

SESPlan Cross-Boundary Transport and Land Use Appraisal**SYSTRA, Prospect House, 5 Thistle Street, Edinburgh, EH2 1DF****Transport Group Meeting 22 Tuesday 08 March 2016****Attendees**

Transport Scotland	Adam Priestley (AP) (Chair)
SEStran	Alex Macaulay (AMC)
SEStran	Alistair Short (AS)
East Lothian Council	Grant Talac (GT)
Fife Council	Mark Barrett (MB)
Fife Council	John Mitchell (JM)
City of Edinburgh Council	Keith Miller (KM)
City of Edinburgh Council	Andrew McBride (AMB)
Midlothian Council	Lindsay Haddow (LH)
Midlothian Council	Neil Wallace (NW)
West Lothian Council	Chris Nicol (CN)
AECOM	Richard Cann (RC)
CH2M HILL	Iain Arthur (IA)
CH2M HILL	Colm Smyth (CS)
SYSTRA	Jeff Davidson (JD)
SYSTRA	Laurence Bacon (LB)
David Simmonds Consultancy	Andy Dobson (AD)
JMP Consultants	John Milligan (JM)

Apologies

Transport Scotland	Alison Irvine (AI)
Transport Scotland	Stephen Cragg (SC) / Paul Junik (PJ)
SESplan	Graeme Marsden (GM)
City of Edinburgh Council	Ewan Kennedy (EK)
Scottish Borders Council	Graeme Johnstone (GJ)
CH2M HILL	Julia Gilles (JG)

PRINCIPAL ISSUES

Ref.	On-going Issue	Update/Comment
2.1	City Deal	Ongoing.
3	Appraisal Lead Commission (CH2M Hill)	Supporting TELMoS and Modelling specification. SRM12 (ref and test) results will be issued shortly for hotspot appraisal and intervention investigations to proceed. CH2M will be issuing documents as the appraisal progresses. If the study is to keep to programme, it is important that LAs respond quickly to these documents.

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4	Transport Modelling Commission (SYSTRA)	<p>SYSTRA presented updated draft Test case model results.</p> <p>The presentation included the input data from the latest TELMOS run.</p> <p>The headline results are :</p> <ul style="list-style-type: none"> • Significant road travel growth, particularly at key points of the network. • Major capacity issues & congestion impacts. <p>Travel Demand: 2024 Ref. Case (Committed) to Test Case (Non-Committed)</p> <ul style="list-style-type: none"> • Road Travel Demand: +3% (commuting +4%). • Public Transport Travel Demand: +2% (commuting +4%). • PT Edinburgh boundary cordon: +3% increase in rail and bus passengers. <p>Road Travel Conditions: 2024 Reference Case to Test Case</p> <ul style="list-style-type: none"> • Road Travel Vehicle Kms: +3%. • Road Travel Vehicle time: +5%. • Road Travel Vehicle time lost due to congestion: +9%. <p>Growth in population is observed in West Edinburgh, West Lothian, East Edinburgh, East Lothian and Midlothian.</p> <p>The biggest growth in employment is in West Edinburgh, the SE wedge and Midlothian.</p> <p>The impact of additional households and jobs in the West Edinburgh and West Lothian area was highlighted.</p> <p>Large increase in delay time at Newbridge, disproportionate to flow increases.</p> <p>The presentation will be circulated to the WG.</p> <p>AMB expressed concerns that it is likely that majority of LA hotspots will fall within Edinburgh and that CEC will not have the resources to turn around mitigation proposals in quick time.</p> <p>CS reiterated that the study does not expect detailed designs and it is possible that many of the potential hotspots have existing proposed mitigations in place. Further, there may be instances where LAs may accept the modelling predictions for the purposes of this study.</p>
6	Programme	<p>CS set out the milestones for the completion of the study in September 2016. A revised milestones dates will be circulated shortly. At next two WG CH2M intend to present:</p>

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		<p>WG 19th April:</p> <ul style="list-style-type: none"> • Hotspots (reference case and test case) • parameters for setting local objectives • draft improvement options long-list <p>WG 31st May:</p> <ul style="list-style-type: none"> • initial results of the 'major hotspot' improvement package to cross boundary hotspots testing <p>At present the number and location of hotspots is unknown. This information will be disseminated as soon as it is available. CS accepted that LAs may not be able to address some hotspots due to spatial constraints, say. Further, LAs may not wish to encourage vehicular traffic. Other considerations also apply when considering interventions such as deliverability and cost. It may not be possible to address some hotspots within the scope of the study (e.g. congestion at the FRC).</p> <p>AMB considered that there may be a number of hotspots within Edinburgh given the existing number of inbound trips.</p> <p>AMC asked what would be the status of measures in the RTS that weren't considered as part of the final options. AP stated that the Cross Boundary Study is part of wider considerations of the network and the scope is specific to considering the mitigations required to address the non-committed developments in SDP1 when compared to the committed developments. The report will set out the scope of the study clearly. The exclusion of a proposal from the study packages does not invalidate that proposal from the consideration of improvements to the transport network.</p> <p>It was accepted that the programme for the delivery of the study is not ideal given the ongoing progress of SDP2.</p>
7	Risk Register	Risk Register has been circulated.
8	Other Group Member Updates	<p>Midlothian – Aim is currently to report to Council in May in order to gain approval to submit to Ministers in June.</p> <p>City of Edinburgh – Reporters Unit may request further information which would delay examination but not known at present.</p> <p>SESplan – TBC.</p> <p>SEStran – Nothing to report.</p> <p>Fife – Enquiry on-going, final outcome anticipated in June.</p> <p>West Lothian – Written response to Reporter may be delayed</p>

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		<p>until May.</p> <p>East Lothian – Draft LDP agreed. Require use of SRM model to appraise – noted on-going liaison with TS to facilitate this. This would lead to consultation on the Proposed Plan from June.</p> <p>Scottish Borders – TBC.</p>
9	AOB	N/A
10	Date of Next Meeting	<p>Tuesday 19 April 2016 (at SYSTRA's office)</p> <p>AP to arrange meetings for late May, June and July</p>

PRINCIPAL ACTION POINTS

Ref.	Date	Action	By Whom	Due Date
6		List of project milestones to be issued	CH2M	ASAP

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Working Group Membership

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