

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 1 February 2024

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

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

Recent news	Contact for further information
<p>Supported Bus Services</p> <p><u>Dynamic Purchasing System</u></p> <p>On 25 January 2024, Finance and Resources Committee approved the establishment of a Dynamic Purchasing System (DPS) as a means to award contracts for the provision of supported bus services. The DPS will run for five years, with two optional extensions of 12 months each.</p> <p>Four initial applications were received for companies to join the DPS. At the time of writing, these companies' applications are currently being evaluated. The DPS will remain open for new applicants to join, and on-going admittance of suppliers will be based on evaluation of responses.</p> <p>Once the DPS is established, individual competitions will be held among the operators to provide supported bus routes. Following competition, an update on contract awards will be provided to Finance and Resources Committee every six months.</p> <p><u>Proposed Routes</u></p> <p>An updated map showing the proposed supported bus service routes is attached in Appendix 1. This reflects the</p>	<p>Daisy Narayanan</p> <p>Wards Affected: All (particularly</p> <p>1 – Almond; 2 – Pentland Hills; 11 – City Centre; 14 – Craightinny/Duddingston; and 17 – Portobello/Craigmillar)</p>

changes agreed by Committee on 16 November 2023, including the reinstatement of Service 13.

The proposed supported bus service routes have been developed, based on a number of sources of information, including:

- Stakeholder engagement, focused on rural west Edinburgh communities who provided feedback on draft route proposals;
- Engagement with bus operators, including those who have run the services in the past, to understand how routes could be adjusted to improve reliability and attractiveness to passengers;
- Demand analysis, reviewing annual ticket sale data from the existing supported services, together with population catchment area analysis; and
- Cost analysis, to test how much different service variations (e.g. time of day, frequency etc.) could cost and how affordable these could be (including potential fare revenue).

Mini-Competitions for Supported Bus Service Routes

It is proposed to begin tendering for the supported bus service routes with a package of West Edinburgh services, including a direct service from Ratho to the City Centre, the network covered by the existing services 20, 63 and 68, and a new link between South Gyle and Cramond. This will allow costs associated with all options to be assessed against available budget. Precise detail of service specifications and quality standards are being finalised for inclusion in tender documents.

Thereafter, a tender will be issued for Service 13 and if sufficient budget is available, a reintroduced Portobello Circular, and a new route serving Dumbiedykes. In advance of tendering, further consultation is proposed with community groups in the areas served, in order to optimise service provision.

Elected Members also requested information on the potential costs of a bus service for Dumbiedykes. Indicative costings will be shared with Political Groups in advance of the Council Budget meeting on 23.02.2024.

Integrated Impact Assessment (IIA)

An IIA for Supported Buses has been [published](#) on the Council website.

Communal Bin Review Update – Shandon (S5 Zone)

As noted by Committee in November 2023, following the recently implemented Traffic Regulation Order (TRO) for the introduction of the new parking, waiting and loading restrictions and the proposed 20 communal bin hubs in the Shandon area (S5), only a small number of bin hub locations matched the advertised order.

To address this in the short term, current safe spaces on double-yellow lines are being used to place waste and recycling bins without impacting the new parking bays. These safe spaces mostly correspond to the old bin locations (which were retained through the TRO) and allows for the placement of waste and recycling bins in a manner that users are not required to stand in the flow of traffic in order to access the bin aperture (bins not “doubled up”). Re-using of the old bin locations maintains the waste and recycling service to residents until a new TRO is advertised and the full bin hubs can be installed on the street (including bull bars). The new TRO will address all of the outstanding issues (e.g. unnecessary double yellow lines).

In advance of the TRO legal process, engagement with residents is currently taking place to allow members of the public to provide feedback on the proposed new bin hub locations which will be subject to the TRO order. Properties that use the communal bin service or are in the proximity of the proposed bin hubs have received letters with plans of proposed bin hub locations as well information on the temporary arrangement for their waste and recycling service. Local Councillors and Community Councils have also been kept updated on the proposed new bin hub locations. The feedback received will support the determination of the final bin hub locations in accordance with the review framework. The final bin hub locations will be subject to the TRO process which is expected to be advertised in Spring 2024.

