

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 8 December 2022

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Scott Arthur (Convener)</p> 	<p>Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Graham Councillor Lang Councillor McFarlane Councillor Miller Councillor Munro Councillor Work</p>	<p>Alison Coburn Operations Manager</p> <p>Martin Scott Committee Services</p> <p>Louise Williamson Committee Services</p>

Recent news	Background
<p>Communal Bin Review</p> <p>The Council has been successful in securing an additional £750,000 of funding from Zero Waste Scotland's Recycling Improvement Fund. The additional funding was granted to cover increasing costs related, in particular, to the supply of metal and plastic which has significantly impacted the prices of bins and the bull bars. The funding is in addition to the £7.7m that the Council has already been awarded from Zero Waste Scotland for the Communal Bin Review project.</p>	<p>For further information contact:</p> <p>Karen Reeves Erica Manfroi</p> <p>Wards Affected: All</p>
<p>Motion by Councillor Neil Ross - Electric Vehicle Charging Points</p> <p>On 22 September 2022, the Council approved a motion requesting that officers consider opportunities for allowing residents to suggest new Electric Vehicle (EV) charging point locations and for this information to be used to determine the locations of future charging points.</p> <p>Residential demand has always been one of the key factors used in determining the locations of new EV charging points. Requests from residents for EV chargers were included when selecting the current and proposed</p>	<p>For further information contact:</p> <p>Gavin Brown</p> <p>Wards Affected: All</p>

charging locations and when assessing the current and future demand for EV charging in Edinburgh.

Unfortunately, there are limited sources of funding available to the Council for investment in new EV charging infrastructure, so it is vitally important that the Council maximises the benefit that can be achieved from the funding available, whilst also ensuring a fair and equitable provision of chargers across the city and complying with streetscape and World Heritage considerations.

One of the key considerations when identifying locations for EV charging points is therefore the overall cost, which is intrinsically linked to the cost of connecting to the electricity power grid. Each new charger location requires the installation of new electricity cabinets for grid connections, for which the cost can vary significantly across different areas, or even streets of the city. The electrical grid capacity is also another key consideration when selecting locations which are suitable for installing new EV charging infrastructure.

It is for this reason that the Council's approach has been to introduce a number of EV charging hubs in strategic locations across the city, rather than installing individual chargers in response to requests from residents. Using a hub-based approach has allowed the Council to maximise the number of new EV charging units from the available funding, whilst also minimising the number of new on-street electricity cabinets that are needed. This approach has been welcomed by the World Heritage bodies with regards to street clutter in the New Town.

As funding from Central Government sources is either reducing or stopping, the Council are currently working on a Business Case to develop future delivery models for delivering EV infrastructure. This work is funded by Transport Scotland and is coordinated by Scottish Futures Trust. It appears a likely outcome that Local Authorities will be encouraged to partner with private sector providers to roll out future EV charging provision and this process presents significant opportunity to engage the public on locations and charger types.

In the meantime, further information will be added to the Council's website encouraging residents to continue to provide their suggested locations for new EV charging points so that we can further develop our understanding of

the current and future demand for EV charging in Edinburgh.

A full update on the Council's Electric Vehicle Charging programme is scheduled to be presented to the Transport and Environment Committee in March 2023.

Low Emission Zone (LEZ) Update

As reported to Committee in August 2022, the LEZ received Ministerial approval on 31 May 2022. The two-year grace period is now in operation and enforcement will commence from 1 June 2024. Grant funding for the items of LEZ development have been secured from Transport Scotland.

Enforcement and monitoring

Detailed designs for enforcement and monitoring infrastructure continue to progress, including automatic number-plate recognition (ANPR) cameras and the associated back-office IT system.

ANPR cameras installed ahead of the enforcement will be used for monitoring LEZ.

Network Management

Since August, further detailed design work has been undertaken to inform the network management mitigation in collaboration with relevant teams including Road Safety and Active Travel. Road Safety Audits are progressing and options to manage risk around the traffic order process being protracted should any objections be raised (which could trigger the need for Ministerial approval) are being explored.

