Business bulletin

Transport and Environment Committee

10.00am, Thursday, 22 April 2021

Virtual Meeting, via Microsoft Teams

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Lesley Macinnes (Convenor)  Councillor Karen Doran (Vice-Convenor) 	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	Veronica Wishart Senior Executive Assistant 0131 469 3603 Veronica MacMillan Committee Services 0131 529 4283 Martin Scott Committee Services 0131 529 4237

Recent news	Background
Winter Maintenance 2020/21 – Summary to Date The City of Edinburgh Council has a statutory duty, under Section 34 of the Roads (Scotland) Act 1984, to take such steps as it considers "reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads". The intention of this duty is not that the Council will take immediate and simultaneous steps to clear and/or treat every road whenever ice or snow exists. It is recognised by the Courts that this would be impossible and beyond the limits of available resources. To discharge this duty Edinburgh's road network has been prioritised into three treatment categories Priority 1, 2 and	**For further information contact:** Jamie Watson, Roads Operations Manager Wards Affected: All

3, commonly referred to as P1, P2 and P3. The Roads Operations team has plant and resources (Roster A) in place to treat the P1 carriageway network on a precautionary basis 24 hours a day for the entire winter season and as the weather forecast dictates. P1 footpaths and cycle paths are gritted by other Council services, including Street Cleansing and Parks and Greenspaces, (Roster B) at the direction of the Duty Manager, again on a 24/7 precautionary basis. Plant and resources are in place to treat the P2 and P3 road networks on a reactionary basis within core hours, Monday to Friday, as the weather dictates and so far as resources allow.

The prevailing weather conditions for the season to date have been harsher and more prolonged than in recent years and is coming close to the season encounter in 2010. The period from Boxing day until the middle of February has required relentless treatment. This period has seen very challenging ice and freezing rain coming from the north-east, particularly in the first two weeks of January; which are very hard to treat. January and February saw larger than normal accumulations of snow fall and in the high ground in the south of the city drifting conditions were experienced with the lighter snow from the east. Again this is very challenging to treat, with snow blowing back across the roads and footpaths shortly after the gritter has passed.

At the start of the season there was a stock of 11,000 tonnes of rock salt within the Edinburgh boundary. The Council has taken delivery of 8,275 tonnes so far this season with a further 1,700 tonnes in the process of being delivered.

This season so far, 14,335 tonnes of salt have been spread across the road, footway and cycleway network. This is significantly up on seasonal averages and more than in the year of the “Beast from the East”. To put this into perspective, the last three year history is tabled below:

Season:	Tonnage Used:
2017/18 - Beast form the East	10,814 T
2018/19	3,760 T
2019/20	5,022 T
2020/21 – (to 01/03/2021)	14,355 T
January 2021	8,200 T
February 2021	4,214 T

The current season is planned to run until 8 April 2021 and will be risk assessed at this point for the potential to extend a limited cover.

COVID-19 Impact

In preparation for the 2020/21 season, the impact of COVID-19 has been a significant consideration. This has meant locating Roster A and Roster B bases in different location (bubbles) to reduce the likelihood and impact of an outbreak of COVID-19, with two separate locations for each Roster being implemented as well as depot safe working methods. These precautions have helped to maintain the resilience of the service and full cover has been maintained through the season.

COVID-19 vaccination centres have also been added to the Winter Maintenance schedule with NHS centre carparks at: Sighthill, Liberton, Craigmillar and Pennywell added to P1 network and supporting NHS to clear footpaths where possible/required. The footpath route around the Edinburgh International Conference Centre has been amended and increased to provide better cover and the drive-in centre at the Royal Highland Showground is already part of the P1 carriageway network.

In recognition of the additional measures introduced through Spaces for People, the Winter Weather programme was reviewed and cycle infrastructure to be proactively treated. The effectiveness of the arrangements and any lessons learned will feed in to the arrangements for moving forward with Spaces for People.

Winter Maintenance Review Update Throughout the challenging period at the start of 2021 a lessons learnt log has been maintained and is being utilised to feed into the wider review of the service delivery for future years. The review is considering all aspects of the winter maintenance service but is focusing particularly on the opportunities to improve delivery of footpath and cycleway treatment across the city and how this can be linked into the wider City Mobility Plan and the evolution of the city. The review is currently looking at the staffing and roles to attempt to provide a wider pool of resources to draw upon to deliver winter maintenance and the refilling of grit bins. With regards to the reporting and refilling of grit bins, an IT issue has been identified and a solution is being developed to provide more timely feedback of grit bin refilling as well as adjusting the current reporting mechanism to ensure reports are associated with real assets and so can be actioned more effectively. The service is currently reviewing fully how Winter Maintenance information is communicated to customers with a view to providing more general and targeted information to customers. An outcome from the full review will be improvements to the current webpages as well as social media communications.	
Edinburgh: Million Tree City The ambition is for Edinburgh to be a "Million Tree City" by 2030. Earlier this year, £298,055 of grant funding was secured from the Woodland Trust to support the project until December 2023. A matching allocation has been made by the Council as part of the Council's budget setting process in February 2021. The latest update on this project was reported to Culture and Communities Committee on 28 January 2021.	**For further information contact:** Andrew Skirving, Project Manager Steven Cuthill, Transport and Environment Officer Wards Affected: All
Electric Vehicle (EV) On Street Charger Project Update Procurement Procurement for the purchase and installation of the EV Chargers commenced in February 2021 and. after evaluation and consensus, it is expected that the contract	**For further information contact:** Gavin Brown Service Manager -

award will be published mid April 2021. **Stakeholder Engagement and Communications** Our new dedicated Council webpage is now live and will be updated regularly with updates on the project's progress and will encourage intercation with the public. **Electric Vehicle Infrastructure Business Case** There is an outstanding action from Transport and Environmet Committee on 4 October 2018 to provide information to Elected Members on the assumptions related to how often people were using cars and how often they would charge them. Unfortunately, it has not been possible to do this, and the programme has now moved on. Further engagement with EST will take place to inform ongoing strategy for delivery of EV infrastructure using current data and Elected Members will be kept updated.	Network Management and Enforcement Wards affected: 1 - Almond 2 - Pentland Hills 5 - Inverleith 10 - Morningside 11 - City Centre 12 - Leith Walk 15 - Southside/Newington 17 - Portobello/Craigmillar
Taxi Ranks On 1 December 2019 a review of all the taxi ranks was undertaken to determine the location and condition of the ranks. The inspection was based on the information currently held by Licensing and the list can be found here: https://www.edinburgh.gov.uk/public-transport/taxi-ranks/1. A summary of the results is shown below: • There are 82 locations around the city; • 285 taxi rank spaces were identified in the list held by Licensing; • 58 spaces/19 locations are no longer in place; • 17 spaces/nine locations have been temporarily removed (Tram works, Spaces for People, Edinburgh St James Centre); and • One additional taxi rank location was identified as not being on the current list. Of the remaining 55 locations, a condition survey was carried out and the results are broken down into the following categories: • Nine locations were in good condition; • 22 locations were in an acceptable condition; • 24 locations were in a poor condition; and	**For further information, contact:** Gavin Brown Service Manager - Network Management and Enforcement Wards Affected: All

- 43 of the locations do not have the small information sign identifying the number of taxis permitted to use the rank.

The 24 locations that have been identified as in poor condition will be prioritised for refreshing the line markings and it is expected that this will be carried out in April/May of this year.

As the signage is not mandatory and is only used to inform passengers of the number of taxis that can use the rank, it is recommended that the remainder of the signs currently in place be removed as part of any future street furniture decluttering exercise.

A report is currently being commissioned to look at the following information relating to taxis:

- The role of taxis in Edinburgh city centre currently and in the future;
- The impact of Edinburgh City Centre Transformation on the hackney and private hire trade;
- The current use of taxi ranks and how this can be improved.

An update on progress and the results will be provided at a later date.

St James Quarter – Growth Accelerator Progress

The development of the new St James Centre is now nearing completion and will open on 24 June this year, subject to COVID-19 restrictions being lifted. The associated public realm works funded through the Growth Accelerator are also near to completion and the project team are now working to finalise the account and prepare for these assets to be handed back to the Council. Once complete, the project focus will move to monitoring the progress being made against the economic benefit targets. The FUSE retail and training academy is operational, and people are already receiving training and support to apply for the jobs being created by the new centre.

The central space in the Picardy junction still requires to be consulted on and has not been moved forward during the pandemic. This work is now being resourced and reprogrammed and will take place in May/June 2021.

For further information, contact:

David Cooper

Commercial Development and Investment Senior Manager

Ward: City Centre

The final traffic regulation orders required for the scheme are now also being prepared and will be promoted following the usual processes. An update report will be provided in two cycles when the works are complete and the outcomes of the processes set out above are understood.	
Roseburn to Union Canal – Update The Roseburn to Union Canal project is a multi-million pound project that will transform the quality of walking and cycling connections from the North Edinburgh Path Network (NEPN) and QuietRoutes 8 and 9 (west Edinburgh) to the Union Canal, and onwards to the Meadows and Southside, as well as southwest Edinburgh and National Cycle Network route 75 (NCN75). Since the previous update, provided as part of the Business Bulletin on 28 January 2021, there have been two significant developments in relation to the enabling works and the planning application for the project. As reported previously, on 6 August 2020 the Policy and Sustainability Committee approved the undertaking of a package of enabling works, comprising of site clearance, ground investigation and excavations to locate existing underground services. These works are necessary to complete the design of the proposals and to procure delivery. Works commenced on site for the enabling works on 11 January 2021 and the fieldwork was completed on 12 March. The works were undertaken by main contractor Balfour Beatty and sub-contractor BAM Richie, through the SCAPE Civil Engineering Framework Agreement, to validate the design and to establish ground conditions. The outcomes of the ground investigation works are expected to be available by mid-April 2021. Initial investigations undertaken suggest that it is unlikely that there are any significant ground contamination issues. Trial pits were used to confirm the locations and depths of underground utilities apparatus and to identify any potential issues that may arise from this. The programmed works were extended by two days in order for an additional	**For further information contact:** Barry Clarke Senior Project Manager Wards Affected: Corstorphine/Murrayfield; Sighthill/Gorgie; and City Centre

borehole to be undertaken on the West Approach Road, close to the Dalry Road bridge. The removal of Japanese Knotweed, identified previously, will be undertaken later as part of the main works. The planning application for the project was approved at the Planning Development Management Sub-Committee on 3 March 2021. Several planning conditions and informatives have been stipulated as part of the planning consent. The key conditions are: 1. the undertaking of a supplementary site inspection and ongoing monitoring during construction, in the form of a detailed watching brief, to identify any unrecorded potential sources of contamination; and 2. the submission of further details of all proposed finishes for the Mid Calder and Dalry Road bridges. Work is still ongoing to resolve several other challenges that were reported as part of the previous update. The project programme is being constantly reviewed to reflect progress on these issues. At present the high level programme for delivery is as follows: • GI reporting – mid-April 2021 • Design validation – late May 2021 • Market testing and tender agreement – mid-August 2021 • Contract award – mid -September 2021 • Main works commence – mid-October 2021 • Main works complete – mid-October 2022.	
Working in Partnership with Police Scotland to Deliver Innovative Approaches to Road Safety for Vulnerable Road Users – Operation Close Pass. A Motion by Councillor Chas Booth to the City of Edinburgh Council on 27 June 2019, entitled Operation Close Pass – Collaboration, included an action to explore the option for collaboration between the Police and the Council on innovative approaches to road safety for vulnerable road users, extending the principle of Operation Close Pass. Information on various road safety measures on which the Police and the Council collaborate was subsequently provided to Committee as part of the Business Bulletin on 5 December 2019.	**For further information, contact:** Stacey Monteith-Skelton Senior Engineer (Road Safety) Wards Affected: All

However, the Committee requested further information on the outcome of discussions with Police Scotland on the lessons learned from the actions taken by the West Midlands Police on Operation Close Pass. **Operation Close Pass** Operation Close Pass was originally developed by West Midlands Police (WMP). An Officer from Police Scotland subsequently visited WMP to observe the operation and then adapted it for use in Scotland. There has also been a national meeting of Operation Close Pass representatives from all UK Police forces to share learning (chaired by WMP) and Dr Davis of the Road Danger Reduction Forum in London collates this activity nationally. The main difference between the operation here and in the West Midlands is that WMP utilise online reporting; whereby members of the public can upload video and make reports and fixed penalty tickets are issued by WMP's central ticket office. Unfortunately, due to the way that Safety Cameras are funded in Scotland, this is not possible here. Police Scotland select sites in a number of ways to undertake Operation Close Pass. Primarily there must be a safe stopping area at the end to direct drivers into and an off road area for "Close Pass" mats (these mats are used to show drivers the amount of space they need to leave when safely overtaking a cyclist) and education area. There should also be no junctions for drivers to cut through before they are stopped. Examples of appropriate roads in Edinburgh are Drum Street, Seafield Road East and Telford Road. Sites are also identified using pedal cycle casualty statistics and, if locations identified through this process are suitable, an operation will be run. Public feedback through direct contact and social media also influences operations but locations must still meet the primary requirements.	
Road Works Simplified Signage All contractors, Public Utilities and developers working on Edinburgh's road network must use Temporary Road Works Signage which complies with the 'Safety at Street	For further information: Gavin Brown Service Manager - Network Management and Enforcement

Works and Road Works – A Code of Practice' updated in October 2013.

The Code of Practice covers all work carried out by Public Utilities and Roads Authorities and a public utility that fails to comply with the Code commits a criminal offence.

Under this Code of Practice there is a warning that states that to comply with health and safety legislation those undertaking work must carry out and regularly review the site specific risk assessment to ensure that a safe system of working in respect of signing, lighting and guarding is in place and maintained at all times.

It also states that "Failure to comply with this Code is evidence of failing to fulfil the legal requirements to sign, light and guard works. Compliance with the Code will be taken as compliance with the legal requirements to which it relates".

The placing of signs on the road network, to advise road users in advance of road works, is a legal requirement. Signing Lighting and Guarding is essential to ensure the safety of road users and the works operatives.

The Code includes proper arrangements for design of the works and shows typical layouts however it does not include every situation that may be encountered. Sections in the Code gives requirements for each stage of works and must follow a Risk Assessment of each location, which may highlight additional requirements.

Under the Code of Practice the placing signs on the footway is permitted, but they must be positioned so as to minimise inconvenience or hazard to pedestrians, with particular consideration given to those with visual impairments, pushchairs, wheelchairs and mobility scooters. A minimum usable footway width of 1.5 metres should be maintained where possible.

Any reduction in the number of advance signs or the designed layout may compromise not only pedestrian and road users safety but that of the operatives undertaking the work.

However, it may be possible to consider reducing the number of yellow Diversion signs and the 'Road Works End' signs being placed on footways and the carriageway

Wards Affected: All

for local diversions, particularly for works which are in place for less than five days.

It may be possible to consider local diversions and the need for the volume of signs being placed. It is common practice to place out a diversion sign at each location where it is necessary to divert vehicles around the road works even at smaller works. Where work was to last for less than five day's we could consider each site on a case by case basis and potentially reduce signage. This would be particularly relevant where diversions were in place in housing developments or similar locations where drivers would be able to rely on their local knowledge to navigate a diversion.

In addition, on smaller works it is not always necessary to advise road users that the works have ended and these could be considered for removal.

It is to the Code of Practice that Roads Officers in the Council check for compliance.

Public Safety Improvements at Junction of Liberton Brae and Kirk Brae

Following Councillor Cameron's motion to Council on 15 October 2020 it was planned to undertake a full vehicle and pedestrian count at the junction to assess the actual demand to cross the arms of the junction that are currently missing pedestrian facilities. Updated speed surveys on the major junction approaches were also to be arranged.

Unfortunately, traffic counts and speed surveys were delayed, as it was not considered appropriate to carry them out during lockdown as traffic levels were not normal. These surveys have now been completed and the results will be available shortly.

Currently information is being gathered as part of a wide-ranging safety review of major junctions within the city. It may be the case that this junction is part of the review. An update on the progress of this review will follow in due course.

Tasks Carried Out to Date

To facilitate Spaces for People a temporary path has been installed from Glenallan Drive to the school to support the school in opening alternative access to accommodate

For Further Information, contact:

Gavin Brown
Network Management and Enforcement Manager

Wards affected:

15 Southside/Newington
16 Liberton/Gilmerton

school drop off in conjunction with the ongoing building works.

Following a recent public consultation, it has also been agreed that a signalised crossing facility will be installed on Kirk Brae, north of Orchardhead Road.

Junction narrowing will also be undertaken at Claverhouse Drive to assist active travel.

A further collision retrieval was carried out using the latest vetted data set, which is currently to the end of September 2020, and there have been no further incident reports since a briefing issued in July 2020.

Planned improvements

The junction has been reviewed and possible design solutions considered to carry out the necessary improvements at the junction. To provide adequate pedestrian facilities on all arms of the junction and further improvements to active travel without impacting on public transport would require substantial funding. Until a budget can be secured for this project, timescales for completion are unknown.

However, officers will continue discussions with potential project partners to understand if improvements to the junction would be something that could attract match funding.

Decriminalised Parking Enforcement

This bulletin updates Committee on progress since the Decriminalised Parking report on 5 December 2019. While the introduction of the proposed measures and enforcement of parking generally has been significantly impacted by Covid-19, steps have still been taken to implement improvements.

Reporting and Monitoring

Working with the Council's web team, the online reporting form for incorrectly parked vehicles was streamlined. This now ensures the Council's enforcement contractor, NSL, captures all the necessary information and only relevant enforcement requests are progressed to help them deploy Parking Attendants more effectively. The new form went

For Further Information

Contact:
Gavin Sherriff
Senior Transport Team Leader - Parking

Wards affected: All

live in September 2020 and the number of recent requests, available at the time of writing, is shown below:

Month	Enforcement Requests
July	550
August	641
September	402
October	416
November	454
December	478
January (21)	386

NSL has also stepped up monitoring of social media, taking a proactive approach by utilising TweetDeck, to monitor Twitter and identify parking problems around the city in real-time. This information is being used to direct resources and improve response times to complaints. This has resulted in a number of enforcement responses:

Month	Parking Attendant Visits
July	18
August	31
September	14
October	10
November	14
December	11
January (21)	4

Persistent Offenders

Committee approved more stringent enforcement action against Persistent Offenders, drivers who repeatedly receive parking tickets but pay them so avoid further action being taken, such as being impounded, as part of existing escalation processes.

The definition of a Persistent Offender is a vehicle with 15 or more paid parking tickets in the previous three full calendar months.

In January 2020, one Persistent Offender was removed to the car pound. Changes in behaviours of others was also noted. For example, one vehicle significantly reduced the number of parking tickets received while another driver purchased a residents' parking permit. However, general removals were suspended in March 2020 due to the Covid-19 pandemic.

General removals were suspended between March and September 2020. A Car Pound Recovery Plan was put in place and removals recommenced. Between October and December 2020, two Persistent Offenders were removed to the pound. With the introduction of Tier 4 Covid-19 restrictions throughout Scotland on 26 December 2020, removals for all but the most serious instances of dangerous parking were again suspended.

Due to the recent restrictions on travel, few vehicles currently meet the Persistent Offender criteria.

Persistent Evaders

In January and February 2020, 42 Persistent Evaders were removed to the car pound, before removals were suspended. After removals restarted, 58 Persistent were impounded.

Clamping

Relevant procedures have now been updated but clamping is currently on hold due to the current Covid-19 restrictions. Additional training has been identified for working near the Tram line, but this is also on hold at this time.

Bus Lane Cameras

Five new bus lane enforcement cameras were introduced in late 2020 on existing bus lanes at the following locations:

- Corstorphine Road – eastbound, between Ormidale Terrace and Murrayfield Gardens;
- Drum Brae South – southbound, between Templeland Road and Corstorphine Bank Terrace;
- Duddingston Park – southbound, between Park Lane and Duddingston Crescent;
- Duddingston Park South – northbound, between Baillie Terrace and Duddingston Crescent; and

• Stenhouse Drive – westbound, to the north of number 125.	
Climate Change Impact and Management On 20 August 2019 Council approved an adjusted motion by Councillor Macinnes on the impact and management of Climate Change. Appendix 1 provides an update on the work being undertaken in response to the heightened demands caused by extreme weather.	**For further information, contact:** Gareth Barwell Head of Place Management Wards Affected: All
Newbridge Parking Update On 5 March 2019, Committee considered a report on the Strategic Review of Parking – Results of Area 1 Review which highlighted concerns about parking issues in Newbridge. A Traffic Regulation Order was implemented to address these concerns. However, although the meausres have been in place for more than 12 months, the impact of COVID-19 means that traffic volumes have been much lower since the changes came into effect. It is proposed to evaluate the impact of the measures later in the year, when it is expected that traffic volumes will have returned closer to normal levels.	**For further information, contact:** Gavin Brown Service Manager - Network Management and Enforcement Wards Affected: 1 – Almond
George Street and First New Town (GNT) Public Realm Project The George Street and the First New Town (GNT) project has now reached an exciting and critical phase through the publication of a final concept design proposal. Progress towards finalising the concept design and the delivery of the latest steps of the engagement plan has been led by a multidisciplinary consultancy team, with key input from our partners Sustrans and relevant stakeholder groups including Essential Edinburgh, Edinburgh World Heritage, Living Streets and Spokes. The finalisation of the concept design establishes a set of final fundamental design elements including wider pavements, removal of on-street parking, a central cycling zone, sensitively landscaped seating areas (both on the north and south side of the street) and clutter free spaces especially outside iconic buildings such as the Assembly Rooms. Several key principles of an operational plan including proposals for servicing and loading and the potential removal of bus services from George Street are also detailed. The	**For further information, contact:** Jamie Robertson Strategic Transport Planning and Projects Development Manager **Wards affected** – All

fundamental design elements of the finalised concept proposal and its operational principles (further details contained within Appendix 2) will play a key role supporting the delivery of wider Council plans and strategies including the CMP, CCT and climate emergency commitments.

