onto the DPS will then be invited, through mini-competition, to tender for any supported bus route across the City of Edinburgh.

The DPS will run for five years, with two optional extensions of 12 months each. Additional providers can be added at any time during the duration of the DPS, provided that they meet the mandatory qualification criteria.

As requested by Committee in November 2023, details of how the routes have been devised will be included in the update for Committee on 1 February 2024.

Reform of the Council's Transport Companies

Following consideration of a [report](#) on reform of the Council's Transport Companies in October 2023, Committee requested a concise summary of the powers the UK Transport Act 1985 and the Transport (Scotland) Act 2019 give local authorities to control or influence public transport operations. The existing model is based

[Daisy Narayanan](#)

Wards Affected: All (particularly 1 – Almond, 2 – Pentland Hills, 11 – City Centre, 14 – Craightinny/Duddingston, and 17 – Portobello/Craigmillar)

[Hannah Ross](#)

Wards Affected: All

on the Transport Act 1985 and delivers a bus network across the city and region.

In terms of the Transport (Scotland) Act 2019 local transport authorities may:

- Provide bus services that require a public service vehicle operator's licence provided that the local transport authority is satisfied that doing so will contribute to implementation of its policies;
- Make a partnership plan setting out an analysis of current services for an area, policies relating to those services and objectives relating to those services. This must be accompanied by a partnership scheme which specifies facilities to be provided in the area to which the scheme relates and measures to be taken in that area to improve bus services; and
- Make a franchise arrangement covering all or part of their area which has the effect that no services other than those under the franchise agreement may operate in the relevant area. Under a franchising scheme the local transport authority may determine what local services are to be provided in the area to which the framework relates, the standards to which the services are to be provided and any additional facilities or services that are to be provided in the relevant area.

The Transport Act 1985 permits a local authority not to control public transport operations directly but instead to control a public transport company. That control is subject to certain restrictions, in that the number of directors of the company who are not full-time employees must not exceed seven and must include a minimum number of full time employees of the company. It also restricts the company from certain borrowing and from undertaking activities not within the power of the controlling authority to engage in. As part of Transport Arms Length External Organisation (ALEO) reform, the interface between the Council and its transport companies will be reviewed to explore opportunities for greater collaboration.

The establishment of a Shareholder Forum was discussed with the minority shareholders at a meeting of the Lothian Buses minority shareholders sub-group to the

board and attendees reacted positively to it. However, a formal response has not yet been requested from them.

International Travel Costs

Following the [Business Bulletin](#) updates in August 2023 on International Visits, Committee requested details of the cost of each visit:

- Echarge4drivers Expert Interest Group Workshop in Barcelona - €600 was provided to the Council to meet the cost of the visit. There was no cost to the Council.
- Study Visit to Copenhagen – the total cost to the Council was circa £950.00.

[Alison Coburn](#)

Wards Affected: All

Lindsay Road / Rainbow Bridge – Design of new structure has commenced and utility diversions from existing bridge deck to progress

Lindsay Road Bridge was closed in December 2021 due to the immediate health and safety risk at the bridge.

Design

The design of the new bridge deck is underway, and concept design options are expected to be put to Public / Stakeholder Consultation in February / March 2024. Once a preferred concept is agreed, the design is expected to be finalised in late 2024.

Next Steps

Sustrans have advised that awards for construction funding for active travel projects will be made directly by Transport Scotland from 2024/25 onwards, and 100% of the costs of eligible projects will be funded. Once the design stage is completed, officers intend to apply for the construction funding required for the new bridge.

In the meantime, officers will now progress the diversion of Public Utilities (PUs) currently crossing the bridge, to shorten the programme for a potential new structure being in place. It was agreed with Sustrans that it would be to the benefit of the project for these preliminary works (essential to facilitate construction of a new deck) to be progressed whilst design is underway.

PU companies have advised the timescale to move these services is six to 12 months, therefore it is critical to start the diversion process immediately. Delay to utility

[Stephen Knox](#)

Wards Affected: 13 - Leith

Previous Updates:

[02.02.2023](#)

diversions will result in a delay to the application for construction funding, which in turn will delay the opening of a new bridge.

