

Notice of meeting and agenda

Transport and Environment Committee

10 am, Tuesday, 15 January 2013

Dean of Guild Court Room, City Chambers, High Street, Edinburgh

This is a public meeting and members of the public are welcome to attend

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1. Order of business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Deputations

- 3.1 None.

4. Minutes

- 4.1 Transport and Environment Committee 23 November 2012 (circulated) – submitted for approval as a correct record

5. Key decisions forward plan

- 5.1 Transport and Environment Key Decisions Forward Plan (circulated)

6. Business bulletin

- 6.1 None.

7. Executive decisions

- 7.1 Mortonhall Investigation – Initial Findings – report by the Chief Executive (to follow)
- 7.2 Recycling Redesign – report by the Director of Services for Communities (circulated)
- 7.3 Transport Annual Report (2011-2012) – report by the Director of Services for Communities (circulated)
- 7.4 Developing a New Local Transport Strategy: Issues for Review – report by the Director of Services for Communities (circulated)
- 7.5 Public and Accessible Transport Action Plan – report by the Director of Services for Communities (circulated)
- 7.6 Proposals for Enhancing Bus Network Links to the Royal Infirmary of Edinburgh – report by the Director of Services for Communities (circulated)

- 7.7 Access to Waverley Station – report by the Director of Services for Communities (circulated)
- 7.8 Traffic Management Developments in Royston and Monmouth Terrace – report by the Director of Services for Communities (circulated)
- 7.9 Automated Recycling Points – report by the Director of Services for Communities (circulated)
- 7.10 Utility Company Performance – report by the Director of Services for Communities (circulated)
- 7.11 Landfill Tax Consultation – report by the Director of Services for Communities (circulated)
- 7.12 Services for Communities: Financial Monitoring 2012/13 – Month 8 Position – report by the Director Services for Communities (circulated)
- 7.13 Transport and Environment Performance Report October/November 2012 – report by the Director of Services for Communities (circulated)

8. Routine decisions

- 8.1 Proposed Waiting Restrictions – Spylaw Bank Road – report by the Director of Services for Communities (circulated)
- 8.2 Objections to Nine Hour Parking Places Traffic Regulation Order – report by the Director of Services for Communities (circulated)
- 8.3 Part Time 20mph Speed Limits at Schools – Stewart’s Melville College – report by the Director of Services for Communities (circulated)
- 8.4 Polwarth Gardens – Objections to Traffic Regulation Order – report by the Director of Services for Communities (circulated)
- 8.5 Warriston Gardens – Amendment to Parking Charges – report by the Director of Services for Communities (circulated)
- 8.6 Lower Granton Road Realignment – Objections to Traffic Regulation Orders – report by the Director of Services for Communities (circulated)
- 8.7 Traffic Regulation Order Proposal – Abbeyhill Crescent – report by the Director of Services for Communities (circulated)

9. Motions

9.1 By Councillor Bagshaw – Temporary Pedestrian Crossings

“Committee:

1. Notes that when road or other works require traffic signals to be turned off, including pedestrian crossing facilities, and temporary traffic lights are put in place for vehicles, no signalled provision is currently made for pedestrians.
2. Believes that this sends out the wrong message on the relative priority of pedestrians and vehicles and poses unnecessary risk to people crossing roads, including young people, and older or disabled people.
3. Believes that, as a matter of principle, provision should be made for pedestrians except in the case of short-term emergencies.
4. Calls for a report within two cycles on the feasibility of providing temporary pedestrian crossing facilities at all planned road or other works where pedestrian lights are turned off; the arrangements to be made with utilities to ensure compliance; and the timescale required for providing equipment to achieve this.”

Carol Campbell

Acting Head of Legal, Risk and Compliance

Committee Members

Councillors Hinds (Convener), Orr (Vice-Convener), Aldridge, Bagshaw, Barrie, Booth, Brock, Doran, Gardner, Bill Henderson, Jackson, Lunn, McInnes, Mowat, Perry; Burns (ex officio) and Cardownie (ex officio).

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 15 Councillors and is appointed by the City of Edinburgh Council. The Transport and Environment Committee usually meets every eight weeks.