In preparing the final concept design a wider public and business engagement process was undertaken in February/March 2021 to gather feedback and views on proposals and operating principles. Given current Covid-19 restrictions the engagement plan incorporated a range of virtual and digital methods of communication including; a new website, 3D digital images, animations, virtual Q&A sessions and virtual tour. In addition to the wider public sessions, continued detailed engagement on concept proposals with key stakeholder groups has been ongoing since November 2020; with 23 stakeholder groups engaged during 22 stakeholder sessions. Engagement feedback from stakeholders and the wider public on proposals has been broadly supportive. Further details on the engagement process (which has been heralded as innovative and successful) and its outcomes are incorporated into a report and appended to this Bulletin (further details are contained in Appendix 2).

The latest engagement process compliments previous public consultation outcomes which were reported to the Transport and Environment Committee in May 2019 and the concept design builds on all previous consultation and engagement feedback and design development considerations; as well as being evolved to embrace targeted outcomes associated with CCT and CMP. The proposed concept design is accompanied by an Operational Plan, Heritage Impact Assessment and Integrated Impact Assessment which will be publicised via the George Street and First New Town website www.edinburgh.gov.uk/georgestreet. Certain aspects of the Operational Plan, including final service and loading window times, will be agreed during the next design stage, Stage 3 (RIBA Spatial Coordination).

Furthermore, critical to achieving the overall project delivery programme within the targeted timescales is the advancement of all necessary statutory consents at the earliest opportunity; these are currently programmed to be promoted in Autumn 2021. Now that key fundamental design elements and operational principles have been

agreed by a broad range of stakeholders, the development of the project can now progress to Stage 3; during which the final details of the design that are required to inform the preparation of necessary statutory orders will be delivered. The final details of the developed design, that form the basis of the statutory consents, will be presented to Committee at the earliest possible opportunity and in advance of the promotion of Orders.

In order to progress the required next steps in the programme (RIBA Stage 3) a procurement exercise has now commenced to secure the necessary technical consultancy support to deliver a developed design.

Appointment of the consultancy team will be reported to Finance and Resources Committee in due course. The delivery of Stage 3 and all associated internal project management costs will be 100% funded via Sustrans' Places for Everyone grant funding.

A report will be presented to Transport and Environment Committee later in the year to update Committee on the developed design. Construction of the project is due to commence in 2023 and to be completed by end of 2025.

Bus Partnership Fund – Edinburgh and South East Scotland City Region Deal Application

As part of its response to the climate emergency, the Scottish Government are providing investment of over £500m through the Bus Partnership Fund (BPF) to deliver targeted bus priority measures.

A Business Bulletin presented to Committee on 28 January 2021 confirmed the launch of the BPF and identified the potential to utilise the existing Bus Priority Rapid Deployment Fund framework as a broad regional approach to the develop an initial BPF application on behalf of the Edinburgh and South East Scotland City Region Deal (ESESCRD) partners.

Subsequently, an application into the Fund was submitted on 16 April 2021, administered by the City of Edinburgh Council, on behalf of the ESESCRD partners. A copy of the application is appended to this Bulletin (Appendix 3).

BPF is a competitive application process and applicants were encouraged to be ambitious. The first phase of the fund has been designed to be a "light-touch" process and

For further information, contact:

Jamie Robertson
Strategic Transport Planning and Projects Development Manager

Wards affected – All

invited applicants to only outline proposals at this stage. Partnerships were also expected to give an indication of the level of funding needed to deliver their long-term ambitions; the cost of measures identified by the ESESCRD partners at this stage potentially totals £204,600,000m. Transport Scotland are expected to announce the outcomes of the competitive bid process during June 2021, subsequently and at the earliest opportunity, an update to Committee will be made presenting the Transport Scotland decision. If the ESESCRD is successful in receiving funding, Committee is asked to note that the costs associated with; development of required appraisals, design, construction, project management and monitoring and evaluation will be covered by the BPF and that the CEC will act as the lead financial authority for the region. Subject to the awarding of funds, a procurement exercise will commence to appoint multi-disciplinary consultancy support to progress the required; business cases, design development and consultation and engagement exercises. The outcomes of the intended consultancy procurement will be reported to the Finance and Resources Committee as required. A second opportunity to submit further, more detailed information, in October 2021 as a follow up to the initial application, has been made available by Transport Scotland.	
Internal Audit: Overdue Findings and Key Performance Indicators as at 10 February 2021 Included on the agenda at item 8.1 is an update on the Council's Internal Audit Overdue Findings and Key Performance Indicators as at 10 February 2021. On 28 January 2021 Committee requested that the actions which directly related to the remit of the Transport and Environment Committee should be identified. These are shown in Appendix 4.	**For further information, contact:** Alison Coburn Operations Manager **Wards affected** – All
Cammo Road Trial Closure On 28 January 2021 Committee approved a motion proposing the trial closure of Cammo Road. The options to progress a trial road closure on Cammo Road during 2021 are:	**For further information, contact:** Dave Sinclair

A – Carry out further Consultation with the broader community. B – Carry out detailed engagement with Ward Councillors, Community Councils and Council Transport and Planning Officers to try and develop an agreed proposal. C – Develop a proposal under the context of an Experimental Traffic Regulation Order (ETRO) for a trial period up to 18 months. D – Undertake and monitoring and assessment exercise to consider the success or otherwise of a trial. It is recommended that options B, C and D are progressed.	Local Transport and Environment Manager **Wards affected** – 1 Almond

Forthcoming activities:

Appendix 1 - Climate Change Impact and Management Briefing for Transport and Environment Committee

On 20 August 2019 City of Edinburgh Council approved the following adjusted motion by Councillor Macinnes:

- Acknowledges the severe weather conditions experienced by the city and elsewhere in recent weeks and recognises that these events may be a taste of what climate change could bring.
- Recognises that these put significant strain on drainage systems and other infrastructure, causing some surface water flooding and damage to property.
- Acknowledges that there is a need for the Council to be prepared and farsighted in its approach to building in resilience in the city, alongside its work to make Edinburgh a net zero carbon city by 2030.
- Acknowledges the comments of flood insurance specialist Professor David Crichton in which he indicated that many local authorities in Scotland have already been 'good at managing risk'.
- Requests a report to Council which indicates clearly the work already being undertaken and needed across the Council to meet heightened demands caused by extreme weather and future considerations.
- As part of this work and in light of the significant flooding caused by blocked gullies, to agree to an interim report to the Transport and Environment Committee within two cycles on the current arrangements for routine road gully cleaning, identification and any additional resource requirements.

Gully Cleaning

Following the Council meeting, an update on the arrangements for routine gully cleaning were included in the Business Bulletin for Transport and Environment Committee on 12 September 2019.

Progress Update

In May 2019, the Council set out an ambitious vision for the city to become net-zero by 2030.

Subsequent update reports have acknowledged that, due to greenhouse gasses persisting in the atmosphere for a number of years after they were first emitted, Edinburgh is will face unavoidable impacts from climate change over the coming years - irrespective of progress towards the 2030 target over the same period.

These impacts include events such as increased flooding, storm damage, biodiversity loss, air pollution, coastal erosion, and urban heat island effects, which can result in damage to both the built and natural environment.

The Council has a range of plans and strategies in place, or in development, to help mitigate the impacts and ensure the city is resilient to future climate change:

- The Edinburgh Adapts Action Plan 2016-2020 was approved in August 2016;
- The Council's resilience plan includes emergency procedures and business continuity arrangements to deal with extreme weather events affecting the city and the Council's resilience risk register includes risks and controls related to climate change;
- Climate change is embedded into the Council's current Local Development Plan, planning policy and guidance, including the Edinburgh Design Guidance;

- A Local Flood Risk Management Plan (LFRMP) for the Forth Estuary Catchment is in place. The lead authority on this is currently Falkirk Council;
- The risks to Edinburgh's coast from sea level rising and coastal erosion have been identified with proposed ways to alleviate them. This work has fed into the development of a coastal park as part of the regeneration of Granton Waterfront;
- Edinburgh's Biodiversity Action Plan 2019-2021 includes actions on adapting to climate change within site management plans, conservation plans and species action plans. This not only raises awareness but also involves risk assessment, adaptation measures and any carbon capture;
- The Thriving Greenspaces Project, which aims to protect and enhance Edinburgh's green spaces. was agreed by the Culture and Communities Committee in January 2021; and
- Edinburgh Million Tree City was approved by Committee in January 2020. This project will provide a nature-based solution to the impacts of climate change by improving air quality, cooling the urban environment, intercepting rainwater, and protecting and enhancing biodiversity. An Action Plan to implement this ambition is currently being finalised; and
- Transport and Environment Committee agreed the Vision for water management across the city for new development and retrofit development in November 2020. The development of this was supported from Scottish Water and Scottish Environmental Protection Agency (SEPA).

In the future, the Council is progressing and/or working with partners on a range of activities which will support the on-going work. A summary of these are provided below.

Climate Risk Assessment

To support this work, the Council is commissioning a city-wide climate risk assessment to better-understand climate risk exposure across the city and to assess the economic costs associated with responding to the impacts of climate change - on both the city's natural and built infrastructure.

This will inform future planning, investment and decision making on adapting the city to be resilient to climate change, with a view to taking any avoidable costs out of the system in the future and ensuring adaptation activity delivers co-benefits such as carbon sequestration, improved air quality and other health and wellbeing benefits.

This risk assessment is a fundamental step in identifying what adaptation actions should be developed and will provide an evidence base that can help in decision-making and to prioritise what needs to done now and in the longer term to ensure our city is climate resilient.

It will be taken forward through the development of an implementation plan to support a new city-wide 2030 Sustainability Strategy which is due for publication in Autumn 2021, ahead of CoP26 in November 2021. This implementation plan will also incorporate a refreshed Edinburgh Adapts Action Plan.

City Plan 2030

The proposed plan, City plan 2030 is scheduled to be published in August 2021. It includes a suite of new policies that require all new development to be better adapted to the intensity of rainfall predicted and the increase in volume of rainfall within the rivers, sewers and on the surface. It also contains policies relating to development close to the sea. The context of improving green blue infrastructure and place making is a theme running throughout the plan.

Guidance and detailed factsheets on how to build a water resilience into the city are being prepared to support the water vision and new City Plan. The background and principles of the Sustainable

Rainwater Guidance are due to be online by summer 2021 and will form part of the Edinburgh Design Guidance. The factsheets associated with the rain water guidance are due to be prepared by December 2021.

Flood Risk Management Act

The Council is engaging with Scottish Water and SEPA in developing strategies for the management of flood risk. In accordance with the Flood Risk Management Act (the Act), Surface Water Management Plans are currently being prepared. These will identify areas of the city at particular risk of flooding and will develop mitigation measures for the effective management of surface water, where practicable.

Draft Flood Risk Management Strategies have been recently published by SEPA, for consultation, also in accordance with the Act. The Forth Estuary strategy was developed with SEPA and the other local authorities in this Local Plan District. This sets out the target areas in the city which will be later be subject to documented objectives and actions to manage flood risk within those areas.

The Council undertakes detailed flood studies which are used to gain a very detailed understanding of the flood risk posed by various watercourses in the city, and to help inform Planning guidance. This year, flood studies have been undertaken on the Water of Leith and Braid Burn watercourses and additional studies are planned for the coming years.

Edinburgh and Lothians Strategic Drainage Partnership

The Edinburgh and Lothians Strategic Drainage Partnership is a collaboration between the Council, Scottish Water, SEPA and neighbouring local authorities.

The Partnership is actively progressing a 'Design Sprint' project to identify a suitable active construction project in the city and incorporate additional sustainable drainage measures to address local flooding issues adjacent to the site. As well as being a practical intervention, which will be built, it is being used as an exemplar project to develop a process to effectively implement actions arising from other initiatives such as those identified above.

Flood Prevention

The Council's flood prevention team continually implement practical measures around the city to mitigate flood risk resulting from an ever-changing climate. In 2020-21, these measures included the construction/repair of bunds at Longstone and Kirkliston, improvements to culvert grilles and river telemetry, and inspection and repairs of coastal defences, rivers and reservoirs.

The team provides a 24/7 emergency flooding response and responds to lessons learned from emergency events e.g. the installation of flood barriers to vulnerable properties in the Breastmill area of Kirkliston has been progressed following flooding in December 2020.

Other Activities

- To preserve and increase the quality greenspace and use nature-based solutions to tackle climate change through delivery of a Green and Blue Network Strategy and Edinburgh Ecological Coherence Plan.
- Work with partners to ensure Edinburgh's habitats and biodiversity are protected and enhanced and the ecological services they provide benefit the city through providing nature-based solutions to flooding, the urban heat effect, air quality and pollination. This will Identify priorities for large scale adaptation interventions and develop a pipeline of investible projects to take them forward, subject to funding.

- Increase awareness of climate change impacts and adaptation to business and communities, and help build business and community resilience to them including, where relevant, encouraging investment in structural and infrastructure change that will reduce or avoid business disruption caused by the impacts of climate change.
- The Green Blue network project, which brings together the Scottish Financial Risk Academy (SFRA), Active Travel, planning and landscape, health and wellbeing and the Council's Ecological Coherence plan, will be completed by November 2022. This will include a Trees and Woodland planning strategy to align with the one Million Tree City Initiative and will indicate multifunctional projects that would be of benefit to the city and provide information that can inform new development and potential city wide green blue linkages.

Gareth Barwell

Head of Place Management

March 2021

~~It is clear that the actions necessary to address climate change will come at a financial cost which cannot be contained within current infrastructure budgets.~~

~~Planning policy will require individual property owners to take increasing responsibility to deal with water from hard-standing areas such as roofs and driveways.~~

~~Increasing water storage areas will be required which will result in changes in function of green and open space in the city. Existing road and path infrastructure may be required as conduits to direct water to these areas.~~

~~Whilst the Council will endeavour to minimise flooding, property owners will have a continued responsibility to protect their own properties from flooding.~~

Appendix 2 - George Street and First New Town Concept Design Stage: Design Elements, Operational Principles and Engagement Summary

Design elements of GNT final concept design

1.1 The core elements of GNT's final concept design, presented in this report, act together to reallocate and reprioritise space within the public realm to improve accessibility and active travel, make the spaces and streets more welcoming, whilst celebrating the unique heritage and architectural environment of the area. The project will also support the Council's commitment to become a net-zero carbon city by 2030.

1.2 Extensive consultation and engagement have been undertaken in preparing a final concept design which elicited broad public support for the delivery of high-quality public realm improvements; supporting a safe walking and cycling environment, with a focus on delivering inclusive access for all.

1.3 Producing a robust design proposal that is operationally sound, deliverable and that will respond to wider operational changes in the future, was a key strand of the final GNT concept design commission. The commission to finalise the GNT concept design was reported to the Leadership Advisory Panel on 31 March 2020 and confirmed in the GNT Business Bulletin to Transport and Environment Committee on 12 November 2020. Consultation and engagement processes have been reinforced by a broad range of studies and assessments including a heritage statement and impact assessment, relevant technical studies such as radar surveys, parking survey, street life assessment study, business operations survey, traffic modelling, integrated impact assessment, and work to integrate the project with adjacent schemes and with the CCT delivery plan.

1.4 The analysis of consultation findings and responses to final design proposals, combined with the above technical assessments, concludes the concept design stage of the project. The following core elements and design principles are now proposed, which combine to underpin the finalised GNT concept design:

1.4.1 Wider pavements on both sides of George Street along the entire street length, will increase circulation space and accessibility for all pedestrians. This is primarily achieved by the reduction in the road width, obtained from the removal of parking bays. Wider pavements and narrower road space means pedestrian crossing in all directions will be prioritised, and be more direct, safer and easier at all junctions. A designated limit for café seating areas ensures that the pavement width remains consistent.

1.4.2 Parks and gardens formed an integral part of the James Craig plan of 1768, carefully included within a symmetrical and hierarchical arrangement: Princes Street Gardens, Queen Street Gardens, St Andrew Square, Charlotte Square and private residential rear gardens. George Street has a simple symmetry and geometry, giving rise to an end to end sense of street continuity with the street proportions and architecture carefully framing views and vistas of trees and gardens within the designated gardens of St Andrew and Charlotte Squares. The volume of greenery proposed by the final concept design will be substantive while sympathetic to Craig's original design principles as outlined above. Sensitively landscaped seating areas both on the north and south side of George Street will provide designated areas where people can relax or rest in comfort and safety, within a unique street environment. These additions make the street more welcoming for people of any age, and the potential to include some informal play elements within these spaces. The volume of greenery, landscaped areas and low vehicle environment and encouragement of active travel will enable the GNT project to make a major contribution to the Council's climate emergency commitments. The final concept design includes appropriate levels, types and placement of "greening" in the form of hedges, large multi stem shrubs and other low-level shrub planting contained within raised granite planters. The current greening is exclusively contained within sixteen landscape seating areas, distinct from the footway and carriageway/cycle space within the street. Total greenery includes 80 Amelanchier tall shrubs, 220m^2 of large shrub planters, 184m^2 of ground level planters and 520 linier metres of hedging. Edinburgh World Heritage (EWH) accept this form of greening to be appropriate as it does not interfere with views and vistas and, most importantly, can clearly be identified as part of a contemporary intervention which does not interfere with the understanding of the original James Craig masterplan. EWH agree that the new "greening" elements have been carefully introduced and will echo the symmetry and materials of the historic streetscape. The substantial scale of greenery and its associated benefits proposed for George Street will make a significant contribution to the Council's commitment to be a zero-carbon city by 2030 and enhance the overall biodiversity of a street which is limited at present.

1.4.3 The Council has made a commitment via the CMP to review the existing bus network especially within the city centre. With the extension of the existing tram network, climate change commitments, population growth and capacity constraints, a revised bus network is crucial to ensure the service responds to the needs of the city. George Street has three dedicated local bus services and two “peak time only” services which serve two stops on two blocks, on the street. The final concept design assumes bus services will continue to operate within the GNT area however will not access George Street itself as part of the city-wide bus network review. However, the revised bus network will always ensure a high provision of local bus services are able to serve George Street and the First New Town area. Bus services will be able to directly cross George Street via north and south routes on interconnected streets, including Hanover and Frederick Streets. Furthermore, St Andrew Square will continue to be an important transport interchange for users to work in and visit GNT with access to the expanded tram network (accessed from nearby stops on Princes Street and St Andrew Square), local bus services and Edinburgh Bus Station. The proposal to remove local bus routes along George Street will allow the creation of a final design proposal that removes all but essential traffic from the street. The promotion of a very low traffic area will enable cycling to be located within the centre of George Street, creating a unique cycling experience in a world class place, while enhancing opportunities for additional placemaking including landscaped, play and seating areas.

1.4.4 The removal of buses, and all other non-essential traffic from George Street presents a unique opportunity to create a cycling street within the central carriageway of the newly designed Street. The creation of a cycling street within George Street will provide a high quality approach to cycling in the first new town area, interfacing with both the City Centre West East Link (CCWEL) and Meadows to George Street (MGS) active travel projects to create a network of strategic cycling routes to the west of the city from Charlotte Square, to the east through St Andrew Square and south via George IV Bridge. To accommodate the new cycleway, the junctions of George Street will be redesigned, which will also improve the visual setting around the central statues, help slow down vehicle movements within the remaining First New Town streets and reduce potential for cycle/pedestrian/vehicle conflict. The detail of how the final cycleway will be designed in full will be developed during the next stage of the design process.