The safety risk from the existing deteriorated bridge is heightened during the winter months, and to mitigate this, a regular safety inspection regime is in place.

**Corstorphine Connections
Change to the Experimental Traffic Regulation Order (ETRO): school streets timings and improved parking for Manse Road residents**

A main objective of the ETRO (Corstorphine Connections) has been to improve the safety and ease of movement for children accessing the two primary schools in the area. One of the measures to do this was the continuation of the 'School Streets' restrictions which prohibit traffic from using streets by school entrances during the start and end of the school day. These restrictions currently operate:

- Monday - Friday 8am -10am;
- Monday - Thursday 2pm - 4pm; and
- 11am - 1pm on Fridays.

Through the trial, officers have looked at:

- The traffic data for the streets;
- Timings of school activities;
- Feedback from residents of the streets; and
- Feedback from the head teachers.

As a result of this, the ETRO will be altered to reduce the length of the morning 'School Streets' restriction from 8am - 10am to 8am - 9.30am (afternoon restrictions remain unchanged). This trial change gives more flexibility for residents of the street to receive deliveries and visitors by motor vehicle. As school related drop off is completed by this time, this is not expected to have an impact on road safety for school children.

In addition to the school streets considerations, some Manse Road residents are finding parking challenging due to new restrictions outside 27-31 Manse Road. These restrictions were introduced so that a large refuse lorry could turn left to avoid the bus gate if required. Through further collaboration with the Council's waste collection team, a solution has been reached whereby the need for a left turn for large refuse vehicles is no longer required. This means that the parking restrictions can be removed, benefitting Manse Road residents.

Consultation

[Daisy Narayanan](#)

Wards Affected: 6 –
Corstorphine/Murrayfield

These changes will start a new six-month consultation period for the ETRO. While reviewing the order, as part of this change, it was noted that there was a discrepancy in the advert which stated that responses to the ETRO should be made by 11 November 2023, instead of 23 November 2023. All other communications about the consultation period promoted the date of 23 November 2023. This discrepancy will be addressed as part of the new consultation period following the school streets ETRO change.

Providing sufficient consultation opportunities and information about the project is important and this additional six months will help to achieve this. During this period, officers will also carry out further monitoring and will share this data publicly during the new consultation period.

Community feedback on the project

Recent market research undertaken on local residents' views of the trial project shows that the majority of residents interviewed are in support of the project overall, including the changes to traffic. It also highlights the placemaking changes and widened footways are particularly welcomed by most of these residents. Full details of the report can be downloaded here:

<https://www.edinburgh.gov.uk/cycling-walking-projects-1/corstorphine-connections/7>

Key dates and reporting to Committee

The change to the school streets and Manse Road parking will be introduced at the start of the new school term on 8 January 2024.

A report is planned for in March to provide an update on the six-month monitoring data, ETRO consultation results (from 24 May – 23 November 2023) and the aforementioned market research.

The new six month consultation period is planned to run from 8 January 2024 to 7 July 2024, with a report to the relevant Committee on the outcome in due course. This report will include the summary of the feedback to both consultation periods (24 May – 23 November 2023 and 8 January – 7 July 2024). The report will also include monitoring data on traffic levels, air and noise quality and footfall/cycling counts from both periods.

The overall 18-month length of the ETRO is not affected by this change.

Engagement and communications

The community will be kept updated through:

- Letters to every household within the project area;
- An update to the project mailing list and stakeholder groups;
- Nextdoor app;
- Website updates;
- Onsite notices/lamppost wraps;
- Updates to the Corstorphine Community Council and Community Reference Group; and
- Updated ETRO notices in the press, online and on street.

Bus Gate

On 16 November 2023, Committee considered a motion requesting that the bus gate be removed and agreed to take no action. Changes to the bus gate were also considered by officers. At this stage of the project, while the six-month monitoring data and analysis of the consultation feedback is still awaited, it is not proposed to change the bus gate operations.