Subject to the legal process for TROs, it is anticipated that the changes in parking, waiting and loading restrictions, the installation of bull bars and the implementation of the new bin hubs will be implemented from Autumn 2024. Residents will be able to keep updated on progress

[Andy Williams](#)

Wards Affected: 9 – Fountainbridge/Craiglockhart

with the development and progress of the new TRO process through updates on the Council's website.

Treatment of Weeds

On 14 September 2023, following consideration of a [report](#) on the phased reduction in use of glyphosate, Committee requested information on the protective equipment that Council workers and any contractors working on behalf of the Council are required to wear while applying chemical treatment to weeds.

The type of Personal Protective Equipment (PPE) to be worn when applying chemicals is dependent on the chemical being used and is normally detailed on the product label. The Council supplies respiration protection, gloves, eye protection, safety boots and overalls to anyone involved in the treatment of weeds using glyphosate.

All of the Council's Parks team have completed pesticide training (PA1 and PA6) and hold a valid Certificate of Competence (CoC) from this training. This is legally required for anyone applying pesticides in a commercial role under the Chemicals Regulation Directorate (Control of Pesticides Regulations 1986 (as amended)).

In addition, where Quad Bikes are being used for the application of pesticides, an additional City and Guilds Level 2 Award on the safe application of pesticides using self-propelled, mounted, and/or trailed horizontal boom sprayers is also required. All Council employees using a Quad Bike while applying glyphosate have completed this training.

The Council does not engage any external contractors for the treatment of weeds however it is expected that any contractor working on behalf of the Council would provide and ensure that their employees wear appropriate PPE.

In addition, as requested by Committee, a note will be circulated to all Community Councils on the procedure and process for involvement in glyphosate-free trials in the city.

The remaining actions from September's Committee on glyphosate use will be reported back to Committee later in the year.

[Andy Williams](#)

Wards Affected: All

Historic Environment Scotland Consultation on Outline Strategic Plan for Holyrood Park

[Daisy Narayanan](#)

On 16 November 2023, Committee considered a [draft response](#) from the Council to Historic Environment Scotland's consultation on an Outline Strategic Plan for Holyrood Park.

On 19 December 2023, the attached response (Appendix 2) was submitted to Historic Environment Scotland on behalf of the Council. This incorporated feedback from Councillors.

Wards Affected: All, particularly 14 – Craigentenny/Duddingston

Bus Partnership Fund – Funding Update

Following the publication of the Scottish Budget on [19 December 2023](#), Transport Scotland (on 16 January 2024) wrote to the Council to confirm that the £500m [Bus Partnership Fund](#) will be paused for Financial Year 2024/25 due to budgetary constraints.

Funding for existing workstreams is committed for the remainder of this Financial Year (2023/24) (totalling £1.06m). This allows for the completion of:

- Three of the seven Outline Business Cases;
- Feasibility Studies along A702, Kirkliston and M90/A90;
- Implementation of a Bus Lane Enforcement Camera on A70;
- Decommissioning of Queue Management System on A90, and preparatory site works and purchasing of a new system;
- Feasibility of Bus Priority at signals and bus lanes at selected sites.

Transport Scotland recognise that the Council has successfully delivered on the ground measures and robust [business cases](#) during earlier rounds of the Bus Partnership Fund and consequently provided assurance that these works will continue to inform future funding decisions.

As a priority, officers are working closing with Transport Scotland to explore other funding opportunities with the aim of progressing as much of the previously planned 2024/25 workstreams as possible. As progress is made on any new funding agreements, further updates will be provided to Committee members.

[Daisy Narayanan](#)

Wards Affected: All

Trams to Newhaven

In order to optimise the current signal system, tram timings are being reviewed and the signals optimised to take

[Hannah Ross](#)

Wards Affected:

account of tram times. A new Urban Traffic Control (UTC) traffic signalling system has been installed along the route. Separately, a further signalling system called Spruce is also being delivered along the route. There has been an issue with the configuration of the communications unit within Spruce, and work has been completed to resolve that. Testing will take place before the end of the month to confirm that the issue is resolved, and if so both the Spruce and UTC systems will become operational thereafter.

