

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 16 November 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 Dobbin Councillor Faccenda Councillor Lang Councillor McFarlane Councillor Munro Councillor O'Neill</p>	<p>Alison Coburn Operations Manager</p> <p>Rachel Gentleman Committee Services</p> <p>Carolanne Eyre Committee Services</p>

Recent news	Contact for further information
<p>Traffic Orders – Licensing Sub-Committee</p> <p>On 15 December 2022, in response to a review of political management arrangements, the Council agreed to transfer the statutory element of Traffic Regulation Orders to Regulatory Committee. The change recognised that Orders are quasi-judicial and that Licensing Sub-Committee would be able to deal with these effectively. The change came into effect after the Easter recess 2023, with the first report considered by Licensing Sub-Committee in June 2023. To date, only two reports have been submitted for consideration.</p> <p>As Transport and Environment Committee members have expressed some concerns about this approach, officers are proposing to review this after it has been effective for 12 months (June 2024) with the outcome reported in the next update on political management arrangements thereafter. Elected members from both Committees will be asked for their views at that time.</p>	<p>Alison Coburn</p> <p>Wards Affected: All</p>
<p>Trams to Newhaven</p> <p>A programme of snagging and defect resolution is underway along the route, which includes the cycleway on</p>	<p>Hannah Ross</p> <p>Wards Affected:</p>

Leith Walk. These are scheduled to be completed by the end of October 2023. The severe weather during the last two weeks of October impacted on this programme of works. Soft landscaping, including the planting of trees and grass will take place during November 2023 as part of planting season. This includes trees and shrubs being planted in planters on Leith Walk and Constitution Street. A formal handover plan for the ongoing administration of the project will be presented to the project board in November 2023.

Edinburgh Trams took the opportunity to carry out maintenance checks on the overhead lines between Picardy Place and Newhaven as part of essential maintenance works being undertaken on track and points at York Place and Shandwick Place between 27 October 2023 and 12 November 2023. These works were carried out between 7pm – 7am each day and resulted in trams only running between Airport and Haymarket during these times.

11 – City Centre
12 – Leith Walk
13 – Leith

West Edinburgh Transport Improvement Programme

The West Edinburgh Transport Improvements Programme (WETIP) intends to encourage mode shift to sustainable forms of travel along the A8 / A89 corridor (between Broxburn and Maybury) by making bus and active travel journeys more attractive relative to the car.

The proposed interventions will also provide long-term resilience, help facilitate sustainable growth and will support strong connectivity by improving public transport journey times and reliability between West Lothian and Edinburgh.

WETIP is following a robust HM Treasury Green Book process and is currently at Outline Business Case (OBC) stage. As part of the OBC's development, Concept Design proposals have been recently presented to the public and stakeholders.

A series of Public Consultation and Engagement exercises were executed over an eight-week period and included: face-to-face workshops with key stakeholders, public webinars, public drop-in events and an online survey hosted via Council's Consultation Hub and by email.

To increase the awareness of WETIP and its consultation, a number of promotional activities were executed. These included: letter drops along the A8 / A89 corridor, radio advertising, social media/online advertising, on-street

[Daisy Narayanan](#)

Wards Affected:

1 – Almond
3 – Drum Brae/Gyle

advertising and an information stand at the Gyle Shopping Centre.

Broad support for the Concept Design proposals was garnered from the public and stakeholders. However, it should be noted that a campaign in the location of Winchburgh resulted in a number of representations being made over the lack of a rail station at Winchburgh.

The Council strongly supports the provision of a rail station at Winchburgh but (like the new stations at Reston and East Linton) the Council would not be part of the client team for a Winchburgh Station project (this would be for West Lothian Council, Transport Scotland, Network Rail together with Developers to fund and deliver).

Furthermore, WETIP and a Winchburgh Station tackle different problems, and as such, both projects are independent of each other and stand on their own merits.

A [summary](#) of the consultation findings has been hosted on the Consultation Hub.

The findings from the public consultation and stakeholder engagement will now be used to help refine proposals and inform the conclusion of the OBC. A draft OBC will be presented to Committee in early 2024.

Bus Partnership Fund Update

Funded through the Scottish Governments £500m [Bus Partnership Fund](#) (BPF), the Council delivered a Strategic Business Case (SBC) for bus priority interventions across the city. The SBC was reported to Committee on [18 May 2023](#) and presented a strong case for investment.