Dalry Primary School - School Zone

The Council has been working with Dalry Primary School to bring forward a proposal to implement a School Zone. This is part of the school's Travel Plan.

School Streets and Zones temporarily reduce motor traffic in the streets outside schools at drop-off and pick-up times. They can help to make the area safer and more enjoyable for pupils, parents, carers and residents, encouraging more active lifestyles.

At Dalry Primary School, the School Zone will reduce motor traffic on Cathcart Place and Springwell Place (where the school has its entrances) on school days between 8:15 and 9:15, and between 14:30 and 15:45 on Mondays to Thursdays and between 11:30 and 13:00 on Fridays.

Local access will continue for residents of Cathcart Place and Springwell Place, emergency services and blue badge holders.

Pupils have been actively involved in the design, including placemaking interventions, and on 5 December 2023 workshops were held with pupils. Parents, staff and residents were also asked to fill out an online questionnaire to give their views. The findings of the engagement will be used to inform the final design.

[Daisy Narayanan](#)

Wards Affected: 7 –
Sighthill/Gorgie

The Council has been awarded funding from Sustrans Scotland to deliver the project. Implementation is planned for Spring 2024.

This work is aligned with the wider Dalry town centre improvement [project](#).

Class Bus Passes Update

Following a [Business Bulletin](#) in August 2023, Committee requested an update on class bus passes.

Class bus passes are still available from Lothian Buses at a cost of £25 for up to 33 pupils and four adults. Lothian Buses have advised that this cost cannot be altered.

Therefore, depending on the number of pupils with Young Scot/National Entitlement (NEC) cards, it is likely to be cheaper to pay for individual bus tickets for each pupil who does not have a pass. As all bus journeys made using Young Scot/NEC cards should be recorded (to enable operators to be reimbursed) it is not possible to incorporate this within the class bus pass travel ticket.

[Claire Thompson](#)

Wards Affected: All

Climate Ready Edinburgh Plan 2024-2030 for consultation

The Council's Policy and Sustainability Committee approved the draft [Climate Ready Edinburgh Plan](#) for consultation on 15 December 2023. The Plan details how the city must adapt to deal with the shocks and stresses caused by climate change and includes actions on adapting Edinburgh's road and transport systems, including through the City Mobility Plan, and protecting and enhancing Edinburgh's natural environment.

The Council declared a Climate Emergency in 2019 and a Nature Emergency in 2023. A key ambition of Edinburgh's 2030 Climate Strategy was the development of the Climate Ready Edinburgh Plan to continue the process of adapting the city to the impacts of climate change. The Edinburgh Adapts Partnership has led this work on behalf of the city.

Development of the draft Climate Ready Edinburgh plan has been informed by an updated climate change risk assessment, which identified the risks, impacts and potential adaptation options that could be taken to adapt the city. This assessment sets out the evidence base of why we need to adapt. This includes the most up-to-date

[Christine Downie](#)

Wards Affected: All

projections of how Edinburgh's climate is likely to change in the future; the risks arising; their impacts; and the implications this could have for Edinburgh.

The draft Plan has 8 priority themes:

- Planning and the built environment
- Water management and resilience
- Coastal adaptation
- Sustainable transport
- Safeguarding and enhancing our natural environment
- Strong, healthy community and economy
- Building understanding of climate risk
- Governance and risk

Many of the actions in the Plan are already underway, including the award winning work on developing Edinburgh's Green Blue Network, the creation of a coastal park as a natural coastal flood defence as part of the Granton Waterfront Development Framework and the continuing development of Edinburgh's nature network to connect, create and improve our natural spaces across Edinburgh for the benefit of people and nature.

A 12-week citywide public consultation on the draft Climate Ready Edinburgh Plan 2023-2030 will be launched in mid-January. During this period, a number of engagement exercises will be held, including workshops targeting the city's public, private and third sectors and internal partner workshops to ensure that the actions in the plan assigned to them are correct and align with their organisational priorities.