1.4.5 The removal of parking bays from George Street, to free up space for non-motorised uses is a principle that is already established for the city centre. The approved St James Centre, which will open later this year, will provide a significant increase in off-street parking within the city centre creating an opportunity to reduce on-street parking in the surrounding area. The CCT strategy highlights the removal of on-street parking in the Edinburgh's historic core as necessary and to reallocate space for high quality public realm. During previous public consultation, the removal of central parking in the GNT concept design elicited general support from a wide range of consultees, while recent engagement with key stakeholders has in the main reinforced this principle. Some concerns remain with regards to wider parking in the area especially relating to providing access for people with lower levels of mobility, who are not blue badge holders, discouraging spread of parking activity into the New Town and emergency access for example building repairs.

1.4.6 An integrated Sustainable Urban Drainage System (SUDs) has been incorporated within the final concept design proposals. The introduction of a SUDs system, which will be formed within the designated landscaped areas, will allow surface water to drain naturally, replenishing ground water and having zero impact on the capacity of existing drains and sewers. The varied landscape planting for the area will also slow the rate of surface water as plants filter, reuse and reduce flood risks. A final SUDs system for George Street will be developed during the next stage of the design process. The project has also been invited to participate in the Edinburgh and Lothian's Strategic drainage partnership "Blue Green Infrastructure Pilot" programme which will, in partnership with Scottish Water, review and recommend a final Blue/Green technical solution for the project. The project will also aim to demonstrate what climate impact it will have on the Council's aim to become a net zero carbon city by 2030 by undertaking a carbon emission assessment utilising the Council's Carbon Scenario Tool.

1.4.7 Following the completion of a design options exercise over the location of the James Clerk Maxwell (JCM) statue, and in continuous dialogue with the Royal Society of Edinburgh (owner of the statue), the final concept design proposes that the JCM statue is repositioned at the gateway into George Street; adjacent to the western entrance to St Andrew Square gardens. The proposed location for JCM will create a more sympathetic and prominent position with a commanding view of George Street where the statute can be celebrated and enjoyed. Final relocation plans for the statue will be undertaken in close dialogue with the Royal Society and all necessary statutory consents required to move the statue will also be prepared in advance. A revised lease will be

secured with the Royal Society once the final position is agreed for the JCM statue.

1.4.8 The final concept design incorporates large “clutter free” spaces located outside key iconic George Street buildings on each block, including areas outside the Assembly Rooms and St Andrew’s and St George’s West Church. The location of these spaces provides clear and uninhibited views of these buildings further enhancing their unique and iconic status within the world heritage site. The spaces located outside key buildings will also create a flexible and multi-functional environment that, while still prioritising pedestrians, wheelers and cyclists, will create spaces which could support appropriately scaled events which are sympathetic to the unique setting and built form of George Street.

Principles for a First New Town ‘operational plan’

1.5 Several operational changes will be required to support the transformation of the First New Town into an area that people can enjoy for its exceptional quality of place. The proposed operational changes will form the basis of the development of the detailed statutory notice process during the next stage of the project which is required to enable the construction of the public realm improvements scheme. The fundamental principles of the final operational plan, which are aligned to the CCT Strategy, will include:

1.5.1 delivering pedestrian/cycling priority, where George Street operates without non-essential vehicle access through set periods of the day but permitting blue badge access at all times where appropriate;

1.5.2 preserving the use of cycling infrastructure all year-round;

1.5.3 maintaining a local bus passenger services within the First New Town area including direct crossing points with George Street (but not along George Street); with final proposals determined by the outcome of a wider city bus network review;

1.5.4 prioritising blue-badge parking within the GNT area, including George Street and essential resident parking within the wider scheme area (but not on George Street), to support access for this group of key users;

1.5.5 removing all but essential vehicle traffic movements from George Street with access for service vehicles only permitted during servicing and loading windows, except for certain essential services. The exact criteria which will be applied for access for essential services outwith servicing and loading windows will be finalised during Stage 3 and subject to final approval by the Executive Director of Place.

1.5.6 Taxi services will not be permitted to access George Street when enforcement restrictions are in place however taxi rank spaces are proposed in the wider First New Town interconnecting streets and St Andrew Square. A final decision on taxi rank locations and access to GNT will be determined during the next stage of the project – Stage 3.

1.5.7 A final enforcement strategy to support the proposed operational plan will be developed as part of the immediate next detailed design and technical stages of the project and will confirm details of the operational plan including final service and loading window periods. At this stage the intentions are to develop a strategy which is supported by technological methods such as ANPR whereby essential vehicles including blue badge holders are still permitted to enter George Street unrestricted, and where service vehicles are only permitted during service windows, unless a pre-agreed “exemption” is secured, for example weddings, funerals and emergency utility/building works.

George Street and First New Town

Summary of Engagement Activity

October 2020 – March 2021

GEORGE STREET
FIRST NEW TOWN

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Contents

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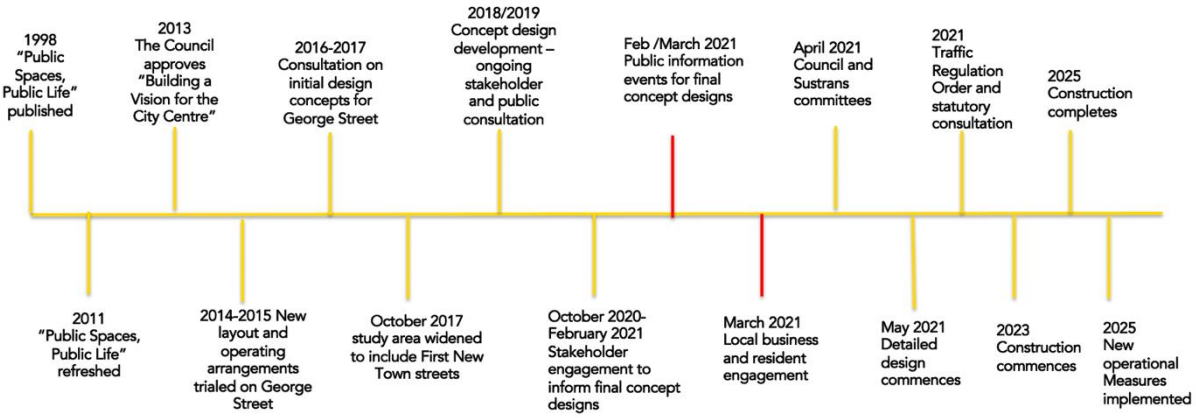
Introduction

This document summarises the engagement activity undertaken by the client and project team over the period October 2020- March 2021 in relation to the George Street and First New Town public realm project. streets-UK has coordinated the activity with Tetra Tech and LDA Design technical input as required. City of Edinburgh Council and Sustrans officers have been actively involved throughout.

Progress with overarching Council policies such as City Centre Transformation and the wider City Mobility Plan means the city centre will become largely car-free by 2030. As part of this ambitious change, by 2025, vehicle access to George Street will be significantly restricted to essential access only, which includes blue badge parking. This allows the existing central space to be designed to prioritise cycling.

Moving the cycle route from the south side to the centre of the street, enables better symmetry – a key feature of James Craig's original simple, geometric and spacious design for the New Town which is recognised as part of Edinburgh's UNESCO World Heritage Site. It also enables servicing and blue badge parking to occur on both the north and south sides of the street.

The opportunity to update the designs was tested with key stakeholders before informing the public of proposed changes. In addition, local businesses and residents were engaged to ensure the designs can accommodate operational requirements.



George Street and First New Town Project Timeline

Background

Edinburgh has an ambitious agenda for change, for a healthier, thriving, fairer and compact capital city with a higher quality of life for all residents. The George Street and First New Town Public Realm project reflects this bigger vision for the city. It is the result of several years of development and engagement to refine designs with residents, businesses and stakeholders, including community councils and heritage, business, walking, cycling and accessibility groups.

From October 2020 to March 2021, further engagement took place with key groups, which will inform the final concept design proposals before being brought to the Transport and Environment Committee in April. The required statutory processes under which the scheme will be constructed will begin in summer 2021. Improvements are being delivered as part of a coordinated package of projects under Edinburgh City Centre Transformation. This includes the forthcoming Meadows to George Street and City Centre West East Link schemes, which will transform walking, wheeling and cycling routes and connections across the city centre.

Engagement Overview

Over the past 6 months, a range of engagement activity has been undertaken:

- October 2020 – Technical engagement sessions with City of Edinburgh Council officers
- November 2020 – Stakeholder workshops to test and review proposed final concept designs
- Nov –Feb 2021 – Ongoing 1:1 sessions with key stakeholders
- February 2021 – Public information stage and survey launched
- March 2021 – Business and Resident workshops
- March 2021 – Online public live event
- March 2021 – Public opinion survey closes

Covid restrictions have meant that engagement activity has had to occur online, supplemented with printed materials to avoid digital exclusion. This has required development of accessible and easy to use engagement materials including:

- A fully accessible project website www.edinburgh.gov.uk/georgestreet
- A Computer Generated Image (CGI) video of the future proposals
- An online interactive tour of the future proposals
- Before and After GIFs demonstrating proposed changes at key viewpoints
- Project Branding
- Development of icons to simply explain project components
- Development of key messages and a comprehensive Q&A
- An information flyer being distributed to 2,500 New Town properties
- Utilising Eventbrite to enable easy booking for workshops and online public events

Key Messages

Officer Engagement

In October 2020, Tetra Tech undertook a series of technical meetings with Council Officers. A total of 44 officers were met covering the undernoted areas of responsibility:

- Parking/TRO/Public Transport/Taxi/Licensing
- Public safety and events
- Waste Services
- Active Travel
- Heritage, Landscaping and Spatial Policy
- Economic Development
- Sustainable Development/Climate Change
- Transport Networks
- City Mobility Plan
- Low Emission Zone
- CCWEL/Meadows to George St
- Charlotte Sq and St Andrew Sq
- Spaces for People
- City Centre Transformation (including Freight Strategy)

Stakeholder Engagement – November 2020

A number of key stakeholders were contacted in October with online workshops set up for November. Stakeholders are listed below and were chosen to reflect a range of interest groups and user perspectives. Most had been previously involved in and consulted about the project.

Active Travel

- Spokes
- Living Streets Edinburgh
- Paths for All

Accessibility & Inclusion

- Edinburgh Access Panel
- Age Scotland
- Mobility and Access Commission for Scotland
- Guide Dogs for the Blind

Business

- George St Association
- Essential Edinburgh

Heritage

- HES
- Cockburn Association
- EWHT
- Royal Society of Edinburgh

Festival and Events

- Assembly Rooms
- Book Festival

Climate Change/Critical Friends

- Architecture & Design Scotland
- Landscape Institute Scotland
- 2050 Climate Group

Community

- New Town and Boughton Community Council

Transport

- Lothian Buses

Resilience

- Police Scotland

Round 1 of workshops was held over three days w/c 2nd November. Groups included a range of stakeholders to ensure a mix of views at each session. The agenda was to:

- Recap on the George Street and the First New Town Project journey & process to-date.
- Remind Stakeholders of the current proposals for George Street and the First New Town.
- Update Stakeholders on the status of interrelated plans and strategies currently being progressed within Edinburgh and their relationship to the George Street and the First New Town Project.
- Collectively discuss opportunities for George Street and the First New Town in response to the above.

Follow up workshops were held w/c 23rd November. These sessions were themed to enable more detailed discussion about issues of most interest to the participants and the agenda was:

- Recap on stakeholder feedback from the prior engagement sessions.
- Share how the design team has responded to this feedback in developing the design.
- Present an update of the evolving design proposals.
- Discuss the emerging design proposals to gain feedback.
-

These follow up sessions introduced:

- Relocation of the cycle path into central space
- Opportunity for more symmetrical design
- Opportunity for servicing and blue badge spaces on both sides of the street
- Opportunity for café spill out zone on both sides of the street
- Opportunity for landscaped seating areas on both sides of the street

In general, the proposals were well received. However, further more detailed meetings were scheduled with Edinburgh World Heritage, Spokes and Edinburgh Access Panel.

Stakeholder Feedback

Living Streets Edinburgh

Edinburgh – perhaps uniquely for a European city of its size and history – lacks any significant space in the city centre where pedestrians really come first. George Street has been dominated by traffic and parking for too long and is the obvious place to put this right in the heart of the New Town. These proposals offer the prospect of George Street becoming a place where it is finally a pleasure to walk in and linger.

Edinburgh Access Panel

EAP is aware that George Street currently presents many obstacles for people with disabilities. We are delighted to be involved in a scheme which will remove so many barriers that prevent a significant proportion of the population, both residents and visitors from being able to participate fully in the many facilities that are available in this attractive central city location.

Paths for All

We very much support the proposals as we believe that this is an opportunity to improve options for active travel in this part of the city and create a street where people will want to spend time. Our opinion is that the plans are bold and as this is a key street in our capital city they will form a great example of what can be achieved more widely in Scotland's towns and cities. It is particularly important that there is an emphasis on ensuring that people on foot or wheeling will come first and that good provision will be made for cycling.

One issue that we know has been debated is the lack of street trees in the proposals. In general, the plans would benefit from the inclusion of more greenery – including trees. These would bring benefits in terms of air quality, shade and shelter as well as making it a more pleasant and enjoyable space.

Those walking and cycling tend to spend more money locally than drivers. Increasing walking and cycling can stimulate economic growth in urban areas and benefit local shops.

Sustrans

George Street is one of the most vibrant and distinctive shopping streets in Scotland, thanks to the insightful planning of James Craig. We are pleased to be supporting the increased space for walking, wheeling and cycling that this project will create, upgrading one of the city's key travel routes. The new spaces for sitting and relaxing provide both visitors and residents with comfortable spaces where they can rest and enjoy the World Heritage Site.

Spokes

George Street forms a crucial section of the Council's flagship west-east 'CCWEL' cycleroute project, as well as being a major destination in its own right. The new George Street plans, taking lessons from European "cycle streets," provide a wide central "cycling zone" shared with blue badge and (at restricted times) delivery vehicles treated as 'guests.' This replaces the previously planned segregated bidirectional cycleroute. This will be an innovative scheme for Scotland, which could be widely followed, and as such the Council must get it right. Given the funding from Sustrans, safe and pleasant conditions for cycling and walking are critical. Spokes welcomes the scheme subject to strict enforcement of the limited number and timings of permitted vehicles, as well as design details. We particularly welcome the assurance of enforcement, by automated means such as number plate recognition or in other ways, which is essential to success

Edinburgh World Heritage

Edinburgh World Heritage is highly supportive of the design for the public realm improvements in George Street as currently proposed. Over time, the proposal has evolved into a simple and elegant design, removing traffic and street clutter, with the potential to enhance the character and authenticity of this significant centrepiece of the first New Town in relation to its existing state. New elements have been carefully introduced and will echo the symmetry and materials of the historic streetscape. Based on the current visuals, we believe these changes will improve the way the street is experienced and valued by putting pedestrians first and allowing them to enjoy the rich heritage which surrounds them. We would like to thank City of Edinburgh Council for taking our views on board at critical stages during the design process.

The Cockburn Association

The Cockburn has been involved in this project since the outset and has seen the designs evolve and mature. The Experimental TRO conducted several years ago showed an appetite for change to George Street and its shift from a trafficked street to a destination for civic living. Key was increased pedestrian space, facilitating the east-west cycle route and generally producing a more amenable place whilst respecting and enhancing the qualities and characteristics of the World Heritage Site. We endorse all of these objectives and feel that the designs have generally reflected these well.

On the subject of trees, we acknowledge the significant public interest in introducing trees into the street. George Street was not designed as a boulevard but as a set-piece along a strong axis from Charlotte Square to St Andrew's Square, with the intervisibility of each crucial to its urban form. The current proposals have evolved to respect this key feature, which we welcome. If trees were to be introduced, it is important that this key element of the street is not undermined.

George Street Association

There is no doubt that the current pre-occupation of George Street Association members is how to recover when the prolonged coronavirus restrictions are lifted. However, we have a mutual interest with the City Council and others involved in this ambitious project to deliver the high-quality changes needed for the future success of this iconic street. This overdue transformation to the appearance and operation of George Street will impact on our members and affected businesses in the area will need support throughout the inevitable disruption involved. We appreciate the opportunity for ongoing engagement with the City Council on the final concept design and thereafter

Essential Edinburgh

Essential Edinburgh welcome the proposed concept designs for George Street which are the result of extensive consultation. It is vital the design works for all its users whether they be retail and hospitality businesses, residents, office workers and people undertaking active travel. The design takes this into account including issues related to servicing and accessibility and we look forward to continuing to work with the Council and other stakeholders to support delivery of a plan that works for all.

New Town & Broughton Community Council

We are awaiting a final statement from NTCC. The paragraph below is a summary of their views on the presentation of the project at the March 2021 meeting.

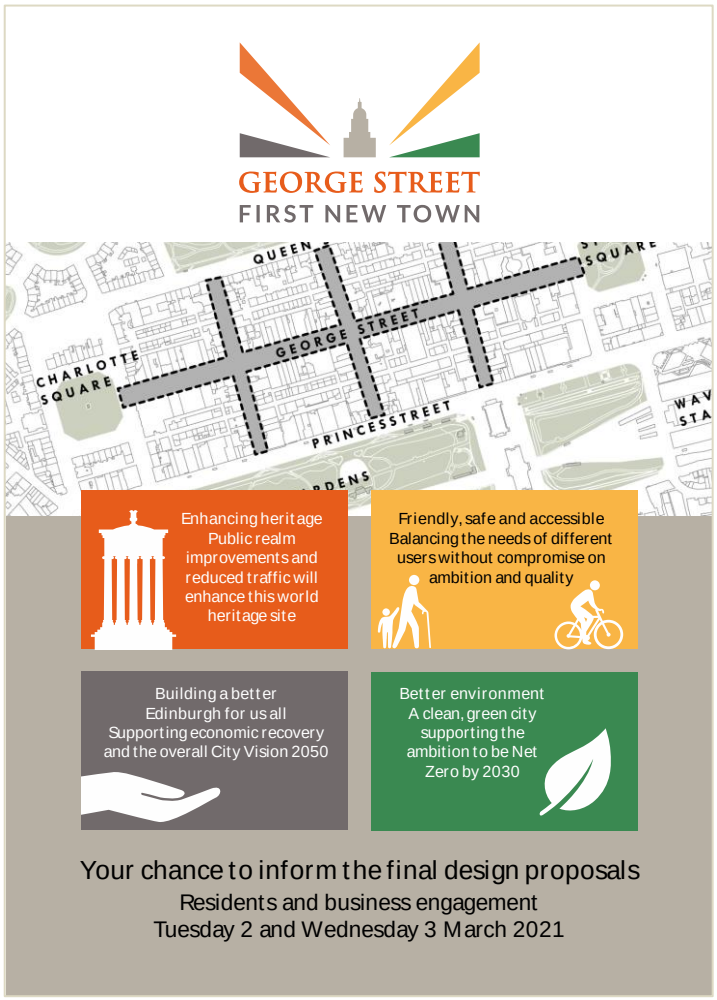
The general concept of the Project is welcome. There are a number of specific concerns some of which do not relate to the Project itself but to the City Mobility Plan and the City Centre Transformation Project in relation to removal of buses from the street, and access for both business and residents for deliveries. Other points include too much emphasis upon the needs of cyclists at the expense of other users, especially businesses; outdoor seating at cafes and bars is not seen as a major attraction given Edinburgh's climate; access by taxis needs better consideration and the

potential impact of use of spaces for events and whether this would detract considerably from the overall positive impact of extending open spaces. The lack of a specific economic impact assessment/ commercial plan is seen as an important gap. Given the current large number of vacant premises in George Street there is a concern about future domination by bars, cafes, restaurants and clubs, which would not be welcome. NTBCC has divided opinions over whether there should be shrubs or trees in the landscape areas but is in agreement that a commitment to a proper upkeep of the area, especially areas where there would be shrubs and hedges, is essential.

Business and Resident Engagement

In January, we approached George Street Association (GSA) Essential Edinburgh (EE) and the New Town and Broughton Community Council (NTBCC) to agree how best to engage businesses and residents in the final stages of concept design. This resulted in co-creation of the engagement approach for business whereby GSA and EE communicated with members on their databases to ensure widespread visibility of this stage of engagement.

Emails contains a link to the Eventbrite booking platform to make registration as easy as possible. Stakeholders also shared the link on social media posts.



The online invites were supplemented with a flyer (opposite) distributed to 2,500 properties in the New Town.

A total of eleven online sessions were set – 10 on the 2nd and 3rd March and a catch all session on 17th March to pick up people who had missed initial event advertising or who wanted a follow up. All attendees were asked if they needed help accessing the events via Microsoft Teams and a number of trail sessions were held for participants needing support.

Nearly 90 individuals participated. All were asked to complete a short evaluation with 88% advising they had found the meetings to be helpful.

