

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 10 October 2024

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Stephen Jenkinson (Convener)	Councillor Aston Councillor Booth Councillor Dijkstra-Downie Councillor Faccenda Councillor Glasgow Councillor Hyslop Councillor Lang Councillor Munro Councillor O'Neill Councillor Whyte	Alison Coburn Operations Manager Natalie Carter-Osbourne Committee Services Carolanne Eyre Committee Services

Recent news	Contact for further information
<p>Travel Tracker Update</p> <p>All operators throughout the SEStran area, including Lothian Buses, are now using the Travel Tracker system. The system is showing high percentages of accurate real time departure information.</p> <p>Work continues to test Lothian Buses disruption information; and this will be rolled out when all stakeholders are confident it delivers a consistently high percentage of accuracy.</p> <p>The costing exercise for new Travel Tracker screen sites has been completed and each site has been allotted a different level depending on cost and additional works required:</p> <ul style="list-style-type: none">• Level 1: Sites that can be easily installed at no additional cost i.e. covered under the terms of the contract;• Level 2: Sites that require a small amount of additional work at minimal cost. Most of these costs can be covered through the existing revenue budget; and	<p>Stuart Lowrie</p> <p>Wards Affected: All</p>

- Level 3: Sites that require major works to introduce Real Time Passenger Information Screens. These sites will require additional funding.

A programme of works will begin after disruption information has been successfully rolled out to install all those sites in levels 1 and 2. Work will continue to try and secure funding for level 3 sites, as well as assessing newly requested sites using the agreed assessment criteria. Sites will continue to be installed until all available screens are in use.

Supported Bus Services

Lady Nairne

The introduction of this service has been delayed due to a request from the operator to make an amendment and introduce an alternative bid. The result of this is that the Council can no longer progress the proposal submitted and must retender the service. The tender process, through the Dynamic Purchasing System (DPS), went live on 11 September 2024, for three weeks (with a return date 2 October 2024). A verbal update on this will be provided at Committee.

When the contract is awarded, the operator is bound by procedures set out by the Traffic Commissioner which dictates a minimum of 42 days registration period. Therefore, it is hoped that the latest this service would commence is the end of November.

Service 13

The service 13 contract has been awarded to McGills who will begin running the service in December 2024. A contract extension was agreed with Edinburgh Coach Lines to continue running the service until then, to ensure continuity for passengers.

Dumbiedykes

The Dumbiedykes contract has been awarded to McGills, who will begin servicing the route by the end of December 2024.

Leith to Holyrood High School

Following the [actions](#) agreed by Committee in response to a motion on 23 May 2024, Lothian Buses have confirmed they could not run a commercially viable service from Leith to Holyrood High School and would require additional funding from the Council to provide this service.

[Stuart Lowrie](#)

Wards Affected: All, particularly:

- 1 – Almond;
- 2 – Pentland Hills;
- 11 – City Centre;
- 14 –
Craigentiny/Duddingston
- 17 –
Portobello/Craigmillar

Edinburgh Park Arena – Public Transport Ticketing

The provision of a specific public transport ticketing service for the newly proposed Edinburgh Park Arena has been raised with both Lothian Buses and Edinburgh Trams. They have agreed that they will work with AEG closer to 2027 when the venue is projected to open to see if an integrated event/transport ticket can be developed at that time.

[Stuart Lowrie](#)

Wards Affected: All, particularly 3 – Drum Brae/Gyle

Emissions from fossil-fuel powered leaf blowers

On 20 June 2024, Policy and Sustainability Committee agreed to withdraw all fossil-fuelled leaf blowers from use within the Council and procure only electric powered zero emission replacements.

Transport and Environment Committee requested information on the carbon emission output of fossil-fuelled leaf blowers.

An individual leaf blower consumes an average 1.43 litres of petrol per hour of operation. It is assumed that a leaf blower will operate for an average of 20 hours per week throughout the year.

Research conducted in the US in 2019 indicated that fossil-fuelled leaf blowers emitted approximately 25lbs of carbon dioxide (CO₂) emissions for every gallon of fuel consumed.

Converting to litres consumed per hour gives 2.981kg of CO₂ per hour of operation. Applying 20 hours per week use across 54 units gives a total annual CO₂ output of approximately 167 tonnes CO₂ per year.