The SBC was also submitted to Transport Scotland as part of the BPF gateway review process. Subsequently, on 2 November 2023, Transport Scotland provided notification of the funding award for the next stages of the programme.

This updated award totals c£2m and provides funding for:

- The delivery of Outline Business Cases;
- Progression of Feasibilities Studies (for schemes not included within the original SBC);
- The scoping of a series of Accelerated Schemes (many of which are technology based e.g. bus priority at traffic signals);
- The replacement of the A90 Queue Management System; and
- Project Management costs.

The mobilisation of the above activities has commenced and the details of the delivery plans for each of

[Daisy Narayanan](#)

Wards Affected: All

workstreams will be shared with Elected Members once fully developed.

Sewage in Edinburgh's Waterways

On 4 May 2023, the Council approved an [adjusted motion](#) by Councillor Caldwell. This Business Bulletin update responds to the agreed actions.

The permission for the building of new homes rests with the Council's planning service, with the flood risk team advising on flood risk. This does not include sewage volumes and Combined Sewer Overflow (CSOs). Scottish Water are a statutory consultee in the planning process and would also advise on suitability of development as part of the Planning process.

All new housing sites are designed with separate drainage/sewer systems. The surface water (or rainwater) systems are, in the main, drained through Sustainable Urban Drainage systems (SUDs) and not into combined sewers.

At the design stage of a development, where Scottish Water identify that a combined sewer has limited capacity, they ask for the rainwater drainage to be limited to a controlled rate via a hydro-brake. The hydro-brake will be installed in the disconnecting manhole (this is the last manhole on the drainage system before it connects into a sewer). The rainwater drainage systems are often oversized or retention is provided to hold back any rainwater discharge to allow the hydro-brake to work effectively.

If buildings are proposed close to a watercourse, a full appraisal of flooding scenarios is required (as detailed in the [Edinburgh Design Guidance](#) (see section 3.8)), including early discussions with the Council's flood risk team. Buildings proposed on brownfield sites, adjacent to water courses except in exceptional circumstances, require at least a 15m setback to create opportunities to reinstate natural bank sides, which is both good for water management and biodiversity.

The [Edinburgh Sustainable Rainwater Management Guidance](#) sets out the national and local policy on Rainwater management systems and also addresses sustainable water management in new developments.

[Julie Dewar](#)

Wards Affected: All

Motion by Councillor Bandel – Bike Buses

On 24 November 2022, in response to a motion by Councillor Bandel, the Council requested an update in 12

[Gavin Brown](#)

Wards Affected: All

months on the number of active school bike buses in Edinburgh.

There are eight active bike buses operating in schools in the city. These include:

- Sciennes, which has been running for over 15 years from King's Buildings. This operates on a Fridays;
- Gillespie's 'Cycling Unicorns' has been running for 12 years from West Mains Road;
- Corstorphine Primary School has two routes, one from Dechmont Road and one in the east of the school catchment area;
- Davidson's Mains Primary has two routes, with an afternoon return on the west route;
- Canal View in Wester Hailes has a bike and scooter train that recently ran for the Bike to School Week;
- Juniper Green, George Watson's and George Heriot's; and
- Prestonfield Primary is generally running a bike bus event each term, followed by a "bike breakfast".

In addition, there are 10 walking buses active in the city:

- Duddingston Primary School are setting up a walking bus from Baileyfield Road across Figgate Park;
- Bonaly Primary School set up their walking buses when they moved to their new school in 2008 - one runs from Woodhall Road and the other from Redford Drive;
- George Heriots' Juniors walking bus ran across the Meadows to the school from Meadow Place for several years;
- Queensferry Primary run a walking bus occasionally from Scotmid;
- Nether Currie Primary run an occasional walking bus from Tansy Street, Kinleith Mill;
- Sciennes Primary run a monthly walking bus from King's Buildings via Relugas Road, Lauder Road and Tantallon Place;
- Oxfgangs Primary run a walking bus from the Oxfgangs Road North Scotmid and another from Craiglockhart Drive South for 'Walk to School Week' and on other occasions;
- Davidson's Mains Primary had one from House O'Hill Road and another from Barnton Park;

- Cramond Primary sometimes run a walking bus from Barnton shops; and
- Parson's Green Primary run a walking bus occasionally.