As part of the final design (approved as part of the Traffic Regulation Order process in August 2021) Greenside Lane has been blocked off to traffic and steps installed. The layout of Greenside Lane complies with the Edinburgh Street Design Guidance and is similar to the design of similar lanes across the city (for example on the Royal Mile near the castle which also has significant footfall). Concerns have been raised about the gradient of the lane and the interaction with the steps though no issues were raised as part of the Road Safety Audit for the project. It is understood that motorists have been directed to use Greenside Lane when following GPS directions. Google Maps has recently been updated to reflect the new layout and a request for a correction has been sent to Apple Maps. While this update is awaited, a temporary barrier will be installed.

The specialist sub-contractor for soft landscaping is scheduled to return on site in spring 2024 to undertake grass seeding. A review is being undertaken on the Traffic Regulation Order for the route to ensure all agreed elements are in place. This will include a permanent arrangement for Brunswick Street which has been temporarily stopped up due to pedestrian / vehicle conflict and possible changes to the parking and cycling arrangements at Elm Row.

A full report on the project, which will include details of lessons learned, a handover plan, and a review and look ahead for defect resolution will be brought to the April 2024 Transport and Environment Committee.

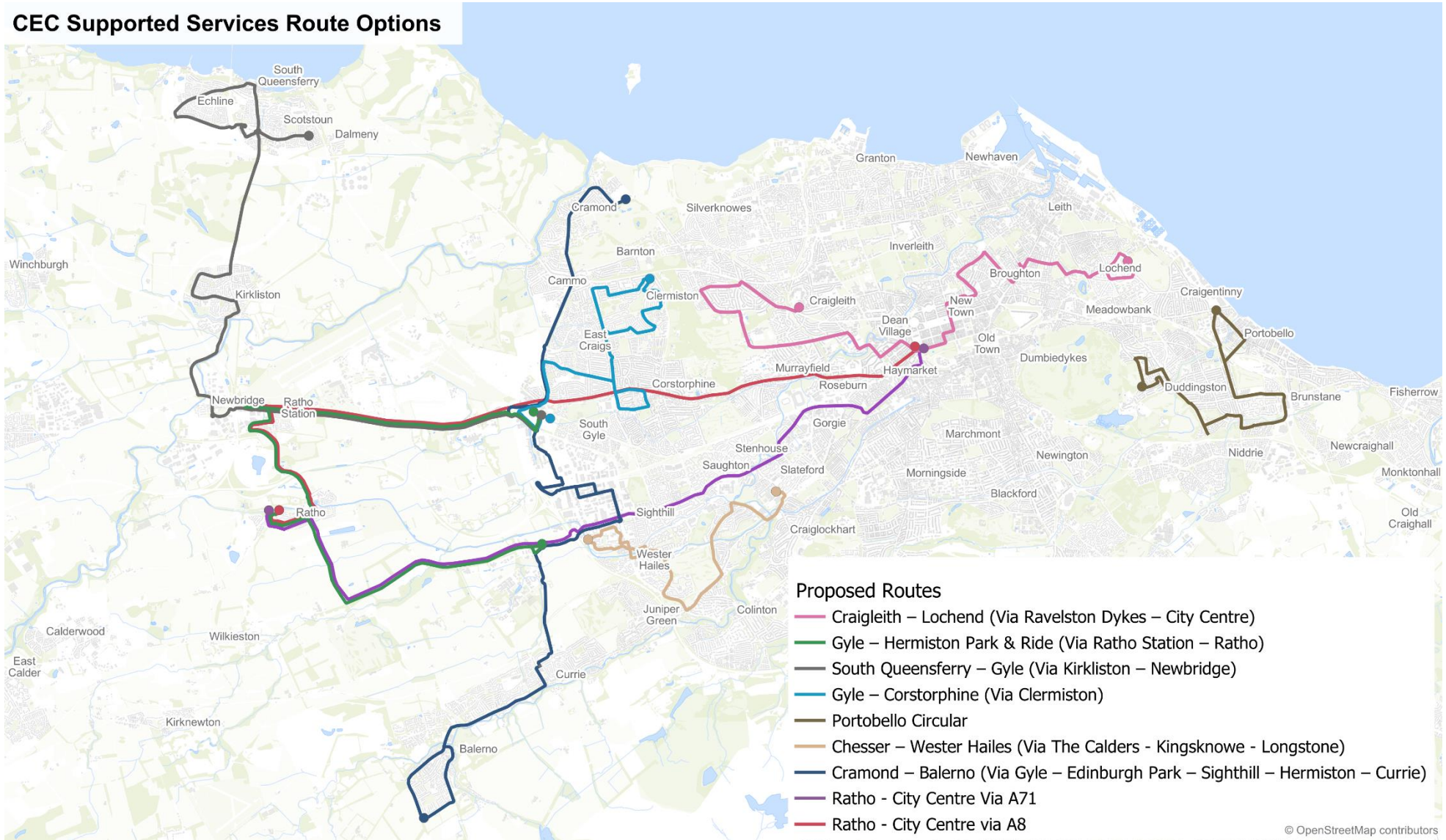
11 – City Centre

12 – Leith Walk

13 – Leith

Appendix 1 – Supported Bus Services Route Options

CEC Supported Services Route Options



Consultation response to Historic Environment Scotland's Outline Strategic Plan for Holyrood Park

The City of Edinburgh Council
19 December 2023

1. Introduction

- 1.1. The City of Edinburgh Council ('the Council') welcomes the opportunity to comment on the Outline Strategic Plan ('the Plan') for Holyrood Park ('the Park').
- 1.2. This paper sets out key areas of consideration from the Council's perspective and confirms a strong willingness to collaborate further with Historic Environment Scotland (HES) as the plan develops.