Key themes arising from businesses and residents are:

- Very mixed levels of understanding of the proposals with many people only recently being aware of their extent.
- Design welcome overall with appreciation of street greenery but mixed views on scale of greening.
- Ad hoc access outwith servicing hours is viewed as essential and servicing hours require to be agreed asap.
- Infrastructure for appropriately scaled events should be built in.
- Construction mitigation and compensation policy requires to be communicated.
- Appropriate maintenance budget and regime required.
- Concern that removal or carparking will negatively impact of footfall for some businesses.
- Perception that there is a lack of Economic and Commercial justification.
- Taxi access in evenings queried as an option as is taxi and bus drop off at hotels.
- Connectivity with St James Quarter viewed as important.
- Too much emphasis on outdoor café culture - not realistic.

As well as the workshops, project staff and design team have attended several of the GSA monthly meetings and also attended the NTBCC meeting in early March to answer questions.

Public Information Stage

On 25th February, the final concept designs were shared with the wider public. A range of innovative and engaging communications collateral and channels were used and resulted in both UK and international coverage of the project including the BBC Online site recording nearly 500,000 views of the project video in the first few hours.

Members of the public were directed to the project website and CGI video of the future George Street. They were then given the opportunity to take an immersive "interactive tour" of the future street. For those who wanted more information, web pages contained detail on the proposals with a focus on the key themes of people first, heritage, environment and transport whilst also providing background on progress to date.

There was an option to take a survey to help us understand how citizens might use George Street in 2025. There have been in excess of 4,000 views of the website with 654 taking the survey. A closing date of 26th March was set for comments.

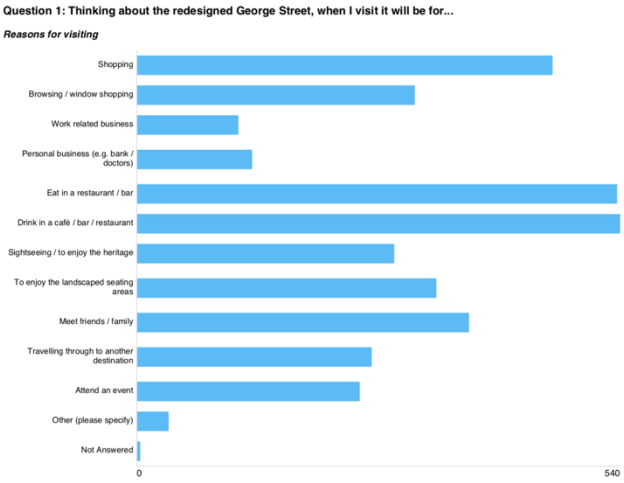
Website showing CGI video

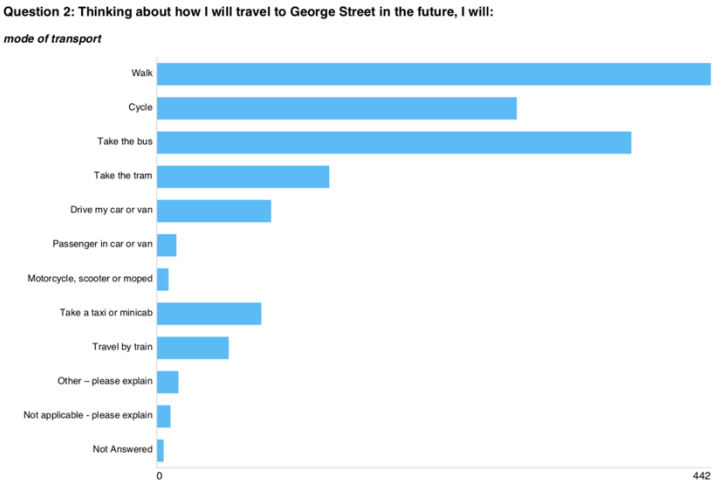
BBC News coverage

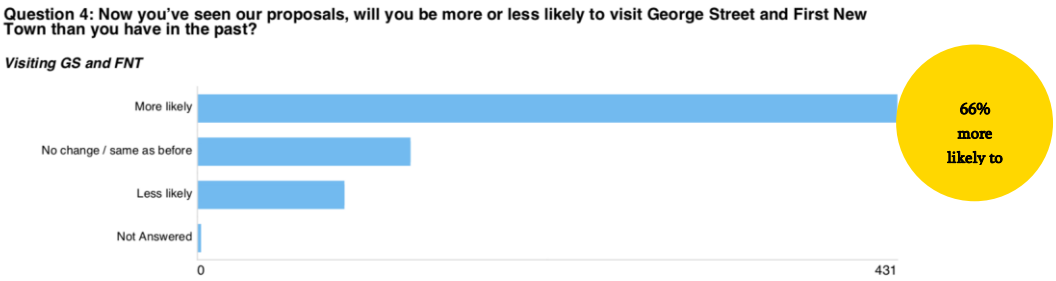
Interactive tour available on project website

Public Feedback

Overall feedback from the public had been very positive with 86% saying they would be more likely or just as likely to visit George Street in the future and most popular uses being for shopping, window shopping and socialising in the bars and restaurants. The vast majority of respondents advise they will walk, cycle or take the bus to George St with only 13% saying they'd drive. There's been good public debate online via platforms such as Twitter.

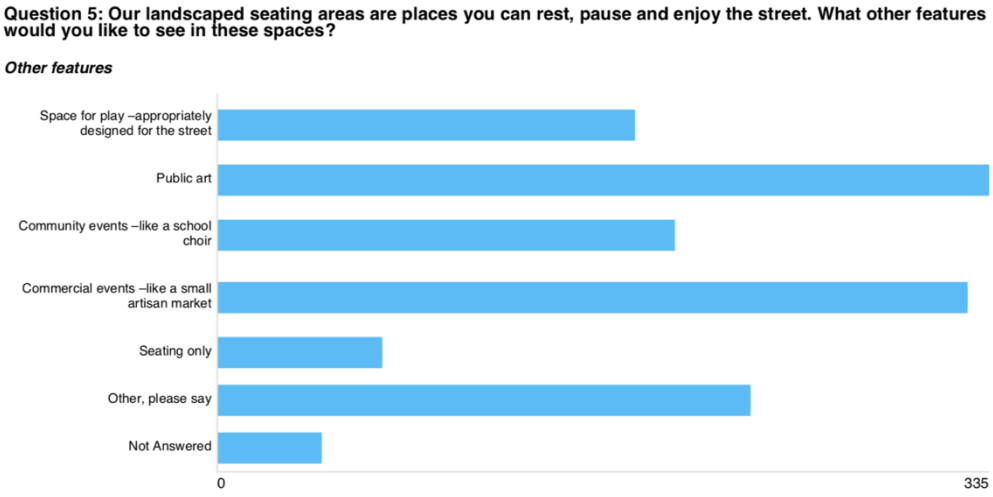






Public Feedback

Members of the public were given the opportunity to make additional comments . The most popular suggestions for activating the landscaped seating areas are summarised below.



Of a total 340 additional comments, 64% focussed on a desire to see more greening and trees as part of the proposals. Other comments include:

- A small quality market may add to the vibrancy. Also - the seating / parklet proposal needs a serious rethink - artist's images are one thing - the reality another....and reconsider trees.
- Although a great improvement I think the council are missing a great opportunity to make a real difference - there's way too much concrete and hardly any planting or trees - if you look at the concrete wasteland that is in Castle Street it's more of the same - look at the designs by Nigel Dunnett at the Barbican for some inspiration - be more positive about what you can achieve with such a great space and please don't prove yourselves yet again to be a bunch of boring councillors who are intent on building ugly student flats and ugly concrete plazas with nothing of note - you can do much better than these proposals and it wouldn't cost much probably less than the current plans.
- I can imagine a local commercial event like a weekly farmers market would be amazing, as long as this doesn't become too capitalised. Already you find numerous chain shops around this area and it is actually quite sad. There are some independent shops in town, but many have been overtaken already. Public art would also be amazing and exciting to see, and could involve members of the community.
- It is a nonsense idea. Three months of rain and wind , Edinburgh is not Spain. It is turning into Disneyland .
- The landscaped seating seems to overly segregate the pedestrian and vehicular traffic. Taking away any kerbs / road markings and having a single shared surface for all users would be much bolder and encourage bikes / cars to slow down and take care. The seating looks very fixed - something which can be moved or repositioned as required would make the space more flexible. The hedges look like they might require significant maintenance to keep them looking neat. Also hedges on the south side will get less sun and might therefore look less attractive. It would be interesting to see more attention to lighting within the proposal - will there be tall lamps as traditionally seen in the New Town or something more contemporary?

- They need to be flexible spaces so seating can be removed if necessary. Also because of the changeable weather restaurants and bars should be allowed to use the pavement outside their restaurant for covered seating.
- The layout looks appropriate for daytime use, albeit I believe that it could be vastly improved by removing cycle lanes that will only encourage cyclists to speed and make walking more dangerous. I am somewhat concerned about the night time experience under the proposed layout. The street could feel a bit empty and unappealing. There needs to be thought given to what needs to be included in the plan to make the night time experience attractive.

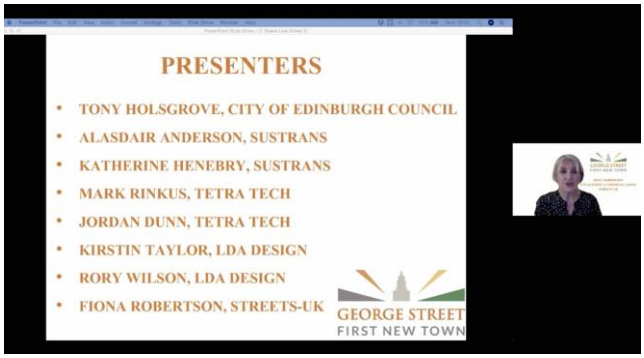
Public Information Stage – Live Event

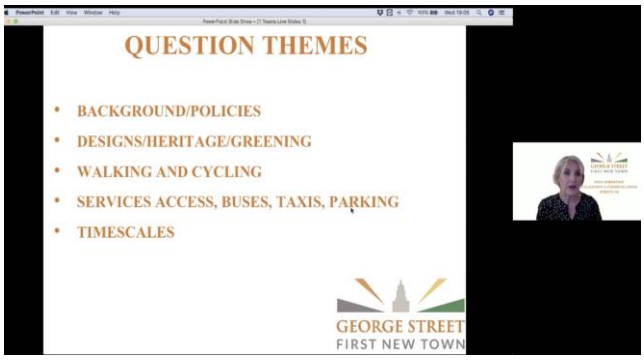
An online "Teams Live" event was hosted from 7pm to 8.30pm on Wednesday 24th March. The event was advertised online with participants signing up via Eventbrite. Participants were asked to view the project website and submit questions in advance or on the night.

Members of the client team and project team were available and the majority of the evening was dedicated to answering questions.

A number of 'themes" of questions had been identified and the event was structured accordingly.

A total of 75 interactions were registered on the night representing individuals joining and leaving the live event.





Questions were very similar to those raised at previous engagement and can be summarised as:

- Why no trees when they'd been in previous proposals
- Enforcement – to avoid rat runs being created
- Accommodating events – will the street or parts of it be closed off to accommodate?
- Construction compensation

Engagement Summary and Next Steps

66% more likely to visit

Overall, public feedback has been extremely positive with 66% of respondents advising the proposed works would make them more likely to visit George St.

64% of additional comments

The biggest issue raised by the public has been a request for more greening/ trees as part of the landscaping with 64% specifically requesting trees.

Only 13% would travel by

Preferred modes of travel in the future are walking, cycling and taking the bus. Only would travel by car.

88% of locals found

88% of local business and residents found the engagement sessions useful.

There are a number of detailed questions that require further exploration:

- Mixed views on scale of greening.
- Ad hoc access outwith servicing hours is viewed as essential.
- Servicing hours require to be agreed asap.
- Infrastructure for appropriately scaled events should be built in.
- Construction mitigation and compensation policy requires to be communicated.
- Appropriate maintenance budget and regime required.
- Concern that removal or carparking will negatively impact of footfall for some businesses.
- Perception that there is a lack of Economic and Commercial justification.
- Taxi access in evenings queried as an option as is taxi and bus drop off at hotels.
- Connectivity with St James Quarter viewed as important.
- Too much emphasis on outdoor café culture - not realistic.

The Stage 3 Design Stage (detailed design) will commence with ongoing engagement to enable final exploration of the above issues.

Appendix 3
Bus Partnership Fund Application Form

Phase 1 – Capacity Funding

1. Applicant Details

Lead local authority	City of Edinburgh Council on behalf of the Edinburgh and South East Scotland City Region Deal (ESESCRD) partners.
Partners to the proposal	The Edinburgh and South East Scotland City Region Deal partnership is submitting this bid. The City Region Deal partnership comprises: The City of Edinburgh Council, East Lothian Council, Fife Council, Midlothian Council, Scottish Borders Council, West Lothian Council and the region's universities and colleges. Falkirk Council are also included in the partnership and Clackmannanshire Council are supportive of the bid but at this stage are not a formal partner. The bid is also supported by operators including Lothian Buses, First Bus, Stagecoach, Borders Buses and Prentice.
Contact name and job title	Jamie Robertson
Contact email	Jamie.Robertson@edinburgh.gov.uk
Contact telephone number	07754285381

2. Geography and Demographics

Max 1000 words, excluding maps

Describe the geography of the partnership and specifically that 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 Edinburgh and South East Scotland region is facing a period of unprecedented challenge and opportunity. There is a shared duty to address the interrelated challenges of climate change, sustainability, biodiversity loss,

inequalities, health and well-being whilst also urgently addressing economic recovery from the pandemic and a just transition to a net zero carbon economy. The transport network needs to support the rebuilding of the economy so that it works better for people, places and the environment, reflected in the title of our bid **– "Speeding up Recovery – Building on Success".**

The South East region is the fastest growing in Scotland, with the population expected to grow from 1.38 million in 2018 to 1.51 million in 2043, an increase of 9.1%. This will place additional pressure on an already successful public transport network.

Edinburgh is the largest economic centre within the region, attracting workers from within the city and surrounding local authority areas. According to the 2011 census around 95,000 people commute into Edinburgh to work each day – of those, 80,500 come from other SEStran authorities.

The total in-commuting by car (either as a driver or passenger) is around 63,300 per day (66%). Bus mode share is approximately 28%, considerably higher than the national average, and rail mode share is approximately 8%.

Figure 1 shows travel to Edinburgh by car, bus and train modes from the partnership authorities.

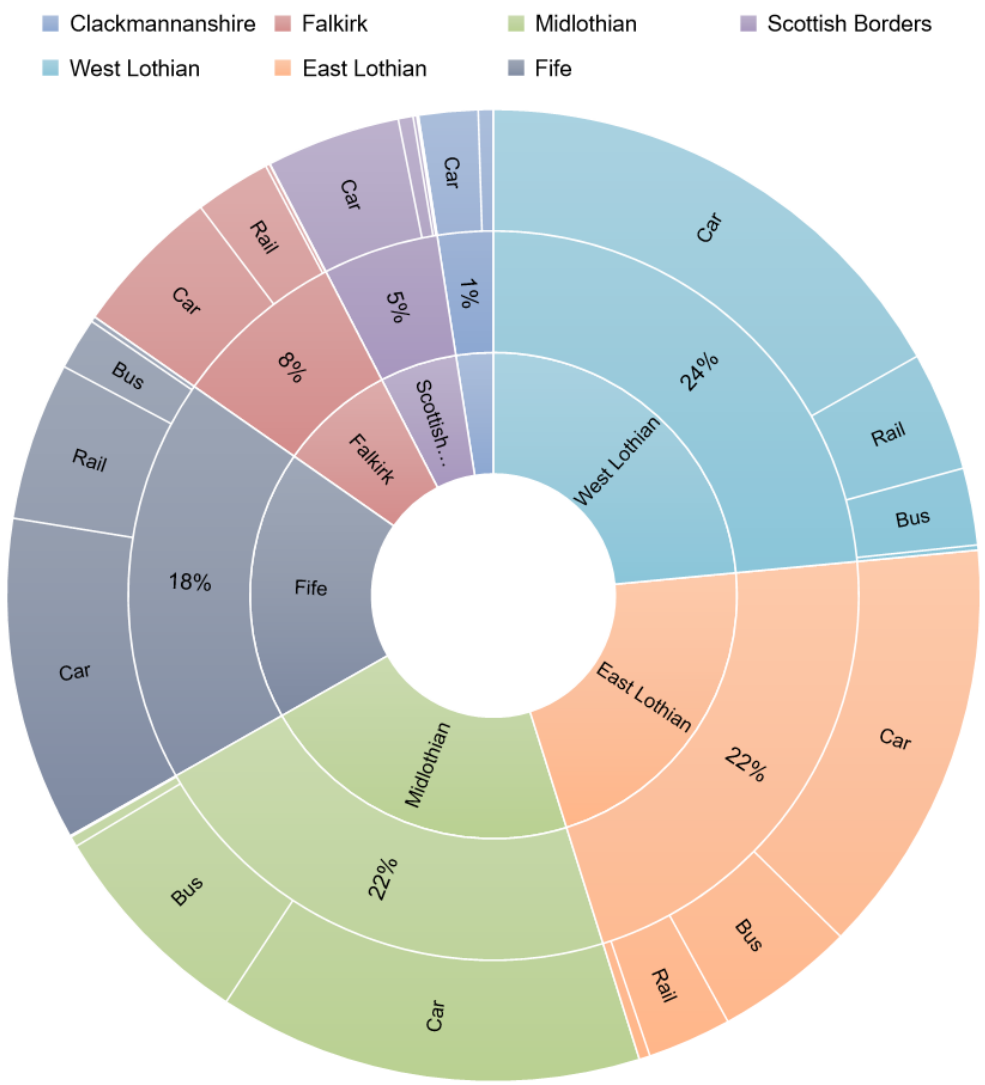


Figure 1: Travel to Work in Edinburgh from Neighbouring Authorities (Scotland's Census 2011)

Travel by car (approximately 65-70% of all trips) is the predominant motorised mode in all. Travel by bus for these movements is comparatively low illustrating the need and scope for improvement addressed by this bid. It should be noted that the 2011 census data pre-dates the opening of the Borders Railway.

Note that a high level of car commuting is undertaken by people who live within the city. Many of these in-city driven trips are made to places of work located outwith the city centre eg Edinburgh Park.

A growing population and limited housing availability are drivers of increasing house prices across the region. The range and affordability of housing is particularly challenging within Edinburgh, meaning that people (and young families in particular) often choose to live outside the city boundary, placing additional pressure on transport networks.

Good transport access strongly correlates to house prices across the region, as shown in Figure 2.

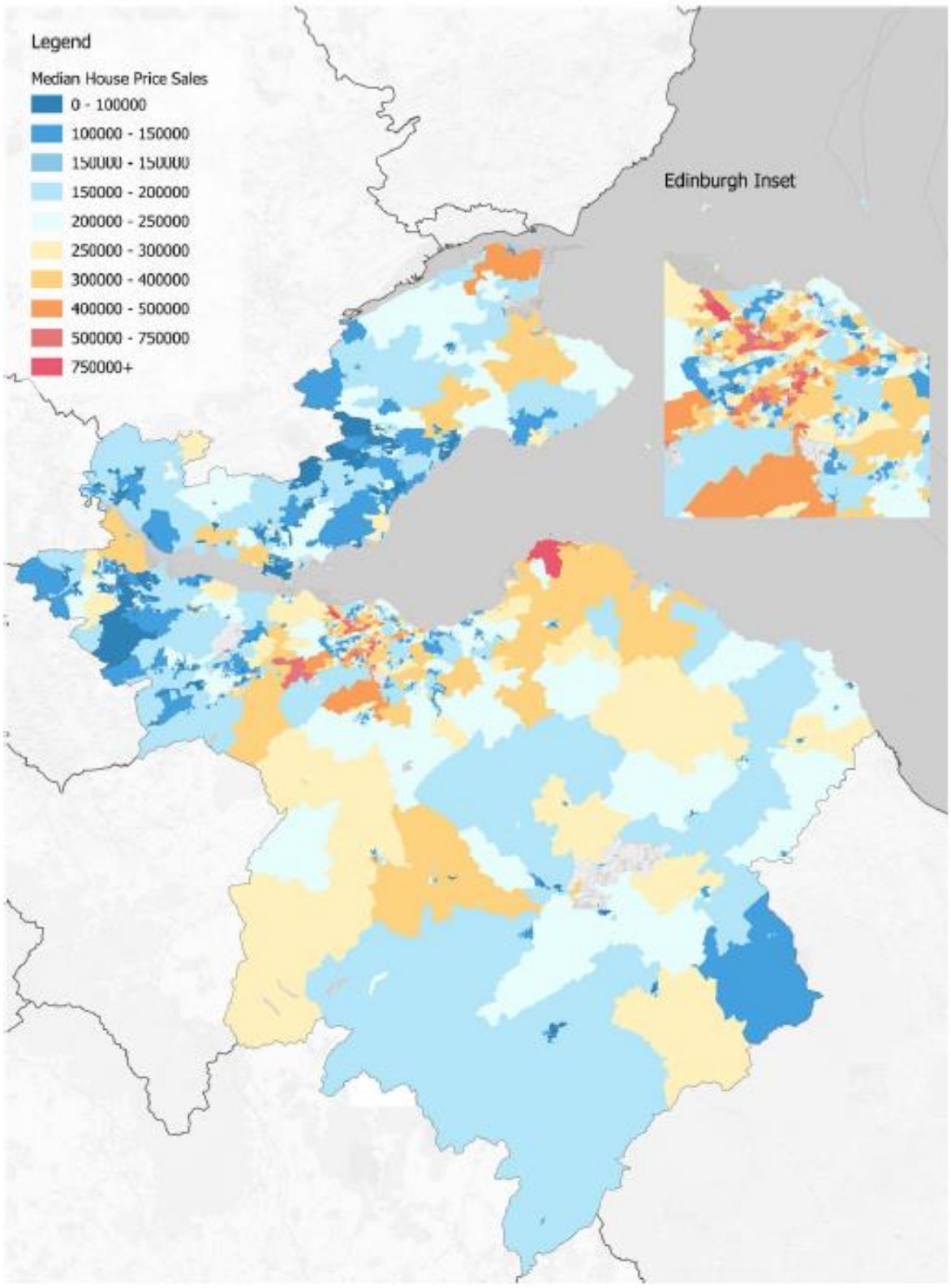


Figure 2: 2018 Median House Prices

Figure 3 shows the travel to work mode share, highlighting the key role of bus for many movements.