The Transport and Environment Committee usually meets in the Dean of Guild Court Room in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the meeting is open to all members of the public.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Lesley Birrell or Rhona Sinclair, Committee Services, City of Edinburgh Council, City Chambers, High Street, Edinburgh EH1 1YJ, Tel 0131 529 4240/0131 529 4238, e-mail: lesley.birrell@edinburgh.gov.uk or rhona.sinclair@edinburgh.gov.uk.

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh.

The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to www.edinburgh.gov.uk/cpol.

Transport and Environment Committee

10.00 am, Friday, 23 November 2012

Present

Councillors Hinds (Convener), Orr (Vice-Convener), Aldridge, Bagshaw, Booth, Brock, Doran, Gardner, Bill Henderson, Heslop (substituting for Councillor McInnes), Jackson, Alex Lunn, McVey (substituting for Councillor Barrie), Mowat and Munro (substituting for Councillor Perry).

1. Transport and Environment Committee Key Decisions Forward Plan

The Transport and Environment Committee Key Decisions Forward Plan for November 2012 to February 2013 was presented.

Decision

To note the Key Decisions Forward Plan for November 2012 to February 2013.

(Reference – Transport and Environment Committee Key Decisions Forward Plan November 2012 to February 2013, submitted.)

2. Transport and Environment Committee Business Bulletin – 23 November 2012

The Transport and Environment Committee Business Bulletin for 23 November 2012 was presented.

The Committee received presentations on Summer Blitz, the summer streetscape improvement programme, and the Eco-Schools programme, an international initiative managed in Scotland by Keep Scotland Beautiful.

Decision

- 1) To note the Business Bulletin and the presentations.

- 2) To invite all members of the Committee to the next Eco-Schools event.

(References – Transport and Environment Committee Business Bulletin 23 November 2012; [Summer Blitz Action Programme presentation](#); and [Eco-Schools presentation](#), submitted.)

3. Transport and Environment Committee Policy Development and Review Sub-Committee Work Programme

Approval was sought for the Transport and Environment Policy Development and Review Sub-Committee Work Programme.

Decision

- 1) To approve the Policy Development and Review Sub-Committee Work Programme and refer it to the Sub-Committee for detailed consideration.
- 2) To refer the work programme to the Corporate Policy and Strategy Committee.

(Reference – Transport and Environment Committee Policy Development and Review Work Programme, submitted.)

4. Road and Footway Investment – Capital Programme for 2013/2014

The Road and Footway Capital Investment Programme for 2013/14, including street lighting investment, was detailed. Allocations of funding across five different work-streams were proposed. Clarification was sought on the resource allocations for works at Leith Walk and Constitution Street.

Decision

- 1) To approve the allocation of the capital budget for 2013/14.
- 2) To approve the programme of proposed works for 2013/14 as detailed in the report by the Director of Services for Communities.
- 3) To clarify the resource allocations for works at Leith Walk and Constitution Street by replacing paragraph 2.8 of the Director’s report with:

“2.8 A contribution of £0.5M is being allocated from the roads capital programme in 2012/13. It is proposed to allocate a further £0.35M from the roads capital programme in 2013/14. This allocation forms part of the overall £5.5m estimated schemes cost. It is not an additional contribution.”
- 4) To include in the programme a supplementary programme of city centre footway repairs following on from tram works.

- 5) To set up a working group comprising one member from each party group and chaired by Councillor Bill Henderson to examine the revenue and capital points system of allocations to Neighbourhood Partnership areas.

(References – Transport, Infrastructure and Environment Committee 29 November 2011 (item 21); report by the Director of Services for Communities, submitted.)

5. Progress on Priority Parking – Various Areas, Edinburgh

An update was given on the progress of investigations into the introduction of priority parking schemes in various areas around Edinburgh. Recommendations were made based on the result of the investigations.

Decision

- 1) To note the contents of the report.
- 2) To approve the scaling back of the proposed Blackford/Nether Liberton Priority Parking scheme to areas where there was a need for controls and where there was community support for them.

(References – Transport, Infrastructure and Environment Committee 2 August 2011 (item 21); report by the Director of Services for Communities, submitted.)

6. Pedestrian Crossing Prioritisation – Construction List

An update was provided on the results of consultation carried out on locations proposed for pedestrian crossing improvements. Proposed dates for construction, together with cost estimates, were also detailed.

