

# Business Bulletin

## Transport and Environment Committee

**10.00am, Thursday, 18 May 2023**

Dean of Guild Court Room - City Chambers

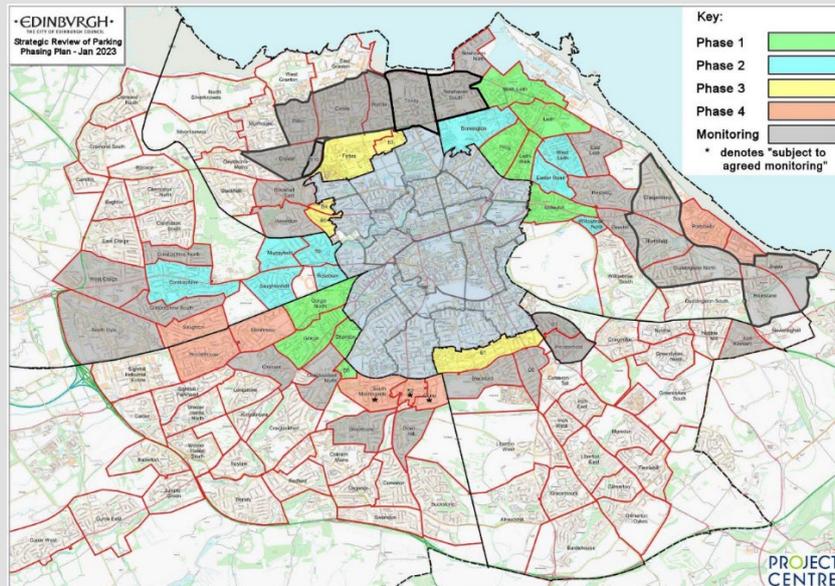
# Transport and Environment Committee

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><a href="#">Alison Coburn</a>            Operations Manager</p> <p><a href="#">Rachel Gentleman</a>            Committee Services</p> <p><a href="#">Taylor Ward</a>            Committee Services</p>

## Recent news

### Update on the Strategic Review of Parking

This update relates to progress on the different Phases of the Review, as detailed on the following map:



#### Phase 1

Implementation of Phase 1 is continuing in line with the anticipated programme, with work expected to be completed in the new northern zones, N7 (Leith

## Contact for further information

[Gavin Brown](#)

#### Wards Affected:

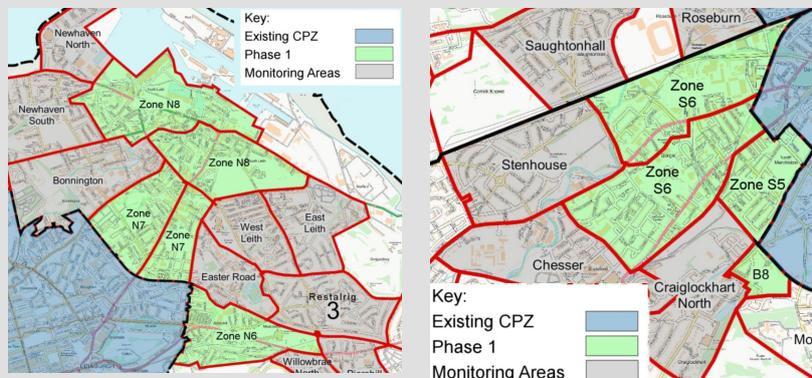
- 4 – Forth
- 5 – Inverleith
- 6 – Corstorphine / Murrayfield
- 7 – Sighthill / Gorgie
- 9 – Fountainbridge / Craiglockhart
- 11 – City Centre
- 12 – Leith Walk
- 13 – Leith
- 14 – Craightonny / Duddingston
- 15 – Southside / Newington
- 17 – Portobello /

Walk/Pilrig) and N8 (Leith/North Leith), by the end of June 2023.

Craigmillar

A recent briefing, sent to Ward Councillors and Community Councils, indicates that these new restrictions will go “live” at the end of June 2023, and that permits will be available for purchase by residents and eligible businesses as of 5 June 2023. A leaflet drop to all addresses within the new zones will provide information to residents and businesses.

Implementation is expected to commence in N6 (Abbeyhill) at the end of June, with Zones S5 (Shandon), S6 (Gorgie/Gorgie North) and S7 (Lockharton) expected to follow towards the end of the summer. The maps below help to illustrate the location and scale of the new parking zones within Phase 1.