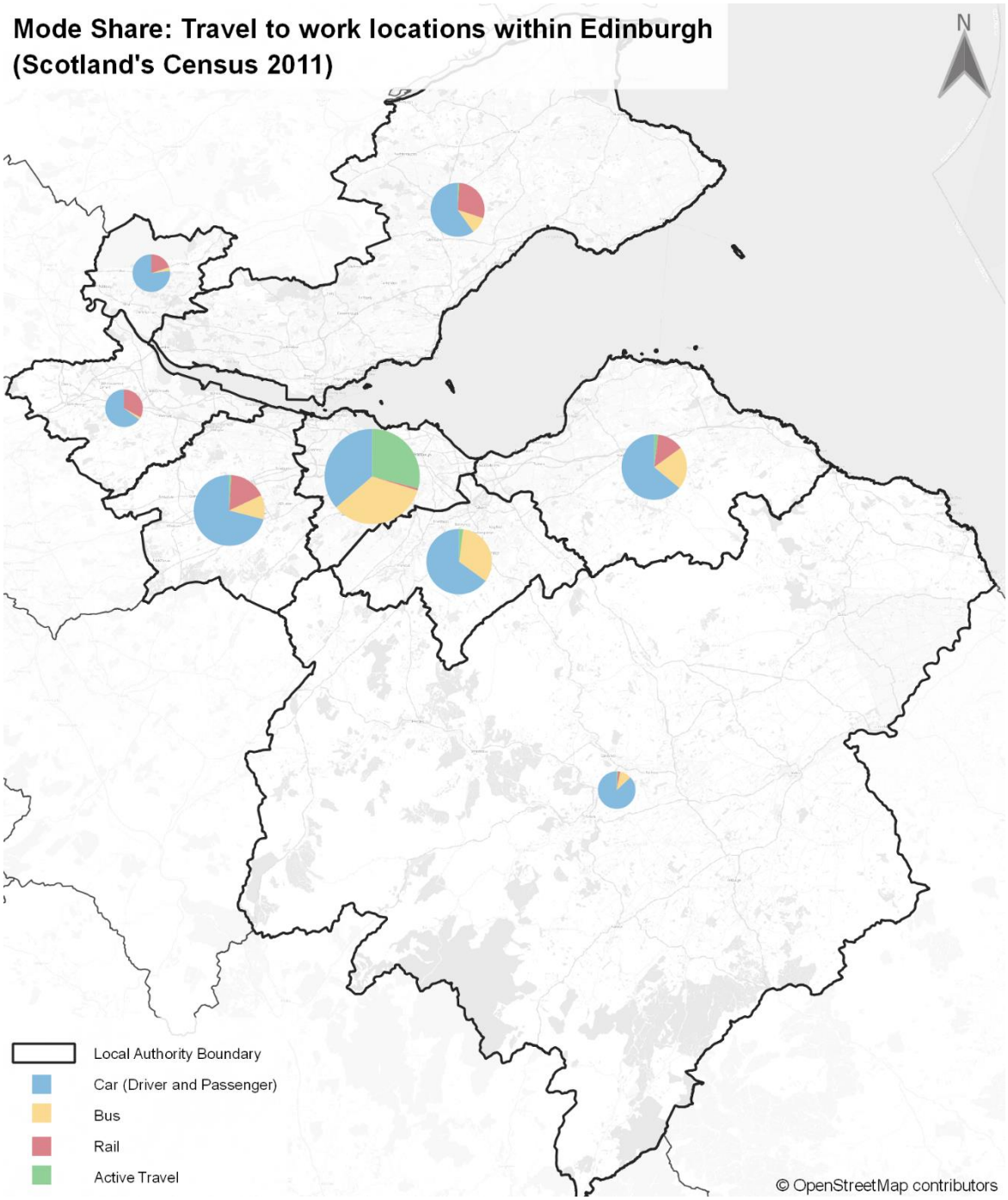


Figure 3: Travel to Work Mode Share

After housing, transport costs are the single biggest household expenditure, where rail services tend to be more expensive than bus. The lack of a comprehensive rail network across the whole region limits the potential for travel by rail for many and a lack of spare capacity on existing rail services, particularly at peak times, again limits potential patronage growth, further re-enforcing the key role of bus.

Scottish Index of Multiple Deprivation (SIMD) data shows that areas with higher levels of deprivation (ranked as Quintile 5 or above) are typically reliant on bus as the primary mode of public transport. Figure 4 illustrates this.

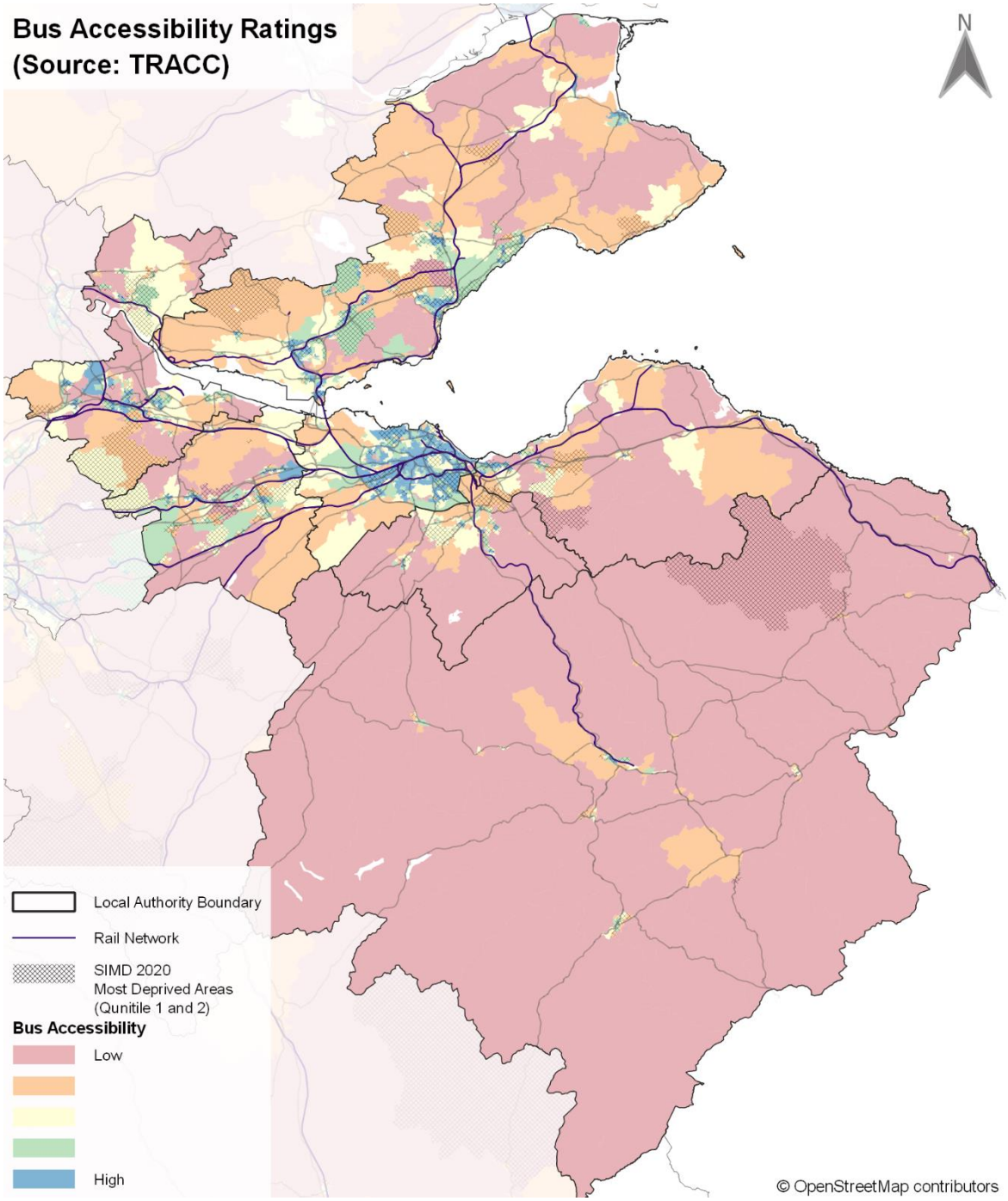


Figure 4: Movements of Trips to Edinburgh City from Regional Settlements by Public Transport Combined with SIMD Data

In these areas of higher deprivation, bus is often the only choice for travel given the limited rail network coverage across much of the region and lower car ownership levels. Where rail is a viable travel choice, high ticket costs can often discourage travel by rail for lower income households.

Given a reliance on bus, it is important that journeys are fast and reliable. Increasing congestion impacts bus travel times and reliability, making access to work and education unattractive. Reversing this trend could encourage increased patronage, supporting investment in services, creating new journey opportunities

for all and particularly for those in areas of higher deprivation. This will be vital in supporting public transport recovery following the pandemic and in reducing car based trips and emissions.

Figure 5 shows public transport travel times to Edinburgh city centre.

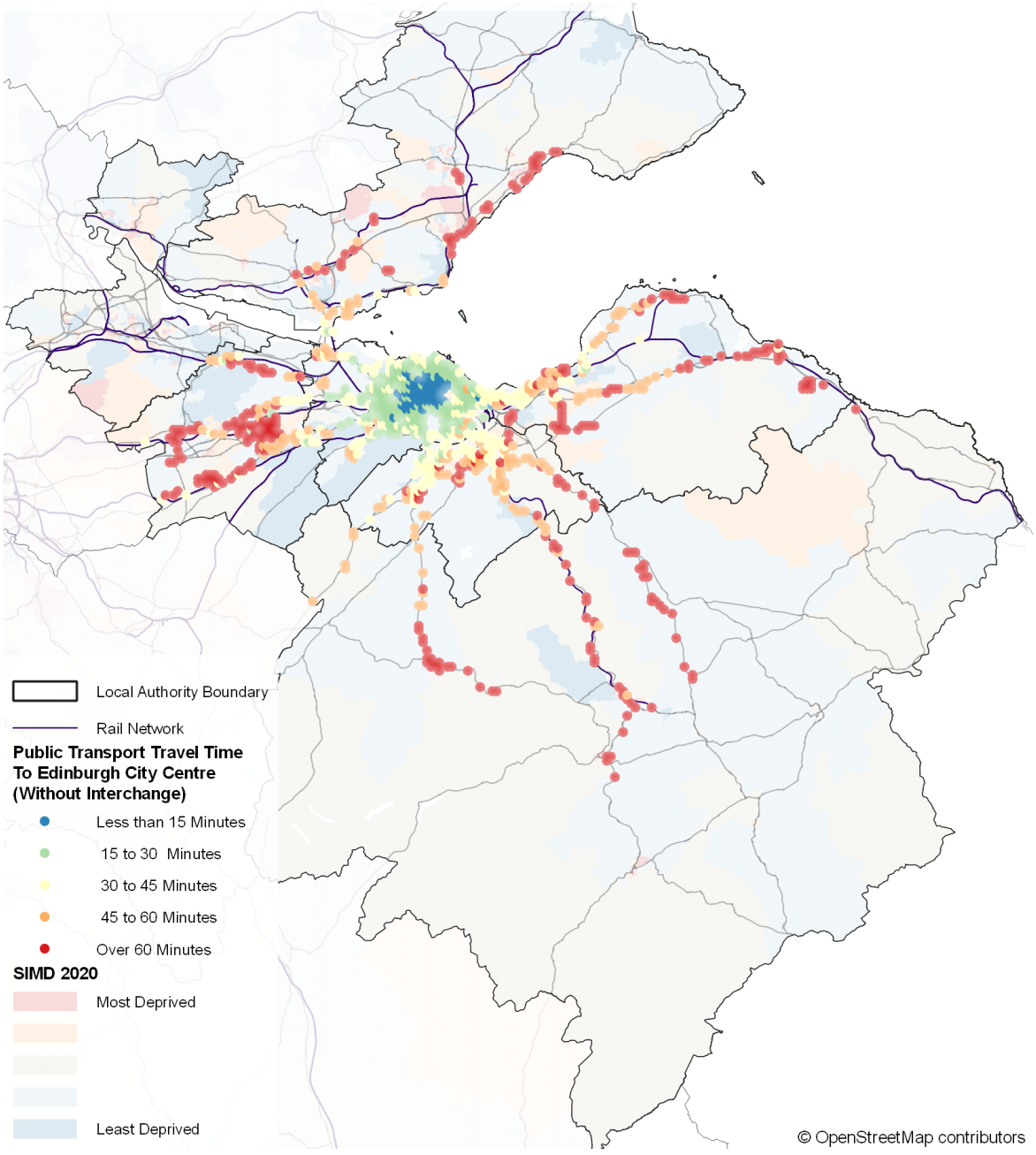


Figure 5: Public Transport Journey Times to Edinburgh City Centre

Public transport journey times to some settlements in the region can be very high when compared to travel by car. For example, a peak hour bus trip from Dalkeith to Edinburgh city centre can take over an hour whilst by car it would typically take 30 minutes. This situation is common to many other settlements in the region.

Strategic routes across the region are congested at peak times. The Queensferry Crossing and A720 are critical connections; however diversion routes for each are

long or limited in capacity, meaning that accidents or closures have a significant impact.

Arterial roads to and from Edinburgh are very congested in both morning and evening peaks. All key routes are affected, include the A90, A8, A71, A701, A702, A7, A68, A1 and A199. Morning peak congestion tends to occur at the first major junction on each corridor – eg Barnton, Newbridge, A720 junctions and the Jewel. Within the city, evening peak congestion is more significant; outbound delays on major arterial routes results in traffic displacement and rat-running, affecting bus routes away from primary corridors (eg Service 41 at Quality Street).

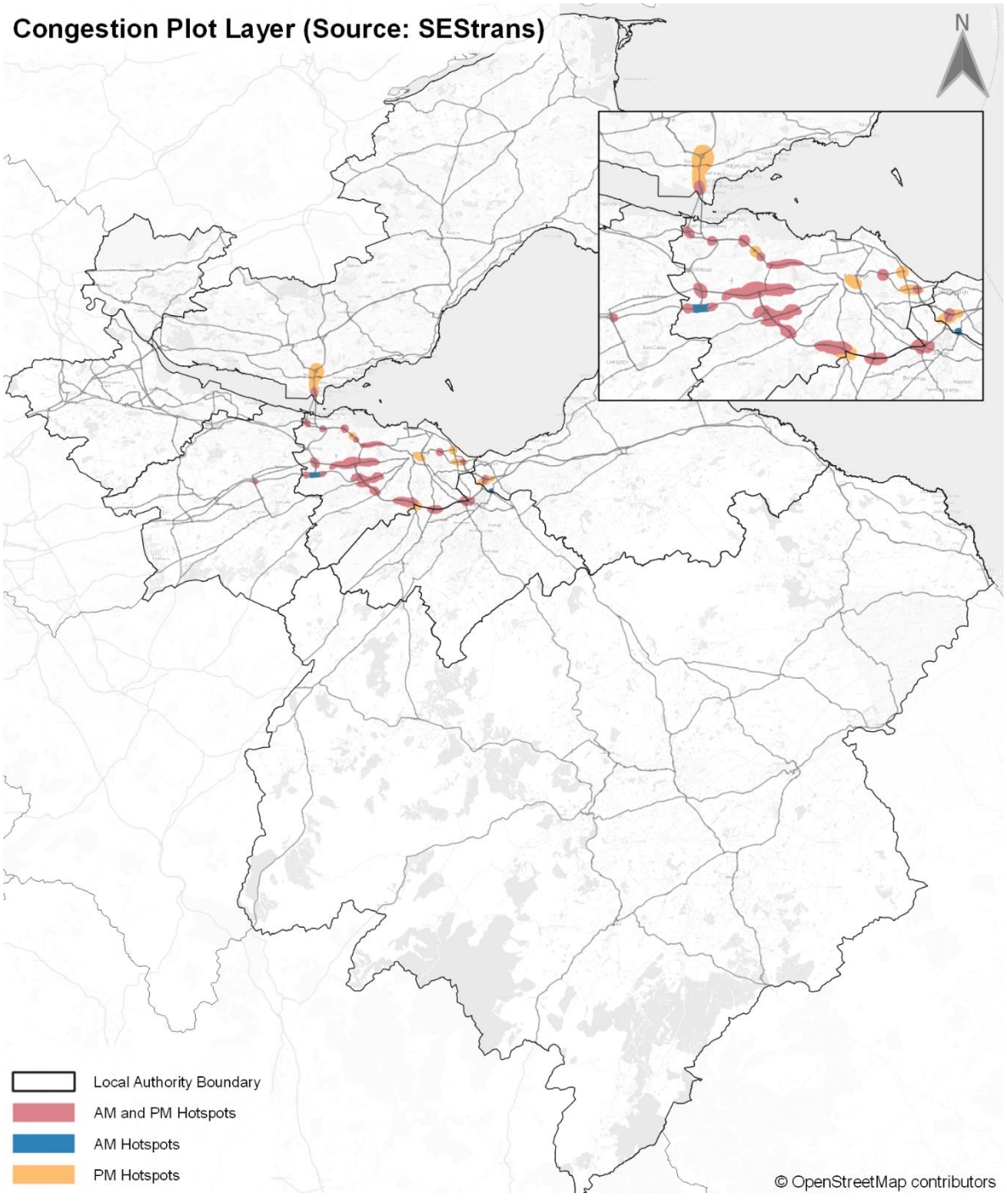


Figure 6: Peak Period Congestion Hotspots

Morning peak bus services travelling towards Edinburgh generally experience delays crossing the A720 City of Edinburgh bypass. Services are delayed by traffic waiting to join the A720 and by traffic rat-running on a parallel axis to the south (eg through Dalkeith, Bonnyrigg / Lasswade and Loanhead). As above, once inside the A720, traffic conditions improve with limited congestion on the A701, A768 and A772 corridors.

In the absence of a comprehensive rail network serving all major settlements, high quality, high speed and low-cost bus travel options are fundamental in increasing social mobility and delivering sustainable travel choices for the region.

3. Analysis of Problems and Opportunities

Max 3000 words, excluding diagrams and charts[i]

Outline the problems (to the extent you are able at this stage), evidencing areas where road congestion is particularly problematic for bus. The opportunities should relate to bus priority developments, which are the focus of the Bus Partnership Fund[ii], as part of a multi-modal approach to sustainable future mobility provision.

Introduction – building on a strong policy and delivery framework

Major strides have been made in the region in transport related policy and on the ground delivery designed to tackle major challenges related to climate change, health, equality and economic prosperity.

There is now a coherent policy framework from NTS2 at the national level with STPR2 and the emerging NPF4 and further policy support through bold new strategies at the regional and local level. This includes the SEStran Regional Transport Strategy, the emerging Regional Growth Framework, the recently published City Mobility Plan in Edinburgh and the East Lothian Climate Change Strategy.

Delivery of practical measures on the ground through effective regional co-ordination and action is well exemplified by the work developing and implementing the successful BPRDF bid to help tackle the impacts of the current pandemic.

