

INTEGRATED MOBILITY FORUM  
10:00AM THURSDAY 10TH OCTOBER 2019

**Present:**

**Cllr Russel Imrie (RI)(Chair)**

Jim Stewart (JS)  
Hannah Markley (HM)  
Peter Jackson (PJ)  
Julie Vinders (JV)  
Anna Herriman (AH)  
Beth Harley-Jepson (BHJ)  
Barry Turner (BT)  
Keith Stark (KS)  
Sarah Elliot (SE)  
Iain Reid (IR)  
Julie Smith (JS)  
Simon Law (SL)  
Simon Hindshaw (SH)  
Scott Prentice (SP)  
Matt Davis (MD)  
Karl Vanters (KV)  
Robert Burns (RB)  
Will Garrett (WG)  
Andrea Mackie (AM)

**Midlothian Council**

SEStran  
SEStran  
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SEStran  
SEStran  
SEStran  
NCM  
Enterprise Car Club  
Stagecoach East Scotland  
East Lothian Council  
Edinburgh Trams  
NHS Lothian  
NCM  
ScotRail  
Sustrans  
Midlothian Council  
First Bus  
CEC  
CEC

**Apologies:**

Cllr David Key  
Cllr Claire Miller  
Alex Bray  
Cllr Fiona Collie  
Cllr James Fullarton  
Cllr Dave Dempsey  
Cllr Ian Ferguson  
Cllr Chris Horne  
George Hazel  
Callum Hay  
Cllr Craig Hoy  
Lindsay Haddow  
Kathryn Mackay  
Cllr Mike Watson

CEC  
CEC  
Cross Country Trains  
Falkirk  
Scottish Borders  
Fife Council  
Fife Council  
West Lothian Council  
MaaS Scotland  
NCM  
East Lothian Council  
Midlothian Council  
ScotRail  
Clackmannanshire

Cllr Lesley MacInnes  
 Peter Forsyth  
 Cllr Cathy Muldoon  
 Cllr Karen Doran  
 Allie Page

CEC  
 East Lothian Council  
 West Lothian Council  
 CEC  
 ComoUK

Ref.		Actions
<b>1.</b>	<b>Welcome and Apologies for Absence</b>	
	RI welcomed everyone to the meeting and apologies were noted as above.	
<b>2.</b>	<b>Minutes of IMF 16 April 2019</b>	
	The minutes of the last meeting were approved.	
<b>3.</b>	<b>Feedback and Actions from previous meetings</b>	
a)	<i>St John's, Real Time Passenger Information (RTPI)</i>  The RTPI screens at St John's appear to be working.	
b)	<i>Content Management System</i>  The new Content Management System (CMS) is out for tender with the City of Edinburgh Council managing the tender process. Depending on the award process and new contractor, it is hoped that the new CMS will be in place by the end of the calendar year.	
c)	<i>Levenmouth Sustainable Transport Study</i>  A disused rail line in Fife is to be reopened. Detailed designs are to be drawn up for the Levenmouth link, which will connect Leven to the Fife Circle. It is estimated the project, which also includes improved bus services, cycle and walking facilities, will cost about £70m.	
d)	<i>Local Rail Development Fund Newburgh</i>  SEStran & Fife Council supported a successful bid from the Newburgh Train Station Group for the first phase of funding. Phase 1 – the Initial Case for Change was completed in April 2019 with a report submitted to Transport Scotland (TS). Feedback has been received from TS and the project team is currently reviewing the comments and will undertake further work over the coming months to progress the case for change.	
<b>4.</b>	<b>Regional Rail Update – Group discussions</b>	
	SP gave a presentation about ScotRail changes and what is planned for next year. SP happy to circulate presentation to members.  <ul style="list-style-type: none"> <li>ScotRail made changes to become more reliable which has seen</li> </ul>	

	<p>services improve.</p> <ul style="list-style-type: none"> <li>• There has been more carriages on trains. For example; As of May 2019, ScotRail have delivered over 200 extra services and 115,000 extra seats compared to start of franchise.</li> <li>• North Berwick and Dunbar has had six carriages introduced which means the services have been quieter due to an increase of running trains through East of Edinburgh.</li> <li>• Next year ScotRail aim to introduce an hourly service to Inverness at a reduced journey time. There are now only 12 stations without an hourly service.</li> </ul>	
<b>5.</b>	<b>Bus Issues Update – Group discussions</b>	
	<p>JS announced that SEStran will be introducing a quarterly bus meeting on the 28th November 2019. KV asked if Local Authorities (LA) will be involved in this forum? JS noted that it will just be bus operators attending, however he will get back to members once confirmed.</p> <p>BT advised members that there are problems with bus congestion, especially buses coming in to Edinburgh from the suburbs. BT also highlighted that there needs to be bus changes to tackle congestion by looking at the bus route network. For example; in Musselburgh, it takes awhile to get into Edinburgh because the bus stops at every bus stop. BT suggested that it would be a good idea for bus operators to introduce more express services so that journey time would significantly reduce.</p> <p>RI mentioned that bus operators will need to discuss changes due to the City Centre Transformation (CCT) and Low Emission Zones (LEZ).</p> <p>JS highlighted that the Scottish Governments (SG) investment of more than £500 million to improve bus infrastructure across the country could be used to improve all public transport services around the country, to help improve congestion.</p>	<b>JS</b>
<b>6.</b>	<b>National Transport Strategy - presentation</b>	
	<p>JS gave a presentation by providing an overview about the National Transport Strategy (NTS). The presentation was created by the National Transport Strategy Review team at TS. It provided an overview of the draft Strategy and outlines the structure to the consultation on the strategy.</p> <p>Transport Scotland launched the consultation on the draft Strategy on Wednesday 31 July. Everyone is encouraged to respond to the consultation, which will be live until midnight on <b>Wednesday 23 October 2019</b>, using this link <a href="http://www.transport.gov.scot/NTS2">www.transport.gov.scot/NTS2</a>. Consultation responses will be analysed to finalise the Strategy post consultation to develop the Delivery Plan.</p> <ul style="list-style-type: none"> <li>• The NTS was also presented at SEStran’s Partnership Board in</li> </ul>	