Support is available for schools to set up bike and walking bus schemes by contacting transport.roadsafety@edinburgh.gov.uk.

Historic Environment Scotland – Consultation on Outline Strategic Plan for Holyrood Park

Historic Environment Scotland (HES) has recently launched a consultation on an [Outline Strategic Plan 2024-2034](#) which aims to enhance and protect Holyrood Park over the next decade. Central to the Plan is a new defined Purpose for the Park.

HES is one of the Council's key partners and officers from across the Council engage with them regularly.

This consultation closes on 19 December however HES has committed to engaging with the Council and other key stakeholders over the next 18 months to refine and develop detailed strategies, plans and proposals to deliver a new future for the Park.

The Plan examines how users' needs may be balanced with other aspects affecting Holyrood Park including on climate change, conservation, heritage, biodiversity, health and safety, wellbeing and infrastructure (including the Park's network of streets).

Appendix 1 sets out an interim response to the consultation, which has been prepared by Council officers.

Parking Permits Update

Following the discussion at Committee in October 2023 on parking permits, an update on the lessons learned from the implementation of Phase 1 CPZs will be included in the Strategic Review of Parking Update report, which is scheduled to be presented to Committee in January 2024. This will include details of lessons learned from the communications approach and any improvements which have been identified.

The current permit prices and structures have been set by elected members, who also agreed that the annual price increases should be linked to inflation.

[Daisy Narayanan](#)

Wards Affected:

14 –
Craigentinny/Duddingston

[Gavin Brown](#)

Wards Affected: All

The Council does not currently have the ability to accept permit payments in instalments, but there are options available to pay for shorter (than annual) payment periods.

As part of the development of next tender for the next Decriminalised Parking Enforcement contract tender, officers are considering whether it may be possible to introduce payment by instalment without the cost of this being higher for residents.

The permit prices for Business, Retail and Trades parking permits were originally set by committee, with the permit charges being set annually as part of the budget setting process. The Council approved an increase in charges of over 12% on each of these permit types in 2023/24.

Each of these permits are designed for business use, but only where the vehicle is essential to the daily operation of the business, hence the requirement for the vehicles to have business insurance. These permits are not intended to encourage commuter parking and business owners should not be using private vehicles for business purposes unless they are appropriately insured.

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

The City of Edinburgh Council
16 November 2023

1. Introduction

- 1.1. The City of Edinburgh Council ('the Council') welcomes the opportunity to comment on the Outline Strategic Plan ('the Plan') for Holyrood Park ('the Park').
- 1.2. This paper sets out key areas of consideration from the Council's perspective and confirms a willingness to collaborate with Historic Environment Scotland (HES) as the plan develops.
- 1.3. This paper is structured to respond to key areas of information sought with a focus on how the vision and objectives of the Plan can both be supported and further refined through continued partnership working.
- 1.4. This is an interim response and further comments will be provided by respective officers for submission to HES before the end of the consultation period on 19 December 2023.

2. Vision and objectives

- 2.1. The Council supports the Plan's vision and objectives for the Park, acknowledging it plays critical roles in responding to climate change and protecting/enhancing its ecosystem services, across its mosaic of habitats and landscapes. The Council also supports the Plan's aims to focus the future Park on improving sustainable accessibility, considering users' needs.

Climate and Nature Emergencies

- 2.2. The Council seeks to achieve net zero by 2030 and has declared a Climate Emergency and a Nature Emergency. The Council recognises the Park as an integral part of the City's green infrastructure and has a key role in reducing current and future impacts associated with the Emergencies.
- 2.3. The Council supports the Park's approaches for integrated land management, to support adaptation, reverse biodiversity loss and improve health and wellbeing. The Council currently works with HES on joint conservation projects at its locations, engaging with communities and supporting educational work. It is hoped that these activities can be built upon as land management practices are developed, to ensure educational engagement can expand, in alignment with objectives 7 and 10.
- 2.4. The Council welcomes opportunities presented within objective 1 to restore and enhance ecosystem services, across ecological, climate, heritage, cultural,

health/wellbeing themes. The Council would be interested to see how plans for greater tree coverage may be included in future plans, within the context of objective 1 and in a way that does not negatively impact on other aspects of this objective.