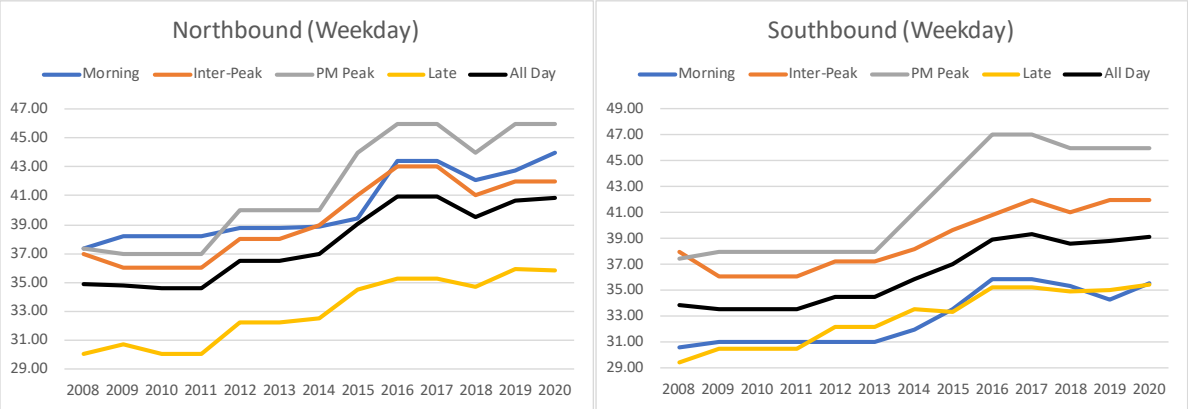
Strong collaborative working between the local and regional authorities, public transport operators and active travel organisations has been key to this progress. This bid builds on this to address key problems and opportunities for bus travel. Coordinated spatial planning and transport helps strengthen cross border public transport services while tackling the environmental and economic impacts of significant in-commuting across the city region.

Problem – unattractive journey times for many movements

Excellent public transport links are key in providing equitable access to jobs, education, health and recreational facilities. As noted previously, areas of high deprivation largely correlate with poor transport accessibility.

Improving public transport journey times and network connectivity has a direct and positive impact on the wider economy and peoples' everyday lives.

Public transport accessibility is mixed across the region. Within Edinburgh, bus is the primary mode but journey times continue to slow (by approximately 20% between 2008 and 2020) making services increasingly unattractive.



Lothian Buses

Figure 7: Increasing Journey Times Between Dalkeith and Edinburgh

As an example, the typical morning peak journey time from Portobello to the city centre is 50 minutes, a distance of only 5km. This is not competitive with European cities of a similar size, impacting on the economy.

While regional rail services are fast, these are not extensive and many communities are captive to bus. Although rail capacity has increased, particularly from West Lothian and the Borders, passenger growth has more than matched this. With limited further rail investment in the short term, the region's express bus network will need to grow (in a similar manner to that from Fife) in order to accommodate increases in demand.

Currently, many regional bus journey times from towns outside Edinburgh towards the city are slow and uncompetitive with the car. Example peak bus journey times include:

- Prestonpans to Edinburgh - 50-60mins (c11miles)
- Dalkeith to Edinburgh – 50mins-1hr (c7miles)
- Penicuik to Edinburgh – 1hr-1hr10mins (c10 miles)
- Broxburn and Kirkliston to Edinburgh - 45-50mins (c12 and c10 miles)

The South East Scotland labour market is constrained. Improved public transport links would help address this and result in immediate wider economic benefits and support economic recovery and growth. Better access to education supports the economy in the medium term and is critical to a demographic largely captive to

public transport and active travel. Improved access to health supports the economy in the longer term, with a more active population improving productivity and reducing costs.

Problem - Tackling more recent decline and the impact of Covid

While remaining successful, Lothian Buses has seen a recent small decline in patronage of (-0.6%) year on year between 2015 and 2019.

Although, East Coast Buses and Lothian Country services may have abstracted some patronage from city buses following similar routes, the trend is clearly no longer upwards. Development growth should be a driver of increased patronage yet a decline in bus use suggests reductions elsewhere.

Although increasing car ownership and a greater use of on-line services are known drivers of declining patronage, slower bus journey times are also a key factor in the downward trend. It is therefore critical to target congestion at key locations across the city and region, improving bus journey times relative to the car.

The current pandemic has had a very significant impact on bus travel across the region. A key aim of this bid is to encourage passengers back to public transport through competitive, reliable journey times, building on, and maintaining, many of the time savings achieved while traffic volumes have been lower.

A scenarios-based approach to ensure resilience in the light of the pandemic will be built into the OBC process.

Opportunity – Building on a strong modal share for bus in Edinburgh

A larger proportion of the population of the City of Edinburgh use bus as their main travel mode of travel to work than any other local authority in Scotland. Despite a historic trend of declining bus patronage across Scotland, data from Lothian Buses shows that between 2006 and 2014 patronage was increasing at an average of 1.1% per annum. Although Lothian Buses patronage has since decreased, this is partly as a result of tram and abstraction from East Coast and Lothian Country services.

Overall, public transport mode share remains high; however, investment is required to further increase bus use, particularly outside the city centre.

Problem – Poorer mode share for bus in wider region

Bus mode share across the wider region is significantly lower than within Edinburgh, however there are a number of successful corridors (particularly Stagecoach's Fife-Edinburgh network), which can act as a template for improvement elsewhere.

A key constraint is the level of congestion on arterial routes to the city, which prevents the delivery of fast and reliable bus services.

Operators highlight that access from adjacent Local Authority areas to Edinburgh is difficult. Barnton Junction is noted as a particular constraint on the A90 for journeys from the north and west including Fife and Clackmannanshire. The A720 City Bypass creates a barrier between Midlothian and the Scottish Borders and Edinburgh as does the volume of traffic on the A7 for services that cross this route.

Problem – Limited rail capacity across the region

There has been significant investment in the south east Scotland rail network to increase capacity. This has included the Airdrie-Bathgate Project, opening of Borders Railway, the Edinburgh Glasgow Improvement Programme and the . Levenmouth Rail Link due to commence construction in 2022.

Despite major capacity increases on central Scotland routes, the Borders Railway and North Berwick / Dunbar services, pre-Covid demand has continued to outstrip supply with congestion on all major rail corridors.

Limited network capacity and coverage, together with increasing fares, mean that improved regional bus services will be a vital component in delivering additional capacity through a network of regional express services as already exists from and to Fife.

Problems – Delay hotspots on the key radials into/out of Edinburgh

Below we highlight the key delay hot spots on the main radial corridors into and out of Edinburgh from/to the wider region. These have emerged from discussions with bus operators and local authorities via the BPRDF corridor groups, reinforced by delay data from operators.

A summary of the key problems in the corridors is set out below under the three corridor groupings set up to take forward BPRDF. This is followed by a more detailed examination of these problems and any opportunities.

Corridor	Issue
South/East (East Lothian, Midlothian and Borders to Edinburgh)	Congested Sheriffhall, A1 / Milton Link, Gilmerton, Straiton and Kaimes junctions result in public transport delays Traffic volumes on Melville Dykes Road result in morning peak public transport delays of up to 10 minutes Queues on the A1 approach to the Jewel roundabout result in public transport delays Delays on the A199 Musselburgh High Street
West (West Lothian, Falkirk, Clackmannanshire to Edinburgh)	Newbridge Roundabout - queuing in both Eastbound and Westbound directions from A8 and A89 A8 Gogar – Maybury - Buses get caught in general congestion approaching the Maybury Road junction from west through the underpass Access egress delays for buses at Park & Ride sites - eg Hermiston Poor bus journey times along A71 with delays at Lizzie Bryce Roundabout, Wilkieston and the A71 approach to Hermiston P&R roundabout. Delays of up to 30 minutes are experienced at Hermiston A70 and A71 stop spacing, bus priority and signal strategies are not optimized to minimize bus journey times
North (Fife to Edinburgh)	Temporary low usage of Halbeath and Ferrytoll Park & Ride Congestion on the approach to Barnton junction increases bus journey times Evening peak services from the city centre are delayed on the approach to Blackhall junction Rat-running via Davidson's Mains to avoid the A90

South/South East

Journey time data from Lothian Buses indicates that Service 47, which operates between Penicuik and Edinburgh along the A701 has been subject to increasing journey times in recent years. Northbound, journey times between Penicuik and the Park and Ride site at Straiton have increased between 2008 and 2020 by approximately 20% in the weekday morning peak and by approximately 12% at other times.

Issues at Straiton area are a result of individual development interventions. A comprehensive redesign of the corridor, prioritising public transport and active travel, could address many of the existing operational issues.

Enhanced (and potentially relocated) Park & Ride provision on the A701 requires faster and more frequent direct bus services, improving competitiveness relative to

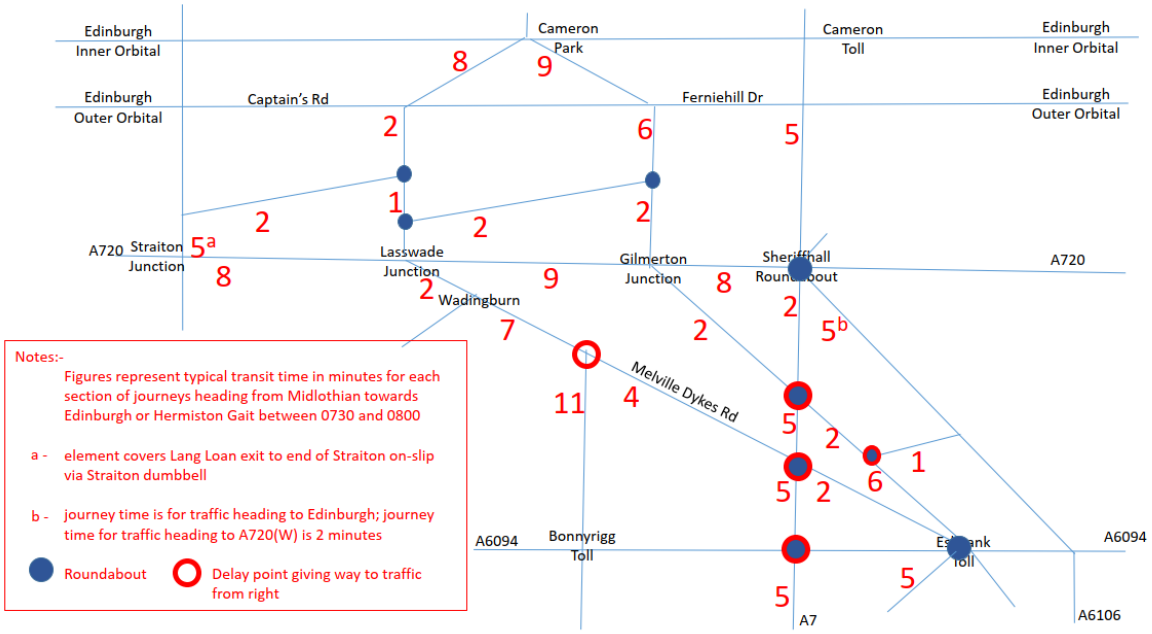
the car. Potential options could be integrated with future City Region Deal development at the Edinburgh Science Campus, Midlothian and Easter Bush.

Bus operators have advised of significant delays to services on approach to and crossing the A7. Problem junctions include:

- B6392 / Meville Gate Rd
- A7 / A768
- A7 / A6094
- A768 / Hillhead Rd

Services are also delayed at the A772 Gilmerton Road / B701 Ferniehill Drive signalised junction within Edinburgh.

Figure 8 shows typical morning peak transit times with major delay locations highlighted as a red circle.



Lothian Buses

Figure 8: AM Peak Traffic Flows around A720 between Sheriffhall and Straiton

The performance of the A720 is a major issue with incidents and accidents having a wide-ranging impact on network performance and bus reliability.

Operators refer to congestion in this area as the 'Midlothian Wall' where buses are delayed crossing the Midlothian boundary towards Edinburgh. A general reduction in bus delay in this area would support the development of an express bus network, which would further improve bus journey times from Midlothian and the Scottish Borders into Edinburgh.

Delivery of major development sites in East Lothian, such as Blindwells, together with the proposed Haddington and Cockenzie employment zone will require a step-change increase in bus provision. Many new services will route via the A1, where the principal source of delay is the approach to The Jewel Roundabout.

The alternative route avoiding The Jewel is via Newcraighall / Niddrie Mains Road. Ad-hoc development along Newcraighall Road has resulted in a disjointed road network, focussed on providing car capacity. Niddrie Mains Road has been constrained with wider footways but there has been a piecemeal approach to placemaking. Public transport and active travel provision in the Newcraighall Road / Niddrie Mains Road corridor is relatively poor.

Data from Lothian Buses, indicates that journey times on Service 30, which operates along Niddrie Mains Road, have increased between 2003 and 2020 by over 20%. Increased journey times are also noted on Saturdays and Sundays, due to the effect of Fort Kinnaird Retail Park. Targeted measures to reverse this trend are required and improvements to the public transport and active travel infrastructure on Newcraighall Road would capitalise on the significant and successful investment in the Craigmillar / Greendykes area over recent years.

West

A8/A89

The A8/A89 corridor is a key strategic corridor providing links to and from Edinburgh to West Lothian and beyond to Falkirk and the Lanarkshires but also, via the M8 and M9 to the north and west of the Central Belt. It is also a key destination, serving Scotland's busiest airport and employment growth in West Edinburgh. Substantial further development is envisaged in the current Local Development Plan and emerging City Plan.

Significant development, and particularly residential development, is also taking place in West Lothian. This critical role of the A8/89 has already been recognised in the appraisal work undertaken in the WETA (West Edinburgh Transport Appraisal) study, including the refresh undertaken in 2016. Both reports highlighted the urgent need for bus priority measures and additional Park & Ride and interchange opportunities.

A subsequent successful bid as part of the Edinburgh City Region Deal allocated £20m for bus focused improvements with a further £16m from CEC for both bus and active travel improvements. OBC work is now underway in this corridor through WETIP (West Edinburgh Transport Improvement Programme).

The BPF will complement the City Region Deal in terms of the potential for P&R on the corridor and could support the delivery of an even more ambitious bus priority scheme.

A71

On the A71, principal locations where congestion and delays occur include:

- Lizzie Bryce Roundabout in Livingston
- Eastbound delays through Kirknewton junction
- Eastbound queueing in Wilkieston back to the B7015
- Delays on the approach to the A71 P&R at Hermiston and A720 roundabouts
- Congestion on Riccarton Mains Road towards Heriot-Watt University

Together, congestion increases journey times by up to 40 minutes in the morning peak, significantly increasing operating costs and impacting on the attractiveness of public transport.

Within the city, at Bankhead and City Bypass roundabouts, queuing on the roundabouts by north/south traffic blocks vehicles travelling east/west (including buses). Morning and evening peak queues also occur at the Chesser Avenue junction where existing bus lanes provide only limited benefit.

A70

The A70 corridor into the city provides links to and from West Lothian as well as from the villages of Balerno, Currie and Juniper Green, which are situated within the city boundary. Over recent years significant residential development has occurred within the villages, leading to an increase in congestion on the single carriageway section of the A70 that flows through them. An increase in single occupancy vehicles has meant that buses incur significant delays at junctions along the route. The principal source of delay is at Gillespie Crossroads, where, at peak times, the east and westbound approaches become saturated as the junction has to accommodate, not only, those travelling into and out of the city but also those travelling to the north or south west.

Bus priority on the A70 corridor is limited to a few short sections on Lanark Road (approx. 300m of bus lane) and Slateford Road (approx. 700m of bus lane). Due to the single carriageway nature of the route, measures to improve bus journey times will focus on stop rationalisation and technology to prioritise buses through junctions.

North

A90

The A90 is the busiest corridor into Edinburgh by a significant margin. It is the primary link between Fife and Edinburgh and peak period congestion frequently result in travel time unreliability.

Major investment in Park & Ride has been extremely successful to a point where, pre-Covid, Halbeath and Ferrytoll sites were operating close to capacity. In the year 2019-2019, passenger growth increased by 20% on the corridor.

This bid complements and supports the separate Fife Council Bus Partnership Fund applications to deliver increased Park & Ride provision and other bus network improvements, capitalising on existing and already successful investment in bus priority on the M90 / A90.

The principal source of morning peak delay on the A90 occurs citybound on the approach to Cramond Brig and Barnton. The existing Queue Management System is life-expired and operates with reduced functionality. The removal of the Dolphington Junction on-slip bus lane has additionally impacted on bus journey times and reliability from Queensferry.

Evening peak traffic, leaving the city, rat-runs to avoid congestion, creating safety and emissions issues away from the core arterial network.

Buses are delayed leaving Davidson's Mains on the approach to Quality Street. Delays also occur on the Telford Road approach to Queensferry Road due to the volume of traffic from Leith / North Edinburgh.

City centre network and stop capacity is a major constraint; evening peak congestion at Queensferry Street is a major source of delay and a limit on future growth.

Orbital Movements – the missing opportunity

As indicated earlier, not all regional movement is city centre focussed. Orbital bus service provision, linking key employment, education and healthcare sites, is extremely important yet currently comparatively poor. In order to reduce dependency on the car to access these locations, there is a strong desire to increase the frequency and attractiveness of orbital services. Nevertheless, existing orbital routes are often delayed on the approach to major junctions; buses arrive on the minor arm but the prioritised flow is the major radial route. New technology solutions, outlined below, as well as more traditional priority measures, could help address this this.

At key locations, the opportunity to interchange with tram and radial local and regional bus services could be much enhanced. Facilities need to be made more attractive in terms of place, shelter, information, personal security etc, helping overcome the acknowledged negative perception of interchange among many passengers. This would link with the best practice guidance and appraisal framework for mobility hubs in Scotland recommended in Phase 1 of STPR2.

New Technology – a major opportunity for bus priority across the region

The adoption of new technological solutions to bus priority is seen as the most likely solution at a significant number of junctions and bus operators are keen that delivery of an Urban Traffic Control (UTC) / Automatic Vehicle Location (AVL) is taken forward on a regional approach and that implementation is managed as a regional project to ensure that the interventions are seamless along routes crossing local authority boundaries.

Delivery of UTC / AVL technology is seen as critical by all operators in the region and delivery requires specialist knowledge. Work is required to consider the technical status of all junctions (and pedestrian crossings) to determine to the benefit in providing bus-signal communication and, how this might be successfully applied. It needs to consider the different vehicle location detection systems and how priority requests from them will be best managed including protocols to avoid unintended consequences (eg gridlock), learning from experience in other cities.

4. Desired Outcomes

Max 1000 words

Describe the desired outcomes from the proposed bus priority developments. How do you plan to evaluate the achievement of these outcomes?
Speeding up Recovery – Building on Success City Region Deal partners are preparing a Regional Growth Framework, to be published in June 2021. It articulates the long-term aspirational goals for the region and guides the future direction of economic, planning, housing and transport policy, setting an ambitious 20-year vision delivered across three main themes: flourishing, smart and adaptable. Under the Adaptable theme, being better connected is key to adjusting to major economic and technological changes, and to helping respond to climate change challenges and opportunities. The integrated package of improvements in this bid, will in particular support the following outcomes set in the Framework: • increase workforce mobility, especially for residents of disadvantaged communities, primarily through the creation of a fully coordinated, integrated, flexible affordable network across the regions that helps reduce inequalities • achieve modal shift to demonstrably address climate change and reduce emissions • allow a flexible transport network to adapt to the differing transport needs of the region, offering multiple travel choices Six more detailed outcomes for the bus priority, interchange and related improvements that are the subject of this bid are set out below: • A region where bus becomes an **increasingly attractive** and important option in providing sustainable transport movements for a much wider range of journey purposes and destinations, benefiting residents, businesses and visitors • A region in which bus travel **recovers quickly from the impacts of the pandemic** and then **continues to grow** in mode share along with other elements of public transport and active travel, thereby supporting economic growth and recovery • A region in which bus travel plays a key role in addressing emissions and thus **tackling climate change and health agendas**. • A region where **interchange** between different modes is as seamless as possible to maximise the use of sustainable modes • A region where an effective bus public transport network supports **sustainable economic and population growth** across the Region. • A region in which **equality for all** is at the heart of the transport system, promoting social mobility and helping address poverty within our most deprived communities

These outcomes are reflected in the objectives set below:

(a) **improving the attractiveness** of the bus, relative to the car, through improved journey times and interchange opportunities.

(b) in turn, **increasing bus patronage** and active travel and thereby reducing the number of car trips and resulting emissions.

(c) delivering **sustainable and integrated public transport** networks, providing access for all, and supporting economic recovery and growth.