Decision

- 1) To approve the construction programme for locations as detailed in Appendix 1 to the report by the Director of Services for Communities subject to noting that Lindsay Road was within the Leith Neighbourhood Partnership area and to approve this crossing subject to the outcome of consultation with stakeholders.
- 2) To approve the removal of Hillhouse Road from the construction list due to the lack of community support for the scheme.
- 3) To include in a future report a review of the prioritisation of existing traffic lights without a pedestrian crossing sequence and associated funding implications.

(References – Transport, Infrastructure and Environment Committee 18 June 2012 (item 8); report by the Director of Services for Communities, submitted.)

7. Traffic Issues in Northumberland Street – Motion by Councillor Mowat

In response to a motion by Councillor Mowat, consideration had been given to safety measures which might be taken to improve road safety in Northumberland Street.

Decision

- 1) To note the collision history, the average speed and the traffic volume on Northumberland Street.
- 2) To note that a traffic island had been recommended at the Northumberland Street/Howe Street junction.
- 3) To note that the issues residents had on Northumberland Street were similar to many streets in the New Town and as such should be considered at a local level through the Neighbourhood Partnership.
- 4) To discharge the motion from Councillor Mowat.

(References – Transport, Infrastructure and Environment Committee 18 June 2012 (item 3.8); report by the Director of Services for Communities, submitted.)

8. Speeding Traffic on Braid Road – Notice of Motion by Councillor McInnes

In response to a motion by Councillor McInnes, work and investigations carried out on Braid Road to improve road safety and reduce vehicle speeds were detailed. Plans to introduce mobile Vehicle Activated Speed (VAS) signs as part of a rolling programme of sites in the city were also detailed.

Decision

- 1) To discharge Councillor McInnes' motion from 18 June 2012.
- 2) To note that a pair of mobile VAS signs would be put in place on Braid Road as part of a rolling programme of sites throughout the city.

(References – Transport, Infrastructure and Environment Committee 18 June 2012 (item 3.2); report by the Director of Services for Communities, submitted.)

9. Network Route Utilisation Strategy (RUS) Alternative Solutions – Network Rail Consultation

Approval was sought for the Council's response to Network Rail's consultation on its Network Route Utilisation Strategy (RUS) Alternative Solutions. The consultation would close on 28 November 2012.

Decision

To approve the response to the Network Route Utilisation Strategy (RUS) Alternative Solutions at Appendix 1 to the report by the Director of Services for Communities.

(Reference – report by the Director of Services for Communities, submitted.)

10. Borders Railway – Transfer of Authorised Undertaker Role from Scottish Ministers to Network Rail

An update was provided on the Borders Railway project. Responsibility for the project's delivery had transferred recently from Scottish Ministers to Network Rail and a Minute of Agreement had been signed between Scottish Ministers and the City of Edinburgh, Midlothian and Scottish Borders Councils in relation to its implementation.

Decision

- 1) To note that the role of Authorised Undertaker for the project had recently transferred from Scottish Ministers to Network Rail.
- 2) To note that an amended and restated Minute of Agreement (MoA) between Scottish Ministers and the three Councils in relation to the implementation of the project had been signed.
- 3) To note that the amended and restated MoA did not impose any significant additional obligations on the Council and that the Council's total financial contribution to the project remained unchanged.

(References – Act of Council No 14 of 20 November 2008; report by the Director of Services for Communities, submitted.)

11. Winter Weather Preparations

Preparations and arrangements to deal with any severe winter weather event had arisen from a comprehensive review of winter weather preparedness following the severe winters of 2009/10 and 2010/11. A summary was given of the key measures which had been put in place for this winter.

Decision

- 1) To note and endorse the action taken as detailed in the report by the Director of Services for Communities.
- 2) To approve the changes to the categorisation of Roads Priorities as set out in paragraph 2.4 of the Director's report.

- 3) To extend priority 1 pavement routes set out in paragraph 2.6 of the Director's report and to keep the list of priority 1 pavement routes under review with a view to expanding them should this prove necessary.

(References – Policy and Strategy Committee 8 November 2011 (item 4); report by the Director of Services for Communities, submitted.)

12. Modernisation of Refuse Collection – Progress Report

A further update was provided on the impact of the implementation of changes to waste collection and the actions being taken to address outstanding issues.