	<p>September 2019. There was a question raised about governance and the need for change.</p> <ul style="list-style-type: none"> <li>• MD mentioned the vision is more on Equality and Health which is an improvement from the old version.</li> <li>• RI highlighted that success is more to do with delivery of the strategy. In Midlothian 52% of working people work in Edinburgh so there needs to be a more integrated transport system that is fit for purpose.</li> <li>• IR stated that the NTS gives a chance to see more opportunities rather than challenges.</li> <li>• BT noticed that funding isn't mentioned in the current and emerging challenges which is a huge factor.</li> </ul>	
<b>7.</b>	<b>City of Edinburgh Council Low Emission Zone and Wider Measures - presentation</b>	
	<p>WG presented some background on regional commuting problems.</p> <ul style="list-style-type: none"> <li>• 42% of people travel to work in Edinburgh. The growth presents a challenge.</li> <li>• Car commuting journeys need to be addressed to reach carbon level goals.</li> <li>• In Princes St, there are 5334 buses per day</li> <li>• Public transport accessibility; Still areas of the city that aren't covered by public transport.</li> <li>• The draft mobility plan will be submitted in December which will highlight key challenges – there is still time for input.</li> <li>• Need to reduce car commuters by 30% for projects to work (for e.g. CCT and LEZ)</li> </ul> <p>WG then went on to present information about CCT. The idea of a hopper bus will decrease buses to free up space in the city centre.</p> <p>The strategy and delivery plan include feasibility studies and delivery of key projects, there has been a lot of consultation and analysis. The key proposals include;</p> <ul style="list-style-type: none"> <li>• Walkable city centre</li> <li>• Connected cycle network</li> <li>• Parking changes.</li> <li>• Improved public transport</li> <li>• Inclusive access</li> </ul> <p>AM presented some background about the LEZ in Edinburgh. The council's commitment states 'improve Edinburgh's air quality and reduce carbon emissions [and] explore the implementation of low emission zones'.</p>	

	<ul style="list-style-type: none"> <li>• Edinburgh’s LEZs are being progressed alongside the development of other key strategies – the City Mobility Plan, and Edinburgh City Centre Transformation.</li> <li>• The baseline model from 2019 highlighted Edinburgh’s City Centre as the highest issue.</li> <li>• The main challenges include; not having a naturally good transport link and congestion.</li> <li>• The proposed two boundaries are the City Centre and City wide.</li> <li>• There has been 3000 consultations from May-July 2019.</li> <li>• Scottish Environmental Protection Agency (SEPA) have developed an Edinburgh-specific air quality model to predict NO<sub>2</sub> concentrations over time.</li> </ul> <p>Within the City Boundary;</p> <ul style="list-style-type: none"> <li>• Applied to all vehicles: buses, coaches, taxis, HGV, LGV, vans, motorbikes, and cars.</li> <li>• A city centre LEZ applying to all vehicles, introduced over a short period of time, would tackle the worst concentrations of air pollution in a densely populated area</li> <li>• Work still needs to be done around the city centre boundary.</li> </ul> <p>City Wide LEZ</p> <ul style="list-style-type: none"> <li>• Applied to all commercial vehicles: buses, coaches, HGVs, LGVs, vans, taxis, and private hire cars.</li> <li>• Able to effectively reduce emissions without affecting all cars due to other key strategies (City Mobility Plan and CCT).</li> </ul> <p>SH and KV noted that the hopper bus may create more barriers because, generally, the public do not like change. SH also raised the question, how many hopper buses would it take if Edinburgh want to decrease buses in the City Centre? WG noted that it’s a 10 year plan so transport will take time to change in Edinburgh.</p>	
<b>8.</b>	<b>AOCB</b>	
	None.	
<b>9.</b>	<b>Date of Next Meeting</b>	
	The date of the next meeting is tbc.	