- 1.3. This paper is structured to respond to key areas of information sought, focusing on how the vision and objectives of the Plan can be supported and further refined through continued partnership working.

2. Vision and objectives

- 2.1. The Council supports the Plan's vision and objectives for the Park, acknowledging it plays critical roles in responding to climate change and protecting/enhancing its ecosystem services, across its mosaic of habitats and landscapes. The Council supports support the vision statement which takes into consideration the climate and emergency, community aspirations and natural and heritage conservation priorities. The Council also supports the Plan's aims to focus the future Park on improving sustainable accessibility, considering users' needs so it is easily accessible for all.
- 2.2. Critically, the Council supports all decisions that contribute to moving towards net zero operational costs models, increase revenue to support local investment and reduce subsidy funding requirements. The Council would welcome opportunities to explore the development such models, including with HES, where possible.

Climate and Nature Emergencies

- 2.3. The Council seeks to achieve net zero by 2030 and has declared a Climate Emergency and a Nature Emergency. The Council recognises the Park as an integral part of the City's green infrastructure and has a key role in reducing current and future impacts associated with the Emergencies.
- 2.4. The Council supports the Park's approaches for integrated land management, to support adaptation, reverse biodiversity loss and improve mental and physical health as well as exploring opportunities to further engage visitors with the Park's nature and biodiversity. The Council currently works with HES on joint conservation projects at its locations, engaging with communities and supporting educational work, including citizen science and observation of nature and biodiversity. Indeed, the Park's Ranger

Service have led on important nature conservation activities for some of Edinburgh's rarest species for over two decades as part of the Edinburgh Biodiversity Partnership. It is hoped that these activities can be built upon as land management practices are developed, to ensure educational engagement can expand, in alignment with objectives 7 and 10.