As reported to Committee previously, works required in the west end include the creation of two-way traffic flow at Morrison Street to accommodate potentially displaced traffic. Recent discussions have highlighted opportunities to make active travel improvements at Gardner's Crescent as part of these works and the extent of what can be delivered within the LEZ timeframe is now being explored to support the wider delivery of future improvements to the Morrison Street area, as outlined in the [Active Travel Investment Programme](#).

Traffic orders are required for the network management mitigation. It is expected that LEZ network mitigations will

For further information contact:

[George King](#)

Wards affected: All

Previous Update: [18 August 2022](#)

be installed during the grace period and before enforcement commences in June 2024.

In addition, signage designs are progressing across entry/exit locations.

Communications

Communications continue to focus on [LEZ support funds](#) for small businesses (which provides cash incentives for cargo bikes); and [support funds](#) for eligible low-income households have been made available for purchase of bikes, e-bikes and public transport vouchers. The above funding is provided by the Energy Savings Trust and Transport Scotland.

With funding support from Transport Scotland, the Council commissioned a [study](#) to monitor awareness and understanding of LEZ among a representative sample of Edinburgh drivers in May 2022. In that study, the majority support the LEZ (66%) and most (75-81%) consider it important to: protect public health and to reduce both air pollution and carbon emissions from vehicles.

Drainage operations, flood prevention in heritage areas, and the Water Vision - Update

The summary below provides an update on the actions agreed by Committee on 27 January 2022.

Prepare a gully recovery programme that identified the organisation and resources required to deliver an efficient proactive and reactive maintenance regime to minimise flooding risks due to any gully issues within the control of this Council.

The 2022/24 Gully Maintenance programme was established and was implemented on 4 April 2022. To date, 42% of gullies have been visited (versus a target of 30%) and 31% have been cleaned (versus a target of 30%). The average clean rate is 74%. The programme is currently on track.

Since the start of 2022, the number of outstanding enquiries has reduced by 43% from 3,072 to 1,750. This is c. 3% of all gullies and shows a clear downward trend (red line below) even considering some significant rainfall events resulting in a spike in enquiries (green line below).

For further information contact:

[Stephen Knox](#)

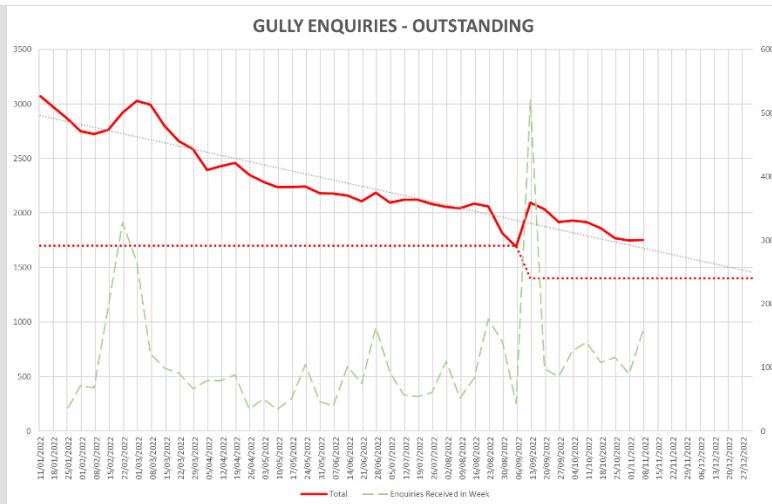
[Jamie Watson](#)

[Julie Waldron](#)

Wards Affected: All

Previous update:

[27 January 2022](#)



In the same period, the number of gullies noted on record as requiring physical dig up investigation (GIRs) has reduced 12% from 539 to 477.

The team has established a much closer working relationship with the Scottish Water Operational Drainage Leads and are in regular dialogue on issues to help bring about quicker resolution.

Update on the outcome of discussions with heritage and planning colleagues on planning permission required for conservation area and heritage properties to make them watertight.

Officers acknowledge that additional planning guidance is required to address flood resilience measures within the World Heritage Site, to clarify details of measures such as flood doors, barriers and modifications to the curtilage of the building, to enable residents to take personal action and reduce their risk of flooding.

