

**Offer of grant for low emission zones
Public Transport Provision (PTP) Funding 2019-20****Report by Kevin Anderson Executive Director: Place****1 Purpose of Report**

The main purpose of this report is to inform council members that grant funding for Low Emission Zone mitigation measures has been approved by delegated powers in terms of Clause 19.2 of the Council's Standing Orders, whereby the Chief Executive, after discussion with the Leader, will have authority to take decisions where urgent or immediate action is required. *Where such a decision is required, the Chief Executive will provide a report to the next available full Council meeting to inform the Council of such decision.*

Midlothian Council were asked to submit an 'expression of Interest' for this funding which included a costed list of proposals that could be completed/constructed/implemented by 31st March 2020. There were only several days permitted to compile this. The grant is valued at £863,000 and the grant acceptance form includes the costed proposals.

2 Background

It was reported to Council earlier this year that City of Edinburgh Council are proposing a city wide Low Emission Zone with a City Centre cordon. This is in response to air quality issues within the city and new legislation that has been enabled by the new Transport (Scotland) Bill.

Midlothian Council prepared a consultation response to the City of Edinburgh LEZ Zone proposals, including mitigating measures that may be required within Midlothian. A report was approved at Council on 20th August 2019 'Low Emission Zones (LEZ) Consultation - Report by Director, Resources'

Subsequently, Transport Scotland announced funding for LEZ mitigation. There were several days to compile a list of costed proposals to be completed by March 2020.

There were 7 proposals submitted (See appendix A) and we received funding for the following 5 proposals.

The grant funding to Midlothian is a total of £863,000.

The proposals:-

- The upgrade and replacement of bus shelters on radial routes into City of Edinburgh. £500,000

This will replace many old and deteriorating bus shelters and provide a small number of new shelters on newer or busier bus stops. In addition to improving the public transport experience for passengers, this will also reduce the ongoing maintenance and/or removal of existing shelters.

- The installation of rapid electrical chargers at Sheriffhall park and ride £135,000

By increasing the number of public electric charging equipment, Midlothian residents will be enabled to change to electric vehicles. These chargers will in the future be charged for and provide income revenue for Midlothian Council

- The purchase of electric pool cars £78,000

These pool cars will enable Midlothian Council business to be conducted in the City of Edinburgh when required. In addition these will further the pool car programme to maximise electric car use alongside the reduction of petrol and diesel mileage costs and termination of the staff lease vehicle scheme.

- Undertaking a park and ride feasibility study £50,000

The purpose of this study is to look at the feasibility of increasing park and ride facilities in Midlothian. The locations that will be assessed are Newton Farm, Redheugh and Lothianburn.

Newton Farm is a location where land is being acquired for a park and ride via the planning process and has direct access to the A68 and A720.

Redheugh is a location where land is being acquired via the planning process for a proposed rail station. The rail station is unlikely to go ahead and a bus based park and ride could be a viable alternative. This would provide park and ride access on the A7.

Lothianburn 'park and ride' was previously proposed and a detailed design carried out using SESTRAN funding a number of years ago.

The feasibility will look at the market for park and ride, in view of the number of long distance trips passing the proposed locations, existing and possible increased bus routes and frequencies and also desktop evaluation of land ownership, ground conditions etc.

It is hoped that future funding for park and ride design and construction will be forthcoming from government grants in future years.

- Providing a toucan crossing (pedestrian and cycle) on A6106 Old Dalkeith Road including widened footpath £100,000

This is a facility that has been identified in the 'Active Travel Strategy' and has been the topic of correspondence from cyclists and cycling groups who use the route.

Due to the new cycle facilities that will be provided as part of the Sheriffhall junction upgrade, it is anticipated that cycling and walking on this route will increase significantly and that an accident issue will likely develop if a facility is not provided.

3 Report Implications

3.1 Resource

Existing staff resources will be used to purchase implement the proposals.

3.2 Revenue

The new bus shelters will in fact reduce the revenue required to maintain and remove existing bus shelters

The EV infrastructure will be purchased with a 5 year maintenance within the grant above. EV chargers will provide a revenue income in the future.

The pool cars will expedite the change from petrol and diesel and the changeover to electric pool car use required by the termination of the staff car leasing scheme. There will be a capital and revenue saving to the council including petrol and diesel costs.