- 2.5. The Council appreciates the positive engagement with HES to date in relation to the water management and climate aspects of the Plan. As it progresses, the Council would encourage further dialogue with the Edinburgh & Lothians Strategic Drainage Partnership, to ensure the proposals align with the collaborative approach to this topic city-wide. This Partnership includes the Council, together with Scottish Water, SEPA and neighbouring local authorities and is progressing/supporting various sustainable drainage projects across Edinburgh. Any proposals within the Park should take cognisance of the principles within the Council's Vision for Water Management, to maximise the benefits which can be achieved from appropriate development in alignment with objective 1.

Community Value

- 2.6. The Council fully supports the Park's importance in supporting community activity and interpretation.
- 2.7. Objective 4 strongly reflects the importance of ensuring inclusivity so the Park welcomes people across all needs and abilities. The Council will feed into detailed proposals, as appropriate, and would encourage HES to develop proposals collaboratively with key stakeholders, the public and particularly those who are underrepresented, including those with Protected Characteristics.
- 2.8. The Park already provides significant benefit to health and wellbeing and the Council supports activities which can further enhance its value in this context. The Council strongly supports increased sustainable accessibility to the Park, to reduce inequalities – see below.

Accessibility and Connectivity

- 2.9. The Council welcomes the vision that across the Park by 2034: *“vehicular traffic will largely cease, and active travel will become the primary mode of transport [...]; reflecting wider societal trends away from a car dominated urban environment”*, putting people first. Reducing or removing intrusive though vehicular traffic from the Park are routes to reducing impacts identified (vulnerable user safety, severance, air/noise pollution etc.) and are supported by the Council.
- 2.10. As part of the Council's approved City Mobility Plan, a citywide Circulation Plan and associated City Centre Operations Plan are being prepared to inform strategic re-allocation of street-space and re-determine modal priorities towards 2030. Updates will be presented to the Transport and Environment Committee in February 2024.
- 2.11. The emerging Circulation Plan will set out options and routes to further maximising reduction of intrusive vehicular traffic from city centre streets. Critically, they will take account of specific needs around changes, including for residents, businesses, people with disabilities/protected characteristics, emergency services, events etc. This will build on Edinburgh's approved City Centre Transformation programme which committed the Council to delivering a cohesive network of pedestrian priority and car-free streets.
- 2.12. Clearly, strategic routes within and around the city centre, including those within the Park, must be considered in the context of the emerging Circulation Plan and appraisal

of all impacts, both positive and negative. The Council welcomes opportunities to continue engagement with HES, key stakeholders and local communities on this over the coming months.

- 2.13. The Council strongly supports principle 6 in experimenting and learning when exploring options for all city centre streets, including the Park's. It is suggested that objective 2 includes the impact of proposals relating to streets, and explores creative and flexible solutions to problems identified. The methods to be set out in the emerging Circulation Plan should be applied to future proposals affecting the Park, in partnership between HES and the Council. Depending on the Plan's final recommendations, which will be made following options testing and assessment of impacts (including potential traffic displacement), future proposals may consider different delivery approaches, such as incremental implementation and/or flexible operational timings.
- 2.14. The Circulation Plan will strategically evaluate all unintended consequences at strategic scales, including potential traffic displacement, impacts on accessibility requirements (including that for emergency services), and assess those against benefits of proposals put forward.
- 2.15. Importantly, the Council acknowledges that all the City's streets and on street car parking areas are contested spaces. The Council will ensure open and transparent engagement methods are adopted when discussing options when place/modal priorities would change and encourages HES to do so too.
- 2.16. Future discussions around user needs should cover the topics of: appropriate parking levels/controls, accessibility requirements and potential for localised sustainable transport services (e.g. 'hopper' buses), acknowledging that some users' may not be able to readily access active travel options. The Council sees opportunities for collaboration with HES around such strategies, in alignment with objectives 6 and 8.
- 2.17. The Council and Plan are aligned in their desire to connect communities and encourage more walking/wheeling and cycling (objective 5). The Council recognises that in all future scenarios, there is a need to reduce severance at key points of the Park and especially at Holyrood's Scottish Parliament and Palace, in support of objective 1. These assets are of international importance culturally and historically. Therefore, placemaking and active travel infrastructure must be significantly improved, to increase accessibility and better reflect their setting and access to them.
- 2.18. Importantly, key entry/exit points of the Park are streets managed by the Council and HES respectively, so a collaborative approach to potential future street-space re-allocation in these areas is recommended.

3. Further engagement

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