[Scott Millar](#)

Wards Affected: All

Car Kilometres Annual Update

On 22 August 2024, an [update](#) on the Council Business Plan included information on the car kilometres driven in 2023.

[Kevin Hewie](#)

Wards Affected: All

Extended Producer Responsibility – Legislation for Packaging Waste

This UK wide reform of the existing legislation on packaging waste is intended to see the waste producers (manufacturers, importers, distributors and retailers) pay into a fund which will be disbursed to local authorities to fund the collection and disposal of packaging materials in household waste, recycling and some litter streams. There will be higher costs for materials which are hard to recycle. Funding was originally intended to pay the full costs of managing these materials, but services

[Andy Williams](#)

Wards Affected: All

have to demonstrate that they are efficient and effective, with an expectation that local authorities will be assessed against similar Councils. Efficient is broadly a reference to the cost of providing the service, and effective to the outcomes. A maximum of 20% can be deducted from the income when authorities are deemed not to meet this, however it is anticipated that an appeals process would be in place if funding was reduced.

Further information on how the scheme will operate is still awaited but the first year's funding allocation is expected to be known no later than final quarter of 2024/25, with a view to payments being made in 2025/26. Council officers will continue to engage with both the UK and Scottish Governments' as appropriate.

Leith Connections Update

The Leith Connections project is changing streets in Leith, providing new community spaces, improving conditions for people walking, wheeling or cycling.

[Project works](#) (approved on 2 March 2023) commenced during April 2023 and monitoring information has been gathered on traffic levels, traffic speeds, levels of active travel, noise levels and air quality. The monitoring and evaluation plan and baseline data report is published in the relevant section of the [project website](#). A six month monitoring report for project specific data will be added shortly. Data from other sources (such as periodic city-wide traffic counts and air quality monitoring) is also being included where relevant.

An automatic counter at Sandport Place Bridge has been counting users of the bridge since November 2022. Counts for comparable months show a year to year increase of between 2% to 14% for pedestrians, changes of minus 9% to 41% increase in people on cycles and minus 6% to 49% increase in buggy classification (wheelchairs, prams, cargo bike/ trailers).

Comparison of weekday traffic levels undertaken by Automatic Traffic Count surveys on roads on the boundary of the project show a reduction in traffic on pre pandemic levels and also a reduction in traffic levels post implementation of the changes made in 2023.

Project specific monitoring of peak time traffic through junctions on project boundary roads (one hour in

[Andrew Easson](#)

Wards Affected:

13 - Leith

morning and evening peaks pre and post implementation) show changes ranging from a 9.5% reduction in traffic (Great Junction Street/ Bonnington Road) to a 5% increase (Salamander Street/ Seafield Place).

Within the project area, streets which are no longer open to through motor traffic saw this traffic reduce by between 65% and 88%. Other streets within the project boundary have seen motor traffic reductions of 36.5% (Elbe Street) and 62% (Queen Charlotte Street).

An increase in the traffic count on Duncan Place of just under 19% was noted, given the restriction of use as a through route of Wellington Place to the west. For the weeks monitored this represents a two-way increase of just over 600 vehicles, compared with a reduction of over double that on Wellington Place.

Foot of the Walk to Dock Street construction

Following approval of construction contract award at the Finance and Resource Committee in [June 2024](#), this contract has now been awarded. The construction team is currently mobilising and construction work will commence in November.

Hawthornvale to Seafield route

A further round of stakeholder and community engagement on updated designs for the Hawthornvale to Seafield phase of the project will shortly commence. Designs have been updated based on previous feedback and buildability reviews.

Communications

A leaflet drop will be undertaken to the whole project area and surrounding streets during the week commencing 7 October 2024, with an update on the various elements of the project.

Prior to construction of the Foot of the Walk to Dock Street route commencing, there will be a public information drop in, local elected member and community council briefings, business briefings, lamppost wraps, social media posts and Edinburgh Travel updates, as well as contractor neighbour notifications.

The community engagement on the updated designs for the Hawthornvale to Seafield route will also be publicised using the same methods

A report on the Experimental Traffic Regulation Order for additional trial measures is expected to be considered by Traffic Regulation Orders Sub-Committee in February 2025.