- 2.5. The Council welcomes opportunities presented within objective 1 to restore and enhance ecosystem services, across ecological, climate, heritage, cultural, health/wellbeing themes. As part of this, the Council wishes to see the Park maximise its ecosystem services relating to climate change adaptation and carbon sequestration potential. For example, the Council would be interested to see how plans for greater tree coverage may be included in future plans, within the context of objective 1 and in a way that does not negatively impact on other aspects of this objective.
- 2.6. Furthermore, Holyrood Park is designated as the largest Site of Special Scientific Interest (SSSI) in Edinburgh, with a focus on geology and ecology. This should be considered alongside all other designations when planning for the Park's future. The vision to allow for diversity of habitats and to actively manage areas of important grassland habitat is supported by the Council.
- 2.7. Future approaches to area management should consider the areas in the park which contain rare habitat types, and support priority rare plant and insect species. These are features that contribute to the Park's SSSI designation and are also identified as priorities in the Edinburgh Biodiversity Action Plan. A cautious and informed approach to '*areas of vegetation largely left to naturalise*' is welcomed, considering potential short term impacts brought about by expansion of scrub, including changes to habitat types and increases to fire risk.

The Council welcomes the desire to increase accessibility to the Park, for improving health/wellbeing and opportunities for education. However, this needs to be considered carefully when exploring approaches to managing different areas of the Park. For example, important and rare bird species, such as grey partridge, are increasingly impacted by disturbance from visitors and dogs as visitor pressures increase. There is potential for conflict with objectives 1 and 3 in this regard, if increased visitor numbers lead to wildlife/nature disturbance. Visitor management away from certain areas can enable the recovery of nature and reduce disturbance pressures. Best practice for visitor management in sensitive environments should inform area management within the Park. At Levenhall Links in Musselburgh, for example, screened wildlife observation helps to minimise disturbance associated with visitors, protecting sensitive habitats and species.

- 2.8. The Council appreciates the positive engagement with HES to date in relation to the water management and climate aspects of the Plan. As it progresses, the Council would encourage further dialogue with the Edinburgh & Lothians Strategic Drainage Partnership, to ensure the proposals align with the collaborative approach to this topic city-wide. This Partnership includes the Council, together with Scottish Water, SEPA and neighbouring local authorities and is progressing/supporting various sustainable drainage projects across Edinburgh. Any proposals within the Park should take cognisance of the principles within the Council's Vision for Water Management, to maximise the benefits which can be achieved from appropriate development in alignment with objective 1. For example, in the future the Park could play a larger role in temporarily storing water, associated with increasingly extreme flooding events which are anticipated to lead to increased runoff from adjacent urban areas

Community Value

- 2.9. The Council fully supports the Park's importance in supporting community activity and interpretation.
- 2.10. Objective 4 strongly reflects the importance of ensuring inclusivity so the Park welcomes people across all needs and abilities. The Council will feed into detailed proposals, as appropriate, and would encourage HES to develop proposals collaboratively with key stakeholders, the public and particularly those who are underrepresented, including those with Protected Characteristics.
- 2.11. The Council supports efforts where the Park can build on its successes to provide a safe place for all communities, residents and visitors to gather, meet, play and relax, as well as exercise in a non-polluted environment, where ecosystem services are restored or enhanced
- 2.12. The Park already provides significant benefit to health and wellbeing and the Council supports activities which can further enhance its value in this context. The Council strongly supports increased sustainable accessibility to the Park, to reduce inequalities – see below.