This guidance may be standalone, or incorporated within other heritage planning guidance for measures such as solar panels and air source heat pumps. Additional funding is required to engage the necessary expertise and with interest groups (including Historic Environment Scotland and Edinburgh World Heritage). This will occur during the development of the guidance, however the production of this is predicated on successful bids to various funding bodies which may take some time. Officers will provide updates to Committee as this workstream progresses.

In the meantime, the Planning service will consider each case on its merits, having regard (where applicable) to the impact of the proposals on the character of the building and the character and appearance of the conservation

area. As part of the assessment, Historic Environment Scotland's Managing Change guidance is an important consideration and includes advice on how best to implement changes that secure the future use of the building. If modest changes to a scheme are required to make the works acceptable, the case officer will advise the applicant/agent of the necessary amendments. The planning service recognises the immediate and unprecedented situation concerning climate change and surface water flooding and will take this into consideration.

Improving communications to residents.

Officers continually and regularly communicate with residents affected by flooding events or projects, both proactively and reactively, and this has increased throughout 2022. Recent examples include presentations to Morningside, Stockbridge and Inverleith Community Councils, liaison with affected residents in the Orchards and Craigleith areas, and consultation for masterplanning at Inverleith and Inch Parks. Where applicable, the Council's planning guidance requires developers to undertake community consultation for private developments. The Flood Prevention team is finalising an initial set of Surface Water Management Plans (which will be subject to continued development) and these will be communicated in the near future.

Dedicated multi-disciplinary in-house team

The multi-disciplinary team outlined in the January report was in relation to a strategic flood prevention team as opposed to an operational one. An organisational review in some areas of transport and environment services is currently underway and proposals for how an in-house team could be managed are outlined in this review.

In the meantime, an established programme of Temporary Traffic Regulation Order (TTRO) gully cleaning routes, as part of the wider Gully Maintenance Programme, is in place.

Costed options

Costed options for the future work of the strategic flood prevention team will be developed once the team is in place. This is planned for late 2023 but timescales will depend on the progress of the organisational review and recruitment of team members.

Follow-up report

An update report on the Council's Water Vision and relevant projects is planned for May 2023.

Trams to Newhaven – Project Update

Construction on the Trams to Newhaven project continues. The project remains on schedule to be operational by Spring 2023 and to be delivered within the £207.3m budget agreed by the Council in March 2019 as part of the Final Business Case.

All major construction is scheduled to be completed by the end of 2022, although there is a continued pressure on labour and materials resource (in common with the construction industry in general). In addition, overhead cables will be installed along the route ahead of the Christmas shut down on 23 December 2022. Some sections of public realm will be completed in early 2023 but this will not impact on the start of the testing and commissioning period. Traffic management arrangements are also expected to change in the run up to Christmas to allow the return of two-way traffic on Leith Walk and Constitution Street.

The Ready for Operations workstream includes a detailed handover plan. The project continues to work closely with Edinburgh Trams in preparation for the open for revenue service.

For further information, contact:

[Chris Wilson](#)

Wards Affected:

- 11 – City Centre
- 12 – Leith Walk
- 13 – Leith

Withdrawal of Contract Extensions for Supported Bus Services 20, 63 and 68

The three supported bus services 20, 63, and 68 serving west and rural west of the city continue to operate following the threat of contract cancellation and service disruption due to industry wide driver shortages.

The previous operator, First Bus Scotland East, was bought over by a new operator (McGill's). McGill's continue to provide the three services at the same level of timetable and route provision as First Bus; the Service 68 operates at its normal schedule while the services 20 and 63 operate at a reduced level of service.

While the transition has gone well, there was one slight issue with the temporary loss of integrated ticketing with trams. This has now been reinstated.

For further information contact:

[Stuart Lowrie](#)

Wards Affected:

- 1 – Almond
- 3 – Drum Brae/Gyle
- 6 – Corstorphine/
Murrayfield
- 7 – Sighthill/Gorgie

Officers continue to liaise with McGill's, who have indicated a desire to continue to provide the supported contracts and see the services return to their original level of service stipulated in the contract as soon as resources allow.