The park and ride study will have no revenue implications

The toucan crossing will require to be added to the council's traffic signals contract and there will be power and maintenance costs. This facility is inevitable and would be a top priority for CWSS funding next year or any other grant funding available.

3.3 Benefits

The proposals are complimentary to Midlothian's Climate Change agenda, road traffic reduction, air quality improvement and Active Travel Strategy.

3.4 Risks

If we fail to recognise the impact of the City of Edinburgh LEZ, the economic impacts on Midlothian and Midlothian residents could be significant.

3.5 Digital Services Issues

No digital services issues are anticipated

4 Recommendations

It is recommended that Council:

1. Note the content of this report;
2. Note the acceptance of the grant funding and accelerated implementation by delegated powers in terms of Clause 19.2 of the Council's Standing Orders.

Date

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Background paper:

20th August 2019 'Low Emission Zones (LEZ) Consultation - Report by Director, Resources'

Appendix A

Midlothian Council - Expression of Interest in funding for LEZ mitigation

Midlothian Council provided a full response to the City of Edinburgh LEZ consultation including suggested mitigation. This funding package is welcomed, and we believe can reduce impacts on Midlothian, the timescales do prohibit any larger scale tendering and construction projects. We do hope that further funding streams become available that will help local authorities put in place further measures to increase sustainability, compliment the LEZ and mitigate impact to a larger extent.

Midlothian Council also fully support the Orbital bus project and related P&R strategy that SESTRAN may express an interest in taking forward.

Please see below a summary of proposed measures that we are confident can be delivered before end of this financial year (2019/20):-

	Description	Indicative cost	Notes
Bid 1 - Bus shelter renewals	Would provide for the upgrade/replacement of 82 existing shelters and installation of 9 new shelters. The shelters are all on radial bus routes into Edinburgh City Centre and will enhance public transport utility and aesthetics along these routes.	£500,000	Orders would need to be placed and confirmed ASAP but no later than mid-November
Bid 2 – Sheriffhall park and ride installation of EV Charging infrastructure	To install a further 2 Rapid Electric vehicle chargers and associated supply and ground works.	£135,000	Delivery and completion will be within 12 weeks of order as further excavation for additional power would not be required
Bid 3 – Purchase of 10 small cars	Would allow for the purchase of 10 automatic cars to provide additional pool cars for travel to and through proposed ULEZ zone. Midlothian Council are currently planning to expand pool car use extensively (having stopped lease cars for staff), and are now looking at	£78,000	If orders placed before end of 2019 delivery would be before end March 2020 to include pool car technology.

	Description	Indicative cost	Notes
	systems of allowing electric vehicle use by the public out of hours.		
Bid 4 – Purchase of 4 Euro 6 vans	A number of Midlothian fleet vehicles require to travel into Edinburgh for shared services and delivery/pick up.	£90,000	Delivery within 12 weeks
Bid 5 – Purchase of 2 coach built minibuses	Purchase of 2 Euro 6 buses to continue transport of clients into and return from Edinburgh (school, social work etc.)	£95,000	Delivery is sixteen weeks from order
Bid 6 – Feasibility and preliminary design of 3 Midlothian park and ride locations	The feasibility and preliminary design study would look at the locations in relation to existing bus services, possible bus service diversions and demand, in addition to layouts and access. The three locations cover the A7, A68, and A702 radial routes into Edinburgh City Centre. The Lothianburn P&R has been designed and had planning permission but this has lapsed and the design will now need updating also. The feasibility will consider the merits of this location to inform the decision as to whether to take this forward in the future.	£50,000	This project is deliverable within 6 months but tender documents would need to be drawn up at the soonest opportunity.
Bid 7 – Toucan crossing and cycleway connection to Melville Gate Road	The toucan crossing will provide a safe controlled crossing for both pedestrians and cyclists on a 40 mph road. The crossing will also provide a link via Gilmerton Station Road (D6 in Midlothian Active Travel Strategy) to the existing off road cycleway into Gilmerton and the Shawfair to Roslin cycleway. The crossing was recommended by Spokes. These routes all access Edinburgh City Centre.	£100,000	This project is deliverable within 6 months but due to procurement, design and roads and streetworks requirements in terms of notification would need to commence as soon as possible.