## Phase 2

Phase 2 remains on hold, pending the results of monitoring the impact of Phase 1 and engagement with Community Councils.

Monitoring surveys are ongoing, with further work required once the new zones of Phase 1 are “live”.

## Phases 3 and 4

Further design work, reflecting the recommendations of the report to this Committee in September 2022, is currently under way, with a view to commencing the legal process to introduce controlled parking (in the B1, B3, B4 and B5 Priority Parking Areas, and in the Fettes and Portobello areas) in early autumn 2023.

The other areas identified as part of phase 4 will continue to be monitored and further updates will be provided to committee.

The Council’s website

(<https://www.edinburgh.gov.uk/parkingreview>) will continue

to be updated as the project progresses and further reports will also to be provided to future Transport and Environment Committees.

### **Powderhall Railway Line**

At its meeting on 2 February 2023, Committee requested a Business Bulletin update in three cycles on discussions with Network Rail and other relevant parties, regarding the acquisition of the Powderhall railway line to create an active travel link. Shortly following this, a feasibility study that was commissioned by the Council into this possibility was completed.

Although the railway line has been out of use for several years, since the decommissioning of the former Powderhall waste transfer station, it is still classified by Network Rail as a supplementary strategic freight site. There is also a long term lease in place with the former operator of the rail freight service to the waste transfer station.

Network Rail is in ongoing discussions with the freight operator on the potential to extinguish this lease, however it is currently unclear whether it will be possible to reach agreement or what the timescales for this might be.

Should these discussions be successfully concluded, Network Rail would then need to seek internal agreement that there is no future potential strategic freight use for the line and approval that the land can be disposed of.

Given the above, work to develop Concept Designs for a potential active travel link are on hold. This will be kept under review and work will recommence should there be significant progress regarding land acquisition.

[Daisy Narayanan](#)

Wards Affected:

### **Publication of the Forth Estuary Local Flood Risk Management Plan**

Local Flood Risk Management Plans (LFRMPs) are published under the Flood Risk Management (Scotland) Act 2009 and set out how and when actions to reduce the impact of flooding will be delivered. These actions are delivered in conjunction between local authorities, SEPA and Scottish Water.

LFRMPs only relate to actions identified under the Flood Risk Management Act legislation and do not cover all the projects and 'business as usual' activities undertaken by the Flood Prevention team, including 24/7 flood standby, reservoir management, pier maintenance, planning

[Stephen Knox](#)

Wards Affected: All

advisory service and strategic projects.

As Lead Local Authority for the 2022-2028 Local Flood Risk Management 'Cycle 2', Falkirk Council has now published the Local Flood Risk Management Plan for the Forth Estuary district, covering Edinburgh and all other local authority areas bordering the Firth of Forth.

The Plan is available to view on the [City of Edinburgh Council website](#).

The focus for the City of Edinburgh Council within this cycle includes:

- Further development of Surface Water Management Plans
- Maintenance of the existing flood defences on the Braid Burn and Water of Leith
- Maintenance of existing coastal defences
- Flood studies for the Braid Burn and Gogar Burn

### Funding

The Scottish Government allocates £42m/year of capital funding to Flood Prevention. 80% of this is set aside for large scale flood protection schemes across Scotland, and the remaining 20% is divided amongst local authorities. The 20% is allocated through the flood component of the Council's general capital grant to fund other actions to reduce flood risk, including those identified in Local Flood Risk Management Plans. This equates to £327,000 for the City of Edinburgh Council in 2023/24, although this is not directly allocated to the Flood Prevention team. Most of the current actions for Edinburgh are funded from the team's revenue budget allocation, although this will change with the recent allocation of £2m additional capital funding for flood protection measures.

With approximately £1bn worth of currently promoted schemes throughout Scotland, the 80% Scottish Government capital allocation for major works is under significant pressure and no flood protection schemes are anticipated in Edinburgh during the 2022 to 2028 Cycle 2 period. Further flood defences along the Water of Leith are noted in the Plan although subject to funding with no timescales for delivery. Other flood studies may identify other schemes to be promoted in future Cycles, again subject to funding.

## **Operational Management for City Mobility Plan and City Centre Transformation - update**

The Operational Management Plan (OMP) is a strand of the City Mobility Plan (CMP) and Edinburgh City Centre Transformation (ECCT), which 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.