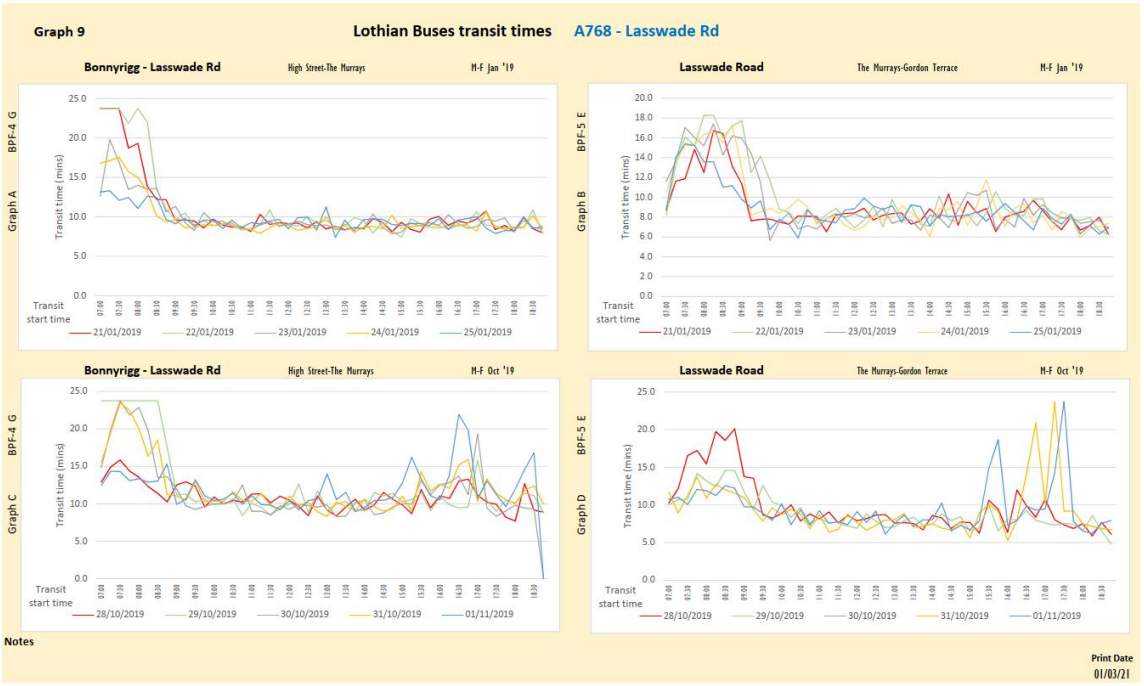
These objectives will be critical in framing the appraisal of options within the OBC work along with wider STAG criteria and they will also inform the key indicators and performance metrics used for monitoring and evaluating the success of the BPF funded interventions. In the shorter term this will focus particularly on the quick wins which build on the implemented BPRDF measures, in turn informing the OBC work. A comprehensive monitoring and evaluation framework will capture the detailed outputs and outcomes from the different components, building on that prepared for BPRDF. Examples of key metrics that will be captured and monitored are outlined below:

Bus journey times and journey reliability

Improved bus journey times and reliability, to and from town and city centres, but also other key destinations eg major employment and healthcare locations are key desired outcomes.

Building on data being captured for BPRDF measures, bus operators have agreed to provide journey time/reliability data (current and historical) allowing times to be monitored. This will cover journeys to and from town and city centres, but also other key destinations eg major employment and healthcare locations. Additional information could also be provided by third-party data providers (eg TomTom). The data will be used to identify baseline (i.e. Pre-Covid journey times) and future journey times (i.e. post Covid \ post BPF interventions). Temporal and spatial analysis of this data will provide information on the magnitude of journey time improvement over time and by time of day.

The diagram below shows an example of the data provided by operators for before and after implementation.



Lothian Buses

Figure 9: Example Bus Transit Times Monitoring

Operators data will be complemented by targeted observational surveys to examine how measures are working on the ground including impacts on active travel users and general traffic.

Service attractiveness, mode shift and network coverage

A key outcome is that bus service ridership is expected to recover and then increase as services become a more attractive travel choice as service journey times and network coverage and accessibility improves.

Numbers of ticket sales (data provided by bus operators) would be used as the primary metric for recording ridership levels. As bus services become more attractive, it is anticipated that ticket sales would increase.

Combining a spatial element of ticket sales will allow detailed analysis of where measures have been more / less successful and will in turn be used within the OBC's to consider and identify the location of where further improvement / investment is required.

Baseline ticket information would provide the pre-Covid situation and be compared with post Covid / post BPF scheme data.

To supplement this, a standardised region wide bus customer survey would be developed to provide qualitative information to better understand the customer experience, satisfaction and attractiveness of bus services benefitting from the measures. The survey will consider items such as quality of service, punctuality, satisfaction with destinations/routes served, perception of journey times, physical accessibility, on board facilities and ticket costs. This would be developed in

partnership with operators and bus user forums, building on operators existing customer feedback systems (e.g. bus stop QR codes).

In parallel, a key desired secondary outcome will be reduced dependency on travel by private car within the city region. The BPF funded measures would be a key element of an integrated approach of complementary measures being taken forward by the partners to reduce car use. To measure this, traffic data will be collected on routes (via count sites maintained by Transport Scotland and the constituent Local Authorities) to inform how volumes change over time.

5. Potential Options

Max 3000 words

Outline the ideas the partnership has for developing bus priority measures and an outline timescale for their delivery. Describe any quick wins i.e. developments which could be implemented within the financial year 2021/22[iii]. Outline how you plan to work in partnership, if that has been established. Describe what consultation has taken place to arrive at these high-level options[iv].

This bid **"Speeding up Recovery – Building on Success"** has been developed through very constructive working and governance arrangements set up by (ESESCRD) partners to tackle the impacts of the pandemic including the successful BPRDF bid and its subsequent delivery. Key to this have been three corridor groups, made up of bus operators and the appropriate authorities. These have been central to the development of this bid. Their initial focus on temporary measures has moved on to consider those that could be made permanent and much bolder interventions that could further reduce journey times, increase public transport mode share and deliver improved connectivity across the region.

Further workstreams have fed into the process including a strong interface with SEStran on supportive regional measures, including real time passenger information provision.

The enthusiastic involvement of operators has been critical. It is envisaged that this strong partnership approach will continue into formal BSIP (Bus Service Improvement Partnerships) arrangements to take forward the different elements of a successful bid.

1) Key strategic radial corridors - tackling delays to buses on the key radial corridors that link neighbouring authorities to Edinburgh and provide wider regional connectivity

2) Orbital movements within Edinburgh - the missing links between the key radial corridors and thus to key destinations other than the city centre

3) New technology – such as priority for buses at signal controlled junctions, in order to delivery bus priority at congestion hotspots across the entire south east Scotland region

Key elements of the bid are summarised below.

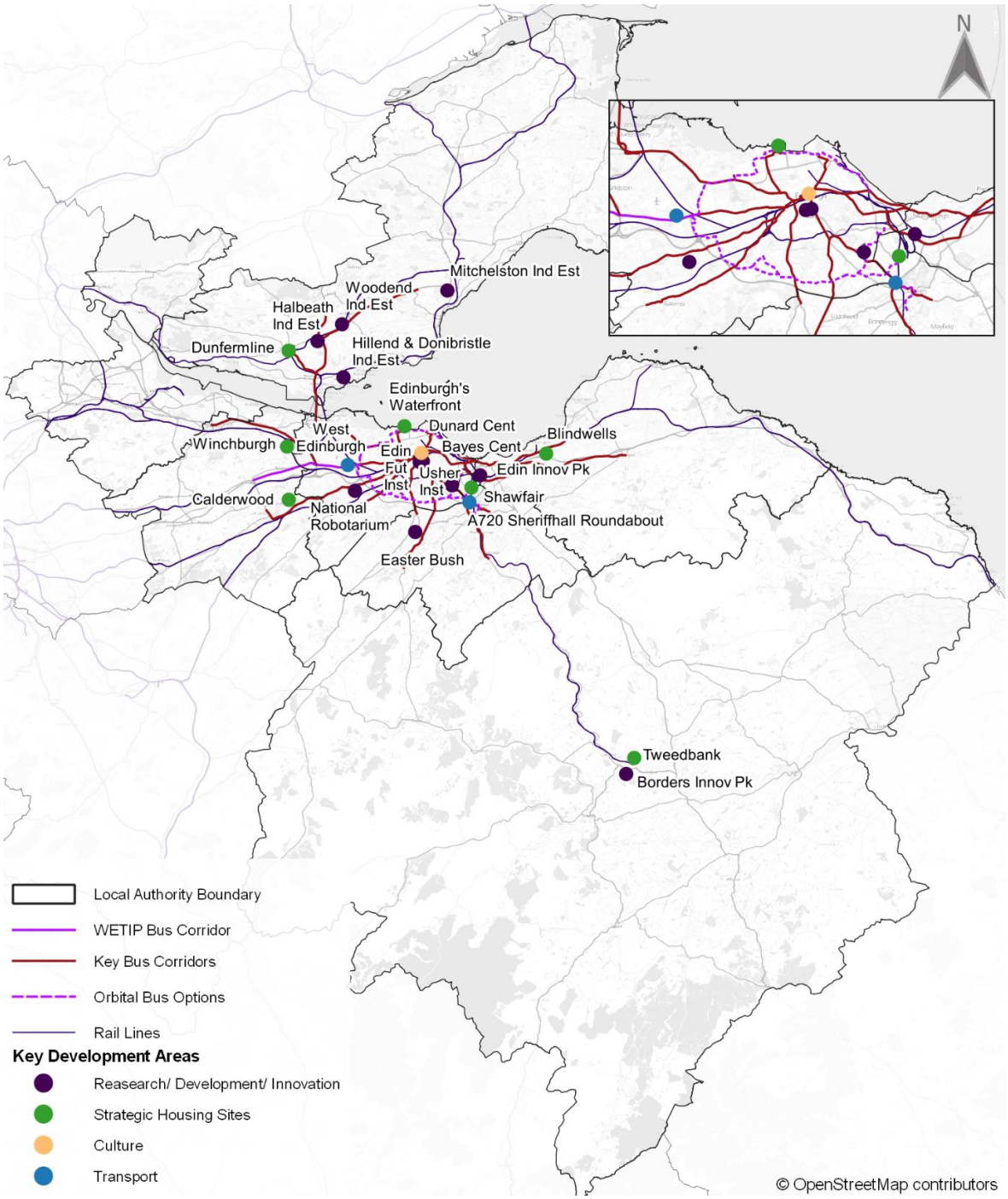


Figure 10: Key Development Areas and Strategic Radial Corridors

1) Key strategic radial corridors

Significant bus priority has been provided on a number of radial corridors into Edinburgh for many years. Nevertheless, buses continue to be delayed at critical congestion locations, particularly at major junctions on the periphery of the city. This element of the bid seeks to address these hotspots by making permanent measures trialled through the BPRDF and by investigating and developing

business cases for additional transformational measures which make journey times by bus more competitive with the car. Interventions will be combined with timetable improvements to deliver faster local and more express services. In combination with the other elements of this bid, measures will seek to promote recovery and future patronage growth.

This element of the bid is subdivided into the three sections, reflecting current regional working arrangements.

a) SOUTH/SOUTH EAST (addressing key bus movements between Midlothian, East Lothian, the Scottish Borders and Edinburgh).

Quick Wins – South East

It is proposed that the following measures would be taken forward as quick wins in 2021/22 subject to funding from BPF. Detailed monitoring and evaluation would help ensure designs were optimised before any necessary TRO process, including all relevant consultation.

Quick Wins – Potential Measures to be made permanent (from BPRDF)
Make permanent traffic signals at Melville Dykes Rd/B704 Hillhead junction
Gilmerton crossroads – parking restrictions on approaches to junction
Changed signal timings and yellow box markings at Straiton junction
Introduction of bus lane on A701 southbound approach to Kaimes Crossroads
Introduction of bus lane on Captain's Road westbound approach to Kaimes Crossroads
Extension of bus lane on Duddingston Park (A6106) approach to Milton Road (A1)
Olive Bank Road Roundabout, Musselburgh
Olive Bank Road at Eskview Terrace, Musselburgh
Olive Bank Road at Mall Avenue, Musselburgh
North High Street at South Street, Musselburgh

Business Case Work – South East

A701

The A701 business case would build on investment in the Easter Bush science park and earlier work undertaken to scope the development of a sustainable travel corridor. It would complement active travel interventions identified in the SEStran funded active travel study for the corridor.

Park & Ride provision would be reviewed with the potential to deliver a relocated site near Easter Bush or north of Penicuik. The new transport hub would be served by a network of faster services, more competitive with the car.

Proposals would be integrated with adjacent development and support continued regional growth and public transport provision in Midlothian and the Scottish Borders.

A7

This scheme would seek to improve public transport operation on and across the A7, improving regional journey times from the south of Midlothian and the Scottish Borders while addressing operational issues between Dalkeith and Edinburgh.

Midlothian Council's LDP proposes to 'urbanise' this route and contributions to a previously designed scheme are being taken from developers.

The OBC would review the previous scheme and further options in consultation with bus operators.

The scope of the study would be from the A7 Hardengreen Roundabout to Sheriffhall (taking in Gilmerton junction where local bus routes are delayed crossing the main direction of flow) and the A772 to and including Gilmerton Road / B701 Ferniehill Drive junction in Edinburgh.

Identified measures would help address what operators refer to as the 'Midlothian Wall' where buses are delayed crossing the boundary towards Edinburgh.

It is envisaged that the A7 interventions will support the development of an enhanced express bus network, further improving journey times from Midlothian and the Scottish Borders.

A1 / A199

BPF funding would support the scope, design and business case for new bus priority on the A1 approach to the Jewel Roundabout.

Pre-covid, morning peak express bus services on the A1 were being delayed by in excess of 5 minutes, reducing their attractiveness. Although commuting traffic is expected to remain supressed in the short term, major growth across East Lothian means that peak period congestion will return.

The delivery of development sites in East Lothian (e.g. Blindwells) will require a significant increase in local and regional bus capacity. New bus priority on the A1 would help ensure that services are able to bypass existing congestion, improving journey times relative to the car. Options to be explore included a segregated city-bound bus lane and technology based queue management systems.

Wallyford Park and Choose Site would be enhanced as part of the A1 scheme, creating an improved transport hub and interchange between express and local services.

Consideration will be given to improving bus priority on the A199 through Musselburgh. Many East Lothian services route through Musselburgh, a key local centre, and these local measures will help target areas of higher deprivation.

Newcraighall Road / Niddrie Mains Road

Piecemeal development along Newcraighall Road has resulted in a disjointed road network, focused on providing car capacity rather than local connectivity. Public transport services suffer from poor reliability due to congestion. Active travel facilities are limited and, despite significant investment, the route lacks a coherent sense of place.

Initial Bus Partnership Funding would help develop a sustainable travel corridor along Newcraighall Road / Niddrie Mains Road. Proposals would prioritise walking,

cycling and public transport journeys. The scheme would involve the reallocation of road space, stop rationalisation, and technology to deliver faster and more reliable bus journeys.

Westbound, a new bus lane would be provided from Greendykes Road towards Craigmillar Castle Road / Duddingston Road West, with improved right turn provision at the junction. Eastbound, a bus lane would be delivered from Greendykes Road towards Niddrie Mains Crossroads. Bus signal priority would be implemented at all junctions, based on UTC / AVL technology.

Investment in public transport and active travel infrastructure on Newcraighall Road will capitalise on the successful regeneration of Craigmillar / Greendykes over the last 20 years and support further development growth and a higher non-car mode share.

b) WEST (addressing key movements from West Lothian, Falkirk and Clackmannanshire into and out of Edinburgh)

Quick Wins - West

It is proposed that making permanent the following measures would be taken forward as quick wins in 2021/22 subject to funding from BPF.

Quick Wins – Potential Measures to be made permanent (from BPRDF)
Bus lane (to junction with B800) on A89 eastbound approaching Newbridge
Short Bus Lane on citybound approach to Maybury
Signalisation of Riccarton Mains Road roundabout to aid egress from Hermiston P&R
Extended bus lane operating hours on A70 / A71
A70 westbound bus lane on approach to Gillespie Crossroads

A89

In addition, it is proposed to fast track delivery of an extended A89 eastbound bus lane from Broxburn to the start of the existing BPRDF scheme, west of Newbridge Roundabout. Work to improve the operation of the A71 bus lane at East Calder will also be explored.

A70

A series of quick-win improvements are proposed along the route of Service 44 following the Balerno-Wallyford corridor. These include:

- All day bus lanes
- Bus stop rationalisation
- Selected UTC upgrades to improve bus priority

Measures would be implemented over the next 6-12 months, with targeted journey time and reliability improvements agreed with operators. A comprehensive monitoring programme would review performance with further improvements identified where necessary to meet the service specification. Successful elements

of the package would act as a model for a full roll-out across the city and wider region.

Business Case Work - West

A71

This work will focus on the A71 corridor, Hermiston Park and Ride site and opportunities for wider interchange in this location.

A detailed study of bus priority options on the A71 was undertaken in 2005 for WLC. It included a review of the problems and opportunities and appraised some 18 initial interventions, ranging from individual signal and stop measures to on and offline bus lanes. The STAG based appraisal concluded that a comprehensive package of online measures was the preferred solution for the corridor.

Problems identified in the study remain (pre-Covid) and in many cases have been exacerbated. There has been significant development growth and more is proposed. The importance of Heriot Watt University as a major destination continues to increase and delivering fast and reliable public transport access to this site and neighbouring employment areas is a huge opportunity and challenge.

It is proposed to review previous options in a fresh light and develop an OBC for the corridor. Key measures to be considered include:

- Lizzie Bryce Roundabout
- Kirknewton traffic signal improvements including bus priority
- Wilkieston traffic signals
- Hermiston P&R – increased parking, improved bus egress, A71 bus priority and roundabout signalisation

WETIP – A8/A89

OBC work is already underway through WETIP (West Edinburgh Transport Improvements Programme) to further develop the business case and design work for measures identified in the WETA Refresh (West Edinburgh Transport Appraisal). These were the subject of a successful bid as part of the Edinburgh and South East Scotland City Region Deal.

Current work is reviewing the original proposals and much bolder measures, including segregated bus and active travel links. Whilst funding is already secured for the business case stage, this workstream could recommend larger scale interventions that would be taken forward through the BPF. This could be one element of an October BPF bid, based on the results of current appraisal work.

In addition, an October bid will support work to identify additional bus priority opportunities between Bathgate and Broxburn and Broxburn and Newbridge, including new bus lanes and traffic signal priority, and the potential for further Park & Ride / Mobility Hub at M8 J3 / A89 Dechmont.

c) NORTH (addressing key bus movements from Fife into and out of Edinburgh)

Quick Wins - North

It is intended that the following measures would be made permanent as quick wins in 2021/22 subject to funding from BPF.

Quick Wins – Potential Measures to be made permanent (from BPRDF)
Citybound A90 bus lane from Cramond Brig to Barnton
Extension of westbound bus lane on Hillhouse Road towards Blackhall
Craigleith Junction bus priority measures

Business Case Work - North

A90

South of the Forth, the key workstream on this corridor would be to identify options to replace the queue management system (QMS) on the approach to Cramond Brig at Barnton. Although successful, the existing system is now in excess of 20 years old, and equipment and technology is life expired.

A new system would link into both Edinburgh's UTC and the M90 VMS. It would link with operator AVL systems and cater for current and future public transport demand - which was increasingly rapidly pre-covid (over 25% growth on the Fife corridor between 2018 and 2019).

Delivery of increased QMS capacity, together with investment in new orbital movements (summarised below), supports new services from Fife to destinations in the north of the city, including Waterfront areas.

The westbound Blackhall bus priority scheme would also be reviewed. This smaller scheme would use the same technology as the citybound QMS and would be designed to prioritise buses on both the Queensferry Road and Telford Road approaches to the junction.

OBC work would also consider and on and off-route bus priority measures, the latter would help reduce rat-running which impedes bus movements through key residential areas – eg Davidson's Mains.

A BPF bid to increase bus capacity in the city centre will be made in October, following completion of Phase 2 of Edinburgh City Centre Transformation.

2) Orbital movements within Edinburgh

While bus priority on key radials to and from Edinburgh has improved, for those needing to travel between the radials and to destinations away from these, a step change in provision is required. Improving access to the regions health and education facilities has been highlighted in stakeholder discussions. Orbital bus has a key role to play in improving connectivity beyond Edinburgh's city centre.

There has been some improvement to orbital services, as exemplified by Lothian Buses 200, 300 and 400 routes. Nevertheless, journey times remain uncompetitive with the car. Regional links across local authority boundaries and interchange opportunities from radial to orbital services are also poor.

A range of interventions are proposed to give priority to buses on a network of emerging orbital corridor routes within Edinburgh (not on the city bypass) including traffic signal detection, short bus lanes and improved interchange. These build on the new patronage opportunities generated by development sites identified within the existing LDP and forthcoming City Plan 2030.