Accessibility and Connectivity

- 2.13. The Council welcomes the vision that across the Park by 2034: *“vehicular traffic will largely cease, and active travel will become the primary mode of transport [...]; reflecting wider societal trends away from a car dominated urban environment”*, putting people first. Reducing or removing intrusive though vehicular traffic from the Park are routes to reducing impacts identified (vulnerable user safety, severance, air/noise pollution, potentially displaced traffic resulting from the Low Emission Zone becoming fully live in 2024) and are supported by the Council. Reducing these impacts will contribute to the City's climate targets through encouraging active travel, sustainable accessibility measures, and the corresponding outcomes around behaviour change and modal shift.
- 2.14. As part of the Council's approved City Mobility Plan, a citywide Future Streets Framework (formerly known as 'Circulation Plan') and associated City Centre Operations Plan are being prepared to inform strategic re-allocation of street-space and re-determine modal priorities towards 2030. Updates will be presented to the Transport and Environment Committee in February 2024. The Council wishes to work collaboratively with the Park to understand what measures may be able to take place in the 2024-2030 period, to achieve shared objectives.
- 2.15. The emerging Future Streets Framework will set out options and routes to further maximising reduction of intrusive vehicular traffic from city centre streets. Critically, they will take account of specific needs around changes, including for residents, businesses, people with disabilities/protected characteristics, emergency services, events etc. This will build on Edinburgh's approved City Centre Transformation programme which committed the Council to delivering a cohesive network of pedestrian priority and car-free streets.
- 2.16. In support of these objectives, it has been agreed that the emerging Future Streets Framework and associated strategy documents under it will respond to the removal of through vehicular traffic from Holyrood Park, as agreed at the December 2022 Transport and Environment Committee meeting. It is acknowledged that this will require the Council as the transport authority to identify strategic routes within and

around the city to mitigate any possible negative impact to support the provision of active travel routes within the Park. The Council welcomes opportunities to continue engagement with HES, key stakeholders and local communities on this over the coming months.

- 2.17. The Council strongly supports principle 6 in experimenting and learning when exploring options for all city centre streets, including the Park's. It is suggested that objective 2 includes the impact of proposals relating to streets, and explores creative and flexible solutions to problems identified. The methods to be set out in the emerging Future Streets Framework should be applied to future proposals affecting the Park, in partnership between HES and the Council. The Framework's final recommendations, will be presented in February 2024 and will be made following options testing and assessment of impacts. Future proposals will explore consider different delivery approaches, such as incremental implementation and/or flexible operational timings as well as exploring mitigations, should they be required, following the methods outlined by the Framework.
- 2.18. The Future Streets Framework will strategically evaluate all unintended consequences at strategic scales, including potential traffic displacement, impacts on accessibility requirements (including that for emergency services), and assess those against benefits of proposals put forward. As already stated, the Council recognises that, as the local transport authority, it is responsible for managing consequences on the wider Edinburgh network of streets, and, in particular, on streets near the Park. The Council would welcome dialogue towards a stakeholder agreement which would facilitate the managing of wider impacts in an effective and coordinated manner.
- 2.19. Importantly, the Council acknowledges that all the City's streets and on street car parking areas are contested spaces. The Council will ensure open and transparent engagement methods are adopted when discussing options when place/modal priorities would change and encourages HES to do so too.
- 2.20. Future discussions around user needs should cover the topics of: appropriate parking levels/controls, accessibility requirements and potential for localised sustainable transport services (e.g. 'hopper' buses), acknowledging that some users' may not be able to readily access active travel options. The Council sees opportunities for collaboration with HES around such strategies, in alignment with objectives 6 and 8.
- 2.21. The Council and Plan are aligned in their desire to connect communities and encourage more walking/wheeling and cycling (objective 5). The Council recognises that in all future scenarios, there is a need to reduce severance at key points of the Park and especially at Holyrood's Scottish Parliament and Palace, in support of objective 1. These assets are of international importance culturally and historically. Therefore, placemaking and active travel infrastructure must be significantly improved, to increase accessibility and better reflect their setting and access to them.
- 2.22. Importantly, entry/exit points of the Park are streets managed by the Council and HES respectively, so a collaborative approach to potential future street-space re-allocation in these areas is recommended. Improving active travel access into the Park across all entrances should be considered by both parties.
- 2.23. Finally, the Council would like to better understand the timeline for re-opening the Radical Road, in respect of ongoing impacts of its closure for safety and in recognition

of its role as an important recreational and historical destination and route for visitors to the Park.

3. Further engagement

- 3.1. The Council agrees that meaningful stakeholder engagement must take place for all proposals brought forward.
- 3.2. The Council welcomes HES's commitment to continue discussions on how the Plan is taken forward and delivered.
- 3.3. The Council seeks to continue engagement with HES on all aspects of the Plan, including around new regulations for the Park (objective 11).