Supported by funding from Sustrans, Stantec have been appointed to support the development and delivery of the OMP. A 'road map' will be set out for the journey to achieve the ambitions described in the CMP and changes being delivered by CECT. 'Quick wins' on that journey are being identified and transition arrangements made to support Edinburgh operations during CMP and ECCT project delivery. City Tour Buses moved their start/finish location from St Andrew Square to Waterloo Place on 5 March as a trial transition arrangement, and lessons are being learned from that exercise.

The next Logistics & Freight Forum, hosted by SEStran, is on 30 May. The Logistics and Freight Forum has a wide ranging membership/invitee list from across all sectors of the industry (road, rail, air, sea), local authorities, academia, Scot Gov etc. Logistics & Freight within Edinburgh is directly impacted by regional and national arrangements, and engagement with the sector for Edinburgh specific issues will continue.

Regular updates will be provided in this Business Bulletin on 'quick wins', transition arrangements, operational management plan development and service sector engagement.

[Daisy Narayanan](#)

**Wards Affected:** All

## **Review of Community Requirements for Supported Bus Services**

This update has been prepared in response to a request from the Council on [30 June 2022](#) to contextualise supported bus arrangements across the city, considering alternative models of provision. While the Council requested a report on this, discussions are still on-going which need to be concluded before a substantive update can be provided.

While the original motion arose in response to pressure for services in the Lady Nairne/Meadowfield and Dumbiedykes communities, it was recognised that there

[Daisy Narayanan](#)

**Wards Affected:** All

are other communities where access to public transport can be difficult (particularly for the elderly or mobility impaired) and therefore an investigation of where these communities are, and their transport desires is required. It is likely that these communities will be in areas close to the main bus network serving the city, but road constraints, topography and relatively low passenger demand means that smaller vehicles may be more viable.

This means also reviewing the more traditional supported bus service, where larger operators are requested to tender for contracts. Alternatives utilising community transport providers, taxis or the Council's own fleet resource should be considered alongside the types of service, which could be Demand Responsive Transport (DRT) or registered and timetabled services.

### **Existing Supported Bus Services**

The Council currently supports four fully supported bus services, makes contributions to two service enhancements and makes two cross boundary service contributions.

These services and the areas they serve have been subject to review a number of times and community engagement was undertaken prior to the current contracts being tendered.

These services are currently being reviewed and it is intended that new contracts will be developed and tendered later this year. It is proposed that this work is undertaken and progressed separately to the above detailed community engagement as most of these services are still more suited to the more traditional larger bus operation, operating fixed timetables and connecting to interchange points.

The annual budget for supported bus services is approximately £1.5million and it is not anticipated that any funding will be saved in the retendering of existing contracts (while bus patronage remains below pre-pandemic levels and operating costs have increased significantly). Therefore, additional funding would need to be identified to take forward any new supported bus service routes.

## Low Emission Zone (LEZ): Response to motion by Councillor McFarlane on historic vehicle impacts

[George King](#)

On [8 December 2022](#), Committee approved a motion by Councillor McFarlane to explore the feasibility of removing commercially operating historic vehicles from the LEZ exemption 'whitelist'. Though a report was requested, the findings are provided in this business bulletin since no decision is required.

**Wards affected:** All

The LEZ was introduced on 31 May 2022 and the two-year grace period for all vehicles will end on 1 June 2024.

### **Historic vehicle impacts**

The Low Emission Zones (Emission Standards, Exemptions and Penalty Charges) (Scotland) Regulations 2021 sets out exemptions for certain classes of vehicles, including historic vehicles that meet the definition of "vehicle of historical interest": *[a] vehicle which is considered to be of historical interest to the United Kingdom and which—*

*(a) was manufactured, or registered, for the first time at least 30 years previously,*

*(b) is of a type no longer in production, and*

*(c) has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.*

Guidance relating to the meaning of 'substantial changes' is available on the [Department for Transport webpage](#).

All vehicles aged 30 and over will be automatically removed from the IT system's list of non-compliant vehicles i.e., 'whitelisted'. Should a particular vehicle be evidenced to not meet the legal definitions, then it may be removed from the LEZ whitelist. The total number of historic vehicles operating in Edinburgh city centre is unknown, though it is understood that most are privately owned by individuals.

At least three operators drive historic 1960s Routemaster buses within the LEZ commercially, offering journeys to paying tourist customers.

According to the regulations, these Routemaster buses meet the criteria for national LEZ exemption and may not be removed from the LEZ whitelist. Vehicles may only be

removed from the LEZ whitelist if clear evidence is provided that they do not meet the definition of a “vehicle of historical interest”.