Decision

- 1) To endorse the actions being taken to address the outstanding issues with refuse collection.
- 2) To thank the public and apologise for issues which had arisen with the refuse collection service.
- 3) To thank Pippa Milne and her staff for dealing with complaints from the public.
- 4) To thank members of the Committee for the constructive discussion on this issue.

(References – Transport, Infrastructure and Environment Committee 11 October 2012 (item 5); report by the Director of Services for Communities, submitted.)

13. Seafield Waste Water Treatment Works – Monitoring of Scottish Water Odour Improvement Plan

The outcome of the Odour Monitoring and Assessment Programme carried out during the period 1 June 2011 to 31 August 2012 was reported, together with the key findings of the Seafield Odour Public Consultation Report which had been carried out on behalf of the Council between 9 July and 10 August 2012. An update was also given on initial discussions with Scottish Water to identify solutions and further measures to reduce odour emissions from Seafield Waste Water Treatment Works.

Decision

- 1) To note that the construction works undertaken by Scottish Water as part of the Seafield Odour Improvement Plan had improved odour emissions from the Treatment Works, but data collection during the monitoring programme and the outcome of consultations had established that the frequency and unpleasant nature of the odour emissions continued to be offensive to the local community and interfered with local people's enjoyment of the amenities within the community.

- 2) To make representations to Scottish Water to undertake an independent emissions inventory of the Treatment Works to assist in identifying further odour reduction measures and to deal with foreseeable non-routine events; subsequently, to develop an incremental plan, in accordance with the Code of Practice, including appropriate investment requirements to address these measures.
- 3) To note that a number of significant odour emissions had been due to foreseeable events and demonstrated inadequate operational management controls; and to request Scottish Water to advise the Council of the measures which would be taken to address operational management, risk planning and staff training relating to the future operation of the Treatment Works.
- 4) To indicate to Scottish Water that operation of the storm tanks was a significant source of odour release that required further action to address the problem.
- 5) To approve the continuation of the odour monitoring programme.

(References – Transport, Infrastructure and Environment Committee 13 September 2012 (item 8); report by the Director of Services for Communities, submitted.)

14 Transport and Environment Performance Report – June/July and August/September 2012

Performance management information for Services for Communities for June to July and August to September 2012 was given.

Decision

To note Services for Communities performance for the periods June to July and August to September 2012.

(Reference – report by the Director of Services for Communities, submitted.)

15 Cleanliness of the City

The outcome of the Cleanliness Index Monitoring System (CIMS) assessment of Edinburgh's streets, which had been undertaken by Keep Scotland Beautiful in September 2012, was detailed.

Decision

- 1) To note the content of the report.

- 2) To agree to receive a further progress report within two cycles once work around the zero-based budget had been completed setting out the measures that were being taken to ensure that all wards met the CIMS national cleanliness target.

(References – Transport, Infrastructure and Environment Committee 13 September 2012 (item 4); report by the Director of Services for Communities, submitted.)

16. Air Quality Progress Report 2012

An update was provided on the outcomes of monitoring and assessment of local air quality in Edinburgh during 2011 as required by the Environment Act 1995, the UK National Air Quality Strategy and Scottish Air Quality Regulations.

Reference was made to an unavoidable delay in completing the city-wide assessment for PM₁₀ due to technical issues with monitoring instrumentation; this had implications for the Council's Interim Planning Guidance (IPG) Use of Biomass up to 50MW (e) in Edinburgh.

Decision

- 1) To note the positive trends in improving air quality in the city, but that further actions were required in order that Air Quality Standards were achieved by the due date of 2015.
- 2) To note and endorse the actions and initiatives being undertaken to improve air quality in Appendix 1 to the report by the Director of Services for Communities.
- 3) To note that, based on monitoring in 2010 and 2011, the current Air Quality Management Areas must be extended by legal Order to include the locations indicated in paragraphs 3.2 and 3.3 of the Director's report.
- 4) To note that the city-wide Air Quality Action Plan would be reviewed and updated and that local Air Quality Action Plans should be developed to improve air quality in the Air Quality Management Areas outwith the city centre.
- 5) To recommend to Planning Committee that the current Interim Planning Guidance on biomass installations be continued until the Detailed Assessment of PM₁₀ was completed and reported and that this detailed assessment of PM₁₀ be carried out and reported back to this Committee after summer 2013.
- 6) To agree to receive a report on the options around low emission zones (LEZ) in the city in up to two cycles.