A final version of the Plan will be presented to Policy and Sustainability Committee for approval following the consultation period. The consultation will go live on the 15 January and responses can be submitted using the following link:

<https://consultationhub.edinburgh.gov.uk/bi/climate-ready-edinburgh> from this date.

Bike Hire, Car Hire and Congestion

On 15 September 2023, Committee requested an update on the bike hire scheme, on the City Car Club and on steps being taken or planned to resolve the issue of congestion on public transport.

[Bike Hire Scheme](#)

[Gavin Brown](#)

Wards Affected: All

An options appraisal for an Edinburgh Cycle Hire Scheme was considered by Committee on 2 February 2023, alongside the draft Active Travel Action Plan (which was approved for consultation).

The draft action plan committed to support and/or reintroduce cycle hire opportunities in the city, subject to funding, with any future scheme seeking to:

- Be inclusive;
- Integrate with our public transport system – where for example, cycle hire fares would be part of the future integrated ticket offer for public transport;
- Be financially sustainable; and
- Be secure – accounting for the risk posed by vandalism.

The outcome of the consultation on the Active Travel Action Plan will be reported to Committee in February 2024. However, options for cycle hire opportunities in the city are being kept under review, including investigating new funding opportunities.

In order to work towards delivery of a scheme and ensure that best value is being provided for the Council and citizens of Edinburgh, officers will continue to work with relevant bodies, including other Councils and SEStran and, as and when appropriate, with Commercial and Procurement Services to engage with the market. We will update Committee as plans progress.

Car Club – Parking Action Plan and City Mobility Plan Commitments

Action 10 of the draft Parking Action Plan 2023 - 2030 commits to:

'Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships, and contractual arrangements with car club providers', with objectives to grow the car club service also incorporated within the Plan.

Review of existing contract and development of a new contract

In December 2022, the Council commissioned a best practice review of Edinburgh's existing car club contract. As well as identifying opportunities from elsewhere for

improving the car club service, the review was informed and guided by the City Mobility Plan (CMP) and aimed at improving travel choice to all across the city. The findings and recommendations of this report will help shape the new contract to ensure better alignment with the CMP (including consideration of supporting multiple car clubs operating from on-street bays in the city, encouraging growth of car club vehicles and membership). Pricing of permits, redistribution of dedicated fleet vehicles and continuing to deliver a proven 'back to base' car club model will also provide for better alignment with the CMP.

Procurement of a new Car Club contract

Initial discussions with the Council's procurement team have identified a proposed route to market. The contract specification will be outcome focused, with aspects of the CMP included as the guiding framework for what is expected to be achieved through the new contract. For example, a key area of focus will be expansion to areas of the city not currently served, air quality improvements through cleaner vehicles, and improved travel choice through service improvements.

A Prior Information Notice was published in December 2023/January 2024 and further market engagement is scheduled in Spring 2024. These approaches to the market will emphasise the Council's aims for a car club rooted in the CMP and the Parking Action Plan, whilst helping to determine how service providers can help the Council to achieve these ambitions.

Co-ordination of Roadworks/Urban Traffic Control

Regular meetings and gateways are in place to discuss road works and coordination of projects (e.g. the Citywide Traffic Management Group and specific Traffic Management Review Panels). In addition, regular meetings take place with the Roadworks Commissioner to discuss improvement in registering of works and following all processes thoroughly.

A refreshed approach to managing the network is being implemented to develop further collaborative working with

key partners like Transport for Edinburgh, Lothian Buses and Edinburgh Trams.

Resources have increased in the teams responsible for coordination of the network, including additions to New Roads and Streetworks Team. This means there is more scrutiny of all operators (including the Council) who are working on the network to ensure that planning and coordination of works is improved.

In addition to attendance at Roads Authorities and Utilities Committee (Scotland) meetings, the team plan more regular workshops with Traffic Management companies, Public Utilities, Traffic Management contractors and Council service areas to highlight the temporary traffic management issues being experienced in Edinburgh. Public Transport input to these workshops will be greatly valued.