Beyond LEZ regulations, Traffic Regulation Conditions (TRC) may be applied wholly to a class of vehicle (e.g. bus) to remove them from the “whitelist” if this is deemed justifiable and proportionate.

Each of the three known operators driving historic 1960s Routemaster buses within the LEZ commercially have valid ‘standard licenses’ to operate specified public service vehicles (PSVs) within the city centre. These licenses are issued and reviewed by the Traffic Commissioner for Scotland.

It is not possible to vary the licensing conditions of specified historic vehicles operating commercially within the LEZ, in respect to their emissions. Any TRC relating to emissions would have to apply to whole vehicles classes, i.e. all buses. All non-historic buses are covered by existing LEZ regulations and structures, with [97% of those buses already being LEZ compliant \(SEPA, 2022\)](#).

Applying a TRC to all buses operating in the LEZ is deemed disproportionate to impacts identified. On this basis, the Council will not proceed with seeking TRC action relating to buses in the LEZ, including historic buses.

Officers continue to have positive discussions with vehicle operators, including commercial historic vehicles, to support their journey to reducing their emissions impacts as soon as possible. This includes exploring funding options and feasibility of delivering low/zero emission retrofit solutions.

### **Trams to Newhaven Project**

The project remains on schedule to be operational by Spring 2023 and within the £207.3m budget approved by Council in March 2019. Testing and commissioning is continuing with the project currently undertaking a set of tests on performance and timetable. Separately, the project is continuing with public realm works along the route. Works are currently also underway at Iona Street where the Pilgrig Wheels will be sited.

To note, works on the Picardy Place island site started during February 2023 and are scheduled to be completed by June 2023. While out with the remit of the Trams to

[Hannah Ross](#)

### **Wards Affected:**

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

Newhaven project, the project's contractor SFN will be carrying out these works

### **Response to motion by Councillor Caldwell – Planter Based Protection on Leith Walk**

On [16 December 2022](#), the Council approved a motion by Councillor Caldwell titled Planter-based protection on Leith Walk which requested that parking 'hotspots' and appropriate areas for planters to be installed should be identified and the outcome reported to Transport and Environment Committee.

The Trams to Newhaven project team has observed instances of pavement parking on Leith Walk during completion of construction works and continues to observe it as the public realm works continue. While it appears that pavement parking may be reducing, there remain some areas where it is an issue. The team will continue to monitor this to see if any improvement is made as the remaining works are completed.

The buffer zone between the cycle way and the main carriageway is narrow or is necessarily wide to allow for car door opening and planters are therefore not an appropriate solution as they may be so light that they could be moved.

The design brief for the project was to remove clutter and the project is also mindful of the powers to prevent pavement parking due to come into force later this year. Therefore, arrangements will be made to ensure that:

1. Instances of pavement parking should be formally monitored in the coming weeks as the public realm works complete; and
2. This should be revisited at the end of the year to see if an enforcement approach could be successful (once the new legislation is in effect), or if signage poles or bollards should be installed.

[Hannah Ross](#)

#### **Wards Affected:**

12 – Leith Walk

### **Road Safety Improvement Fund Update**

In March 2022, the Scottish Government (SG) announced the creation of a new £17 million Road Safety Improvement Fund (RSIF). The Council was subsequently invited by Transport Scotland (TS) to submit a bid for £830k of funding from the Fund and this was submitted in July 2022. The funding had to be used within the 2022/23

[Daisy Narayanan](#)

**Wards Affected:** All

financial year.

On 18 August 2022, while considering a report on the Updated Pedestrian Crossing Prioritisation 2022/23, the Committee requested an update on the outcome of the funding bid and its impact on the delivery of the prioritisation plan in a future Business Bulletin.

In September 2022, TS advised that SG were undertaking an Emergency Budget Review, in response to budget pressures arising from the cost of living crisis, and that decisions on funding awards had been suspended until this process was complete.

TS subsequently advised that the amount of RSIF funding available nationally had been significantly reduced and Officers worked with TS to develop and submit a new bid for a reduced level of funding.

TS then advised that there would be no RSIF funding awarded in 2022/23, although the intention was that the fund would be available in 2023/24.

On 10 May 2023, TS held a briefing for Local Authorities on plans for RSIF funding for 2023/24. They advised that £7.5million of funding has been confirmed nationally, with potential for this amount to be increased following the submission of funding bids. Further details of the award process are expected to be sent to Local Authorities later this month.