Officers are aware of local aspirations regarding enhanced service levels and are investigating whether there are sustainable short and long-term options that would help deliver these.

Councillor Scott Arthur and Council officers met with representatives from Queensferry, Ratho and Currie Community Councils on 15 November 2022. Discussion covered positive update from McGill's and also recognised need to continue community engagement in advance of any future contract extensions or new procurement. Of particular note is the feedback from Ratho Community Council that the Service 20 is not meeting the needs of the community.

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

Motion by Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for Dumbiedykes

On 30 June 2022, the Council approved a combined motion by Councillors Whyte and Mowat. This business bulletin provides an update on this work, in advance of the Public Transport Action Plan being reported to Committee on 2 February 2023.

The communities of Willowbrae/Lady Nairn and Dumbiedykes have lost bus services in recent years and have requested that the Council investigate options for providing an improved level of public transport.

Both locations suffer from challenging topography which makes accessing the nearest bus services and shops/services difficult, particularly for those with mobility impairments.

At present, subsidised transport options are available to those that need them, including Community Transport provision and Taxicards, however the communities would like regular timetabled bus services to serve their communities directly.

The Council has allocated £1.5m per annum for Supported Bus Services to provide services to communities with no,

For further information contact:

[Stuart Lowrie](#)

Wards Affected:

11 – City Centre

14 –

Craigentinny/Duddingston

or few, services and to fill the void where the commercial bus network has failed. The budget is currently fully committed to existing contracts. However, the current operating environment of lower patronage, increasing costs and driver shortage is resulting in difficulties for operators to fulfil contracts and, where other local authorities are tendering contracts at the moment, very significant cost increases are being observed.

On this basis, tendering for traditional supported bus service contracts to serve these locations is not deemed to be a suitable approach due to:

- Very limited availability of operators with smaller vehicles suitable for both locations;
- Likelihood of little or no interest from operators due to difficulty in fulfilling current services within current driver resource; and
- Likelihood of high cost.

Council officers are exploring the feasibility of an alternative option - the provision of an accessible minibus setup as a local registered service, operating to a set timetable. HCL is currently operating a service like this in West Lothian and have the ability to accept concession passes, allowing over 60's and under 22's to travel for free.

A minibus would be ideal at both locations to allow access to the communities and to the destinations desired and should still be able to meet the relatively low passenger demand.

However, the cost of operating this service for 5 or 6 days per week (including the cost of the vehicle and driver) is estimated to be approximately £100,000 per annum, per location. It is unlikely that this could be fully recovered from fares and the Council does not currently have funding in the Supported Bus Programme for this.

As mentioned above, the current operating environment of public transport is extremely challenging and current patronage levels may not be enough to sustain all existing commercial services. If services are withdrawn, more communities could be affected like Lady Nairn and Dumbiedykes and additional pressure applied to the Council to assist with supported services.

Bus Lane Operating Hours

For further information contact:

On [20 June 2019](#), Committee approved the recommendation to carry out a consultation on extending bus lane hours to 7am-7pm, 7 days a week

The online consultation went live on 31 October 2019 and ran until 22 November 2019

At that time, around 20,000 responses were received.

However, the consultation report did not return to Committee for a decision due to the impact of COVID-19 on the Council and public transport operations, particularly the profound impact on public transport operations in terms of passenger numbers and driver recruitment.

Emerging changes in traffic patterns as the acute pandemic response lessens have strengthened the case for extended bus lane operation to improve the reliability and speed of buses in the city to help make public transport more attractive, increase passenger numbers, and contribute significantly to Council sustainable travel objectives.

In light of these changes, more detailed consultation with Lothian Buses, other transport providers, and the Edinburgh Bus Users' Group is planned.

A Council officer and a representative from Jacobs (Transport Consultant) met with the Edinburgh Bus Users' Group on 16 November 2022. The desire to extend bus lane operating hours was explained and the group agreed that they support this, although they would like to see this implemented as soon as possible and perhaps progressed separately to the wider Public Transport Action Plan and associated consultation.