Figure 11: Potential Orbital Bus Routes and Demand (07:00-09:00)

Quick Wins – Orbital Bus

Quick wins include bus stop rationalisation to improve existing service reliability and journey times.

Business Case Work – Orbital Bus

Working with bus operators, business case development would seek to identify key congestion hot-spots and measures to further reduce delay. These may include short sections of bus lane and UTC priority at key junctions.

In addition, work will seek to simplify routes and increase frequencies to better serve strategic catchments around the city.

Complimentary policies, including new Controlled Parking Zone areas around the Waterfront and in West Edinburgh, can further encourage public transport use.

Opportunities to improve multi-modal interchange at key nodes with be a further key element of the work.

The delivery of direct, frequent and competitive bus services, together with parking restraint, will improve the competitiveness of bus, relative to the car, supporting mode shift and reduced emissions.

3) New technology approaches

New technology has the potential to significantly improve bus journey times across the region.

Quick Wins

Initial Bus Partnership Funding would support the development of a strategy for the region. Work would include a review of the implementation of similar technology to identify best practice and lessons learned.

Analysis would identify a strategy for implementation including the technology used and required by operators and local authorities to maximise deliverability and affordability across the region.

Initial funding would support logic mapping to develop a strategy that maximises benefits to public transport while ensuring that the wider network operates with an acceptable level of performance. It would also enable a demonstrator project on a small number of key junctions.

Business Case Work

Future business case work would further develop the technology requirements, costs and benefits of the scheme, together with the most efficient route to delivery.

Note that delivery of UTC / AVL technology is seen as critical by all operators and delivery must be taken forward as a regional project to maximise cross local authority boundary benefits.

Project Management, Monitoring and Evaluation, Consultation and Communications

Essential to the delivery of the package is Project Management, Consultation and Stakeholder Engagement, Communications and Monitoring and Evaluation work. A summary of each is provided below:

Project Management

Building on the BPDRF governance, the ESESCRD forms the basis for the partnership and will be augmented in due course by the creation of the BSIP. Resources to manage, develop and deliver the programme on behalf of the partnership will require dedicated full time staff over the entire lifetime of the programme (these resource requirements will vary accordingly as the programme progresses; eg from initial stages of the programme to the detailed design and construction phases of schemes).

Staff resource arrangements will be fully developed in due course, but the initial proposal is for the project to report through the existing CRD Programme Management Office. Indicative details of staff resourcing requirements and remits are outlined in Appendix 2; staff resourcing costs are also listed in Section 6.

Monitoring and Evaluation

Funding is required for a comprehensive monitoring programme to review the performance of the previously implemented BPRDF measures and any further quick wins introduced through BPF funding. Ongoing monitoring is critical in

determining success and the need for refinement and to feed into the associated OBC's for additional investment.

Funding would allow for the development and implementation of a comprehensive monitoring and evaluation framework to capture overall benefits and disbenefits from the different components of the bid. It would cover appropriate staff/consultancy costs, observational surveys and the costs of any appropriate additional information from third-party data providers.

Consultation, Stakeholder Engagement and Communications

A comprehensive engagement exercise will be undertaken, taking forward quick wins and feeding into business case work. This will build on the engagement with operators to date, including bus users and active travel groups, business groups, equality groups, local communities and the wider public. A comprehensive public consultation and engagement strategy will be developed to inform this workstream.

A communication strategy for the region is required; linking into national themes, championing the case for change and delivery of more locally focussed messaging.

Timescales

Quick-win interventions, including the new technology strategy, can be delivered within the next 12 months. Business Cases for each corridor will take 12-24 months depending on the level of complexity.

6. Resources Required

What resources is the partnership requesting from Transport Scotland to develop the proposals[v]?

Bus Partnership Fund Costs

BPF Capital costs

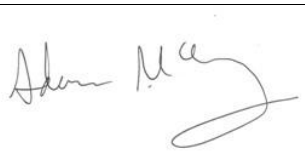
A701	Easter Bush P&R	£21,600,000
A701	Other measures	£10,000,000
A7	Signalisation of roundabouts	£11,520,000
A7	Segregated bus lanes	£7,200,000
A1	Jewel Roundabout	£2,000,000
A1	Bus priority (incl new citybound bus lane)	£7,200,000
A1	Wallyford P&R Enhancements	£7,200,000
A199	Musselburgh Town Centre	£10,000,000
	Niddrie Mains Road	£7,200,000
	Newcraighall Road	£500,000
A8/A89	Ambitious measures	£43,200,000
A89	Newbridge left turn lane	£1,440,000
A89	Broxburn bus lane	£4,320,000
A71	Lizzie Bryce, Kirknewton, Wilkieston improvements	£14,400,000
A71	Hermiston P&R Enhancements	£10,080,000
A71	Bus lane	£1,000,000
A71	Signalisation of roundabout(s)	£5,760,000
A90	Queue Management System	£7,200,000

	A90 Bus priority; eg reinstatement of Dolphington Onslip £2,880,000 A90 Targeted improvements (including rat-runs) £2,000,000 Orbital Bus (north and south movements) £10,000,000 Technology (based interventions) £12,000,000 Quick Wins - making BPRDF schemes permanent £2,000,000 **Capital costs** **£198,700,000** OBC costs £3,000,000 PMO costs £2,000,000 Communications, Consultation and engagement £500,000 Monitoring and evaluation £400,000 **Total** **£204,600,000** *These are high level estimates derived from discussions with and between authorities and with operator input and are not a detailed costing exercise. An allowance for optimism bias has been included where appropriate.*
What is the estimated total cost of the proposed infrastructure developments?	£204,600,000
What – if any - is the nature and extent of investment to be made by partners[vi]?	Operators and partners will resource the governance arrangements of the programme as required (including during the creation of the BSIP) and report into the ESESCRD Transport Appraisal Board, Joint Committee and other groups as appropriate. Once mobilised, partners will provide ongoing input to the BSIP arrangements which will also inform futures investment made by partners and operators. Through the ESESCRD PMO, CEC will host the appointment of the staff required to deliver the programme. Through the ESESCRD PMO, CEC will also provide financial management and reporting support to the programme. CEC as lead authority will provide procurement support to the programme. The governance framework utilised to deliver the programme, will be existing groups eg ESESCRD JC, TAB, Corridor Sub-Groups etc, and the management and maintenance of these groups will be resourced through the ESESCRD PMO.
What – if any – other	Explore investment opportunities through developer contributions from the respective LDPs across the region.

sources of investment will be available for the proposed developments[vii]?	Explore opportunities to align investment with existing and future projects across the ESESCRD (including those opportunities within the emerging Regional Growth Framework) and respective Local Authority portfolios as appropriate (such as; the £36m for Public Transport within West Edinburgh Transport Improvements Programme). Explore opportunities to coordinate investment with the Intelligent Infrastructure Projects as a part of the existing European Regional Development Fund Smart Cities Programme (eg sharing back office equipment and common databases etc) and others as appropriate. A number of Local Authorities will continue to subsidise Bus Services to support the bus network (eg in the City of Edinburgh Council, the supported bus service budget is approx. £1.1million per annum). The City of Edinburgh Council is investing over £2million in a new Bustracker Real Time Passenger Information System, synergy opportunities with the BPF programme will be explored to maximise shared outcomes. Public Transport Action Plans will be aligned with BPF objectives and supplement delivery (eg by the City of Edinburgh Council annual Public Transport capital budget of approx. £300-500k per annum). Continue to safeguard Lothian Buses ownership status ensuring ability to reinvest profits into enhancing the fleet and maintaining network of high-quality services. Delivery parallel supporting policies such as those within Local Transport Strategies and City Mobility Plan (such as rollout of Controlled Parking Zones, Workplace Parking Levy etc).

7. Commitment of Partners

The proposal should be signed by the Chair and CEO of the local authority leading the proposal. Partners (including RTPs and bus operators, as appropriate) may indicate their support to the proposal through appended letters of intent or additional signatures below.

Organisation	Name	Job title	Signature
The City of Edinburgh Council	Adam McVey	Lead Councillor	
The City of Edinburgh Council	Andrew Kerr	CEO	
Appendix 1 Contains Letters of	Lothian Buses		See Appendix 1

Support from Bus Operators and Edinburgh University	Stagecoach First Buses Borders Buses Prentice Coaches Edinburgh university		

8. Submission of Proposals

Proposals should be submitted to buspartnershipfund@transport.gov.scot by 12 noon on Friday 16th April 2021.

9. Guidance Notes

[i] Relevant appendices or links to documents may be added, in addition to the word limits. For example, the partnership may wish to include links to community plans, transport strategies, STAG reports etc.

[ii] Partnerships should look to the STAG pre-appraisal phase, as a guide on the level of information required. It is recognised that you may not have all of the data at this stage but you should outline how you are going to produce the more detailed data – including forecast data - through the Outline Business Case (OBC) stage. If you require resources to carry out even a pre-appraisal level of analysis, please state that here and estimate the requirements in section 6.

[iii] Quick wins should be sustainable and fit with the longer-term, transformational developments proposed.

[iv] Full details of the long-listing process are not required at his stage, as successful partnerships will have the opportunity to develop, evaluate and refine the options through the OBC stage. Where appraisals have already been carried out (for example, through city deals) partnerships should consider how these fit the future and the changes they will need to make to transport.

[v] Support from Transport Scotland will be to fund the specialist resources required to develop an appraisal, as defined by the Scottish Transport Appraisal Guide (STAG). This will be required to access further infrastructure funding from the Bus Partnership Fund.

We recognise that some partnerships may have already conducted an appraisal and may be at Outline Business Case stage or even further with proposals. We also uphold the STAG principle that the level of appraisal required should be proportionate. Capacity funding will therefore take into account the stage the partnership is at and will be based on a proportionate view of what further appraisals and business cases are required to justify the infrastructure funding.

We also recognise that some options may have been appraised and are ready to implement as quick wins: if so, that should be stated here and relevant evidence attached.

Partnerships are reminded that staff costs may be capitalised in considering the request for funding. All justifiable bids will be considered, including funding for early quick wins, which may already have been appraised.

[vi] This may include investment in other measures, which will contribute to the holistic transformation of the bus service e.g. ultra-low or zero emission buses.

[vii] Include sources and amounts of investment already secured or expected to be secured before the development projects commence. This may include in-kind investment, as well as finance, and should take account of contributions from bus operators and other partners, as well as local authorities.

Appendix 2 – Internal Audit: Overdue Findings and Key Performance Indicators as at 10 February 2021

Audit Reference: PL1807		**Audit Title: Waste and Cleansing Services – Performance Management Framework**			**Responsible Manager: Andy Williams**		
Finding Reference	**Issue Type (Finding Rating)**	**Agreed Management Action**	**Original Implementation Date**	**Revised Implementation Date**	**Current Status**	**Status Update**	**Reference in Appendix 1 of IA Report**
1.3	Low	The Policy Handbook will not be updated to reflect items suitable for inclusion in residual waste bins as it is not updated frequently enough to ensure that this information would be up to date and accurate. A clearer link to the Scottish Government's Code of Practice on Litter and Refuse guidance will be included in all customer communications and on the website	27/12/2019	01/11/2020	In Progress	The evidence to close this action was submitted on 27/10/2020. On 08/04/2021, Internal Audit returned the action to started with a request for evidence that the link to CoPLAR is included in customer communications. The service has confirmed that there are no direct customer communications on Street Cleansing and therefore it will not be possible to provide the evidence requested.	32

Audit Reference: PL1808		Audit Title: Road Services Improvement Plan			Responsible Manager: Cliff Hutt		
Finding Reference	**Issue Type (Finding Rating)**	**Agreed Management Action**	**Original Implementation Date**	**Revised Implementation Date**	**Current Status**	**Status Update**	**Reference in Appendix 1 of IA Report**
1.1	High	The Roads Service Improvement Plan (the Plan) will be reviewed following completion of the organisational restructure and will consider the points noted in the recommendation. A review of the financial operating model will also be undertaken with the aim of embedding a new budget structure for the service. Once completed the Plan business case will be refreshed to reflect any significant changes.	30/04/2020	01/06/2021	In Progress	The service and Internal Audit met regularly at the beginning of this year The revised Roads Improvement Plan was approved in October 2020. The service budget updated will be implemented from 01/04/2021.	156
1.2	High	On appointment of the tier 3 and 4 management team, a re-base of the improvement plan will take place and the revised plan will be submitted to the Council's Change Board and the Transport and Environment Committee for approval, with ongoing progress	31/07/2020	01/12/2020	Implemented	The evidence of implementation on this action was submitted on 24/03/2021.	157

		updates provided to both forums.					
1.3	High	The re-based plan will be managed in line with the Project Management Toolkit for Major Projects. The plan will be managed by the Roads service Performance Coordinator once appointed in the revised structure.	20/12/2020	01/05/2021	In Progress	The evidence of implementing this action is close to being complete and will be shared with Internal Audit shortly.	157
2.1	High	One of the roles included in the new Roads structure is a Roads Service Performance Coordinator. The team member appointed to this role will be responsible for designing; implementing; and maintaining a performance and quality assurance framework that will incorporate the recommendations made to support ongoing monitoring and management of the Roads service. This will involve ensuring that all Roads teams develop team plans that	31/07/2021	30/09/2021	In Progress	Following discussion between the service and Internal Audit, the implementation date for this has been revised. The evidence required to close has been agreed.	158

		include key performance measures; outline their respective roles and responsibilities for delivery; and are aligned with overall Council's commitments that are relevant to Roads.					
2.2	High	1. The existing Transport Design and Delivery quality framework will be revised to reflect the new Roads and Transport Infrastructure Service and rolled out across the service. As part of this review, the recommendations highlighted above will be considered and incorporated where appropriate. The Design, Structures and Flood Prevention Manager will be responsible for refreshing the quality framework once appointed. 2. A sampling regime will be designed and embedded for safety	30/06/2021	31/03/2021	Implemented	Evidence of implementation submitted to Internal Audit on 01/04/2021, 14/04/2021 and 16/04/2021.	159

		inspections to ensure that defects are being categorised properly. This process will be designed and implemented by the Team Leader for Safety Inspections to be appointed as part of the ongoing restructure. 3. A sampling regime will be designed and embedded for road defect repairs to ensure that repairs are fit for purpose and effective. 4. Key performance indicators for each team will be included in the target setting for each 4th tier manager and their direct reports to ensure focus on these measures. Emerging themes from Team Plans and quality assurance reviews will also be shared with Roads teams, and individual and team training needs will be considered based on the themes identified.					

		This process will be designed and implemented by the Service Performance Coordinator to be appointed as part of the ongoing restructure.					
3.2a and b	Low	Design and implement a training framework for all relevant Inspectors in line with the newly adopted 'Road Safety Inspection and Defect Categorisation Procedure'	31/01/2020	01/06/2021	Implemented	This action has been implemented and evidence provided to Internal Audit on 12/02/2021.	160 and 161
3.3	Low	On appointment, the new Service Performance Coordinator and Team Leader – Safety Inspections will work with Pitney Bowes (the supplier of the Confirm system) to develop a new process to plan and monitor safety inspection performance	31/03/2020	30/06/2021	In Progress	Following discussion between the service and Internal Audit, the implementation date for this has been revised. The evidence required to close has been agreed.	162
4.1	Low	A new process will be developed within the Confirm system which requires reconciliation between accident claim enquiries and those logged on the Local	28/05/2020	31/12/2020	Implemented	This action has been implemented and evidence provided to Internal Audit on 10/02/2021.	33

		Authority Claims Handling System (LACHS) system.					
4.2	Low	Quarterly meetings will be arranged between the Safety Inspection team and the Insurance team to identify trends and areas of focus. This process will be designed and implemented by the Team Leader, Safety Inspections to be appointed as part of the ongoing restructure	30/04/2020	31/12/2020	Implemented	This action has been implemented and evidence provided to Internal Audit on 10/02/2021.	34

Audit Reference: PL1810		Audit Title: Street Lighting and Traffic Signals			Responsible Manager: Cliff Hutt/Gavin Brown		
Finding Reference	**Issue Type (Finding Rating)**	**Agreed Management Action**	**Original Implementation Date**	**Revised Implementation Date**	**Current Status**	**Status Update**	**Reference in Appendix 1 of IA Report**
Issue 2, Rec 1	Medium	Street Lighting Clear processes will be designed, recorded (in the Street Lighting Operational guide), and implemented to ensure that following completion of wards in the EESLP: • progress with electrical testing is monitored and actioned; and • checks are performed over the completeness and accuracy of all inventory data held on Confirm (e.g. routine sample testing across the wards	20/12/2019	31/03/2022	In Progress	This action was revised at 30/03/2021. Following the completion of further wards in the EESLP, Internal Audit will perform sample testing to ensure the data held on Confirm is accurate and complete, and that electrical testing outcomes are being recorded. IA will also confirm that the inventory checks have been designed and implemented. It is expected that the EESLP will complete in late 2021, and therefore an implementation date of 31/03/2022 has been agreed with IA	35
Issue 2, Rec 2	Medium	The processes (designed and implemented above) will	20/12/2019	01/02/2021	Closed	The evidence for this action was submitted	36

		include a monitoring arrangement, with quarterly checks made to confirm the completeness and accuracy of the inventory in Confirm. With this action being inextricably linked with the ongoing Energy Efficient Street Lighting Programme, implementation will be phased (on a Ward by Ward basis) within six months of completion of each Ward within the Programme, with full completion by 30 June 2022				on 30/11/2020 and the action was closed on 30/03/2021.	
Issue 3, Rec 1	Low	Street Lighting and Traffic Signals Operational Guides will be developed, implemented, and reviewed to ensure that processes align with current regulatory requirements.	30/09/2019	31/05/2021	In Progress	Operational Guide for Street Lighting was submitted on 07/12/2020. The Traffic Signals Operational Guide will be completed by 31/05/2021.	163
Issue 3, Rec 2	Low	Street Lighting and Traffic Signals An essential Learning Matrix that specifies the refresher training that the team requires to complete on an	20/12/2019	30/06/2021	In Progress	Evidence was submitted to Internal Audit by Street Lighting on 29/01/2021.	164

		ongoing basis has been developed and provided to Learning and Organisational Development for their review and feedback, with no response received as yet. The matrix will now be implemented and employee training requirements will be assessed (and agreed) as part of the Annual Conversations.				Training requirements are discussed at annual conversations.	
Issue 4, Rec 1	Low	*Traffic Signals* A checklist will be introduced to record all factory and site acceptance testing and uploaded onto InView against the appropriate asset. The checklist will record engineer acceptance and review	31/03/2020	30/05/2021	In Progress	Evidence submitted to Internal Audit on 26/02/2021. Internal Audit need to verify this evidence.	165
Issue 4, Rec 2	Low	*Traffic Signals* Workshop to be arranged to guide all relevant team members on the processes for completion and retention of the checklist	31/12/2019	01/02/2021	Closed	Action closed on 22/03/2021	166
Issue 4, Rec 3	Low	*Traffic Signals* Processes for the completion and retention of the checklist to be included in appropriate Operational Guide	31/03/2020	31/05/2021	In Progress	This has been include in the operational guide and will be submitted when the guide is complete.	167

Audit Reference: CW1803		Audit Title: Payments and Charges - Parking			Responsible Manager: Gavin Brown		
Finding Reference	**Issue Type (Finding Rating)**	**Agreed Management Action**	**Original Implementation Date**	**Revised Implementation Date**	**Current Status**	**Status Update**	**Reference in Appendix 1 of IA Report**
5.2	Medium	NSL Apply offers improved control mechanisms by automating many processes and tasks, including payments. These are currently not being used. Implementations of these controls, along with a formalised payment acceptance procedure will ensure correct payments are received and further reduce any anomalies. The payment acceptance procedure will confirm that the Council does not accept part payment for parking permits and only reduces the price when the applicant is a disabled persons' blue badge holder. The procedure will establish a quality assurance payment sampling processes for implementation across Business Support teams who administer parking permits	31/03/2020	01/08/2020	Started	The evidence of implementation of this action was submitted to Internal Audit on 26/11/2020. There have been on-going discussions between the service area and Internal Audit and additional evidence has been supplied on 20/12/2020, 22/02/2021, 25/03/2021 and 09/04/2021.	118
5.3	Medium	A quality assurance payment acceptance procedure will	31/03/2020	01/08/2020	Started	The evidence of implementation of this	119

		be developed to ensure the accuracy of parking permit payments. This process will be based on the Internal Audit recommendations.				action was submitted to Internal Audit on 26/11/2020. There have been on-going discussions between the service area and Internal Audit and additional evidence has been supplied on 25/03/2021 and 09/04/2021.	

There are 6 agreed management actions which are overdue on their original implementation date and are assigned to the Place Directorate. One of these actions is overdue on the revised implementation date submitted. These actions are being progressed on a cross-Directorate basis including all Place Services.