Improvements in Registration are also being progressed, using the Roadworks Commissioner's web based/mobile apps. Training, which is mandatory and essential, is being rolled out on registering works correctly and explaining that ultimately the Roadworks register is a coordination tool and it needs to be used appropriately. This will be a key focus of meetings with the Citywide Traffic Management group going forward.

The focus of the coordination and registration teams, particularly internally, to begin with is education, support and training; with the introduction of a more structured approach with lessons learned informing better behaviours. Regular updates will be shared with colleagues and the Commissioner's office will monitor improvement against performance indicators.

Officers are collaborating with Lothian Buses, meeting weekly, and sharing their Roads application to better

coordinate works and events on the network. Utilising information from Edintravel, and social media, the Roadworks register and Public Transport operators will produce a more intuitive weekly roads report with a visual tool giving clearer understanding and enhanced coordination.

As previously reported to Committee, the Smart City programme delivered Yunex's Stratos Urban Traffic Management and Control (UTMC) system, which processes information to allow for network management decisions to be made. The Council has also adopted a new hosted Yunex Urban Traffic Control (UTC) System which controls timings and phases at linked junctions.

This provides a seamless link between the UTC and UTMC systems, allowing for strategy led changes to the signal timings on key UTC networked junctions c. 150. These strategies can be influenced by journey time data, roadworks, planned events or air quality. This will allow for an automated reaction to network conditions and updating the signal timing accordingly to improve journey times.

Officers are working with Briefcam (the provider of video analytics for the City Operations Centre) to develop a link into the UTMC system. This would allow the use of the data provided from the static CCTV cameras to also influence the UTMC strategies. The Briefcam system itself can provide classified counts at the junctions, where fixed cameras are installed, and it can also provide heatmaps of directional flow. This can be used to influence junction timings if it can be integrated through the UTMC system.

Spruce manages the network around all affected junctions (52 in total once it has been fully deployed) on the tram route. This is done by providing a window of

time for trams to move between stops, without impacting on the rest of the network or pedestrian movements.

Spruce is currently in operation along the Airport to Picardy Place section of the route, with work ongoing with various contractors to implement it along the Picardy Place to Newhaven section of the network.

There has been a delay in the original timeline for Spruce implementation, however officers are working hard to complete this as soon as possible.

From Monday to Friday, early shift ITS engineers are co-located in Lothian Buses' Annandale Street Control Centre and Edintravel staff are co-located there up to twice a week. There is a plan to recruit an additional member to the Edintravel team as a UTC operator and training is ongoing for existing Edintravel staff to be UTC operators.

Once migration of all information to the new UTC system is complete, the plan is to train a member of staff from both Lothian Buses and Edinburgh Trams on how the system operates, how to identify any issues and how to reset any system communication faults. A system of communication will be put in place so that any issues that require further input can be escalated to the correct person.

There is currently a bus priority project trial underway, working with the public transport team and Borders Buses. This trial is implementing bus priority through the UTC system and discussions are ongoing with Lothian Buses to integrate tracking data to allow for further trials to be rolled out.

Trams to Newhaven

Snagging and defect resolution continues along the route in line with the contractual defects period and defect resolution process, following the Christmas

[Hannah Ross](#)

Wards Affected:

11 – City Centre

12 – Leith Walk

shutdown. An updated programme is anticipated to be received shortly.

Soft landscaping planting was undertaken in the latter part of 2023. Unfortunately, some of the trees planted have been deliberately broken and the project team is investigating how this can be resolved.

A formal project handover plan was provided to the project board in November 2023 although this will be updated further following confirmation that the project team will remain available until end March 2024.

Edinburgh Trams have undertaken some remedial work between Ocean Terminal and Newhaven and the tram is now running to Newhaven following a short period when it was curtailed at Ocean Terminal prior to Christmas. Discussions are ongoing between Edinburgh Trams, the project team and the contractor on the cause of the issue.

13 – Leith