Further details will be provided with the Public Transport Action Plan report, which is programmed to be presented to the Transport and Environment Committee in February 2023. If approved, consultation on the Plan will be carried out alongside the Circulation Plan and other associated action plans, with the recommendations being reported to Committee in Autumn 2023.

[Stuart Lowrie](#)

Wards Affected: All

Public Transport Driver Shortage

Driver retention and recruitment issues are having a significant impact on public transport operations, resulting in industry wide service reductions.

For further information contact:

[Stuart Lowrie](#)

Wards Affected: All

Feedback from transport operators has provided a valuable insight into the measures they are taking to actively address this.

In addition to more widespread recruitment advertising using local and national radio, online and social media, vehicle vinyls, open days, and targeted door to door letter drops, operators are also introducing changes to their work practices to make the industry more attractive to both current and potential employees.

These measures include:

- Introducing greater flexibility to meet labour market needs by introducing a greater range of duties such as more part time positions;
- More varied shift patterns and flexibility so that more drivers can get more weekends off;
- Contacting recent leavers where enhancements have subsequently been made to see if they would wish to return;
- Attrition mitigation, including conducting exit interviews to understand more fully why some staff have chosen not to remain in employment in the sector;
- Increased pay rates to make them more competitive with local bus sector competitors and also the HGV market;
- Financial incentives for staff to refer new recruits;
- Recruitment bonuses;
- Some operators allow drivers to sell back leave which allows them to earn more money and give more drivers on the roster; and
- The use of agency drivers

The Convener met with Paul White from the Confederation of Passenger Transport (CPT) on 7 November 2022. CPT has been lobbying central government, Department of Transport (DfT) and DVLA to try and streamline the driver recruitment process e.g. digitising some driver training modules.

CPT are also in regular contact with the Scottish Government Minister for Transport, Jenny Gilruth, and confirmed that she has convened a public transport task force to run for six months. This will focus on:

- Passenger recovery;
- Driver recruitment; and

- Community engagement.

Portobello Transport Capacity

On 25 August 2022, the Council approved a motion by Councillor Kate Campbell asking officers to arrange a workshop with key stakeholders to look at transport solutions in particular, but also wider destination management policies to address traffic management issues in Portobello.

Parking Operations have facilitated dedicated workshops, specific to Portobello, on parking controls as part of the Strategic Review of Parking which included formal consultations and surveys. The outcomes of these processes are being reported to this Transport and Environment Committee and until those outcomes are considered it was not appropriate to carry out any further consultation or engagement on parking matters.

Parking Attendant visits to Portobello have been scaled up whenever necessary, particularly over the busy summer months, and resources continue to be available at peak times should they be necessary. The parking enforcement team continue to work with colleagues in public safety, Street Enforcement and the Police to identify inconsiderate parking and carry out enforcement action whenever possible. It should be noted that parking restrictions in Portobello are minimal meaning that resources are not often productively deployed other than as a visual deterrent. However, if further parking restrictions are introduced as a result of the Strategic Review of Parking (such as a Controlled Parking Zone) then dedicated resource will be deployed to Portobello throughout the hours of restriction.

The proposed footway and double parking prohibition, part of the Transport (Scotland) Act 2019, will certainly have a positive effect on some of the extremely narrow and densely populated streets where inconsiderate parking is a common occurrence. Unfortunately, the introduction of legislation to allow enforcement to take place has been delayed. However, as part of a review of parking policy, also submitted to this Committee, the parking enforcement team have proposed to reduce observation periods for

For further information contact:

[Gavin Brown](#)

Wards Affected: 17 – Portobello/Craigmillar

offending vehicles parked on footways where there is an enforceable restriction on the carriageway.

In relation to longer-term solutions, the 20-Minute Neighbourhood Programme Team have already started to look at Portobello High Street and the wider area. A series of initial workshops and a 'walkabout / cycleabout' have been held to consider Portobello as a 20-minute Neighbourhood, including issues around access to the town centre and promenade. This work is aligned to the Council's 20-minute Neighbourhood Strategy as well as the City Mobility Plan (Policy Measure PLACE 4 - Liveable Places: *Create more liveable places by managing motorised vehicle access and traffic in the city centre, town centres and residential areas*). To deliver on this Policy Measure a strategy is needed to reduce car dependency, promote active travel, and increase the quality of public space.

A Movement and Public Realm Strategy for Portobello as a whole will be developed, alongside a concept design for high street improvements that can be delivered as part of a planned future road renewal scheme. These will reflect the emerging outputs from the Street Space Allocation Framework, the Road Safety Action Plan, the Active Travel Action Plan and the Public Transport Action Plan. Initial engagement will continue into 2023, giving local stakeholders, businesses, public services, schools and the wider community an early and meaningful opportunity to identify issues and influence plans.

Operational Management for City Mobility Plan and City Centre Transformation

The **Operational Management Plan** (OMP) is a strand of the City Mobility Plan (CMP) and City Centre Transformation (CCT) and will set out how coaches, tour buses, freight, servicing, deliveries, construction traffic and trade waste services will play their part in delivering those plans. It is being developed alongside other key placemaking and mobility-led strategies and action plans to ensure coordinated and holistic delivery of CMP objectives.

Following is a brief update on the services being considered and the continued development of the OMP:

For further information contact:

[Daisy Narayanan](#)

Wards Affected: All

Coaches – includes local, national and international coaches coming to Edinburgh and coaches and minibuses taking visitors from Edinburgh on tours around Scotland. The Coach and Tour Bus stakeholder working group and sub-groups met 7 times during the first 6 months of 2022 and will meet again now other strands of the CMP implementation plan have progressed.

Tour Buses – City sightseeing tours. Temporary measures are being trialled for summer 2023 and a permanent arrangement is being developed with operators that is compatible with the CMT and CCT.

Freight – includes Heavy Goods Vehicle traffic both articulated and rigid body, delivering, moving goods from and passing through Edinburgh. South East of Scotland Transport Partnership (SEStran) are developing a regional Forth Freight Study, that includes freight movement in Edinburgh (road, rail, sea, air); officers are engaging with SEStran.

Servicing – vehicles, usually vans, to service maintaining and repairing buildings and equipment. A lower volume of vans compared to those for deliveries, but the time spent stationary at the kerb side is much greater.

Deliveries – the ‘last mile’ to businesses and residents. Goods delivered to consolidation centres in bulk, sorted and then taken in full loads by smaller vehicles to micro-distribution hubs, or direct to their final destination. From the micro-hubs they can be delivered by sustainable vehicles such as cargo bikes, E-cargo bikes, electric and autonomous vehicles. Last Mile deliveries can be direct to the final destination or to Pick Up & Drop Off Lockers and Access Points, such as at local shops and businesses. Businesses can also support ‘last mile’ delivery sustainability by collectively consolidating their deliveries and collections.

Construction Consolidation – where materials and equipment for a construction site are consolidated then delivered to and collected from the site ‘just in time’. Reducing ‘clutter’ and wastage on site, freeing up site space, and reducing construction traffic road congestion and total miles travelled.

Trade Waste - Several waste operators collect waste from businesses with a significant operator overlap of collection routing. This can lead to several trade waste vehicles

accessing the same sections of streets and often within the same time windows. The Scottish Government has consulted on its [Circular Economy Bill](#). One of the proposed new measures/activities for 2024 is to research and launch commercial waste zoning pilots. Officers are exploring with the Scottish Government the opportunity for Edinburgh city centre to be a pilot commercial waste zone, where operators compete via a bidding process to collect waste from the zone.

Officers are engaging with SEStran and the Forth Freight Study that considers the following options that are local to Edinburgh:

- Consolidation Centre Leith Port - a dedicated freight handling facility with a particular focus on sustainable freight movements.
- Freight Trams - enhancing the productivity of the network by introducing dedicated freight trams that run alongside passenger trams.
- Consolidation Centre Hermiston - taking advantage of existing multi-modal connections within the local area, including the Union Canal.
- Consolidation Centres with Passenger Freight Train – utilising passenger trains for freight movements, where capacity and rolling stock allows, and some mainline stations to act as consolidation centres for first and last mile delivery.