(References – Transport, Infrastructure and Environment Committee 29 November 2011 (item 12); report by the Director of Services for Communities, submitted.)

17. Services for Communities Revenue Budget Monitoring 2012-2013 – Month 5 Position

Details were provided of the month 5 revenue monitoring position for Services for Communities. At this stage a balanced position on both the general fund and the Housing Revenue account was forecasted for the year end.

Decision

To note the content of the report.

(Reference – report by the Director of Services for Communities, submitted.)

18. Objections to Arboretum/Kinnear Priority Parking Area – Traffic Regulation Order

Information was given on objections received during the public consultation period on the introduction of a priority parking area in the Arboretum/Kinnear area.

Decision

To repel the five objections and proceed to make the Traffic Regulation Order for Priority Parking in the Arboretum/Kinnear area as advertised.

(References – Transport, Infrastructure and Environment Committee 23 November 2010 (item 37); report by the Director of Services for Communities, submitted.)

19. Prohibition of Turning, Mayfield Road/West Mains Road

Information was given on an objection received to a Variation Order to the Traffic Regulation Order governing the George IV Bridge to Kings Buildings Quality Bike Corridor.

Decision

To repel the objection and give approval to make Variation Order TRO/12/29 to the Traffic Regulation Order governing the Quality Bike Corridor as advertised.

(References – Transport, Infrastructure and Environment Committee 29 November 2011 (item 32); report by the Director of Services for Communities, submitted.)

20. Proposed Waiting Restrictions – Myreside Court

Approval was sought to withdraw the proposed Traffic Regulation Order to introduce waiting and loading restrictions at Myreside Court as disabled access was no longer required at this location.

Decision

To withdraw the proposed waiting restrictions from the Traffic Regulation Order.

(Reference – report by the Director of Services for Communities, submitted.)

21. Proposed Waiting Restrictions – Buckstone Loan East

Information was given on objections received during the public consultation period on the introduction of waiting restrictions at Buckstone Loan East. As a result of the objections, the extent of the proposed restrictions had been reduced.

Decision

To set aside the objections and make the amended Order taking into account the revised hours of operation.

(Reference – report by the Director of Services for Communities, submitted.)

22. Proposed Waiting Restrictions – New Mart Road

Information was given on objections received during the public consultation period on the introduction waiting restrictions at New Mart Road.

Decision

To set aside the objections and make the Traffic Regulation Order as advertised.

(Reference – report by the Director of Services for Communities, submitted.)

23. Proposed Waiting Restrictions – Craiglockhart Terrace and The Wickets

Information was given on objections received during the public consultation period on the introduction waiting restrictions at Craiglockhart Terrace and the Wickets. Approval was sought to withdraw the proposed waiting restrictions from the Traffic Regulation Order.

Decision

To withdraw the proposed waiting restrictions from the TRO.

(Reference – report by the Director of Services for Communities, submitted.)

24. Proposed Waiting Restrictions – Oxgangs Avenue

Information was given on objections received during the public consultation period on the introduction waiting restrictions in Oxgangs Avenue.

Decision

To set aside the objections and make the Order as advertised.

(Reference – report by the Director of Services for Communities, submitted.)

25. Inaugural Fields in Trust Awards

Decision

To approve the attendance of Councillor Orr at the Inaugural Fields in Trust Awards 2012 in London on 29 November 2012.

(Reference – report by the Director of Corporate Governance, submitted.)

Item No 5.1 Key decisions forward plan

Transport and Environment Committee

January to March 2013

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1.	Update on Council owned trees	19 03 2013	All	<u>Mark Turley, Director of Services for Communities</u> <u>Keith Logie, Parks Development Manager</u>	
2.	The 2012 Merchiston Gulls De-nesting Pilot	19 03 2013	7/8	<u>Mark Turley, Director of Services for Communities</u> <u>Andrew Mackie, Environmental Health and Scientific Services Manager</u>	
3.	Allotment Strategy Update	19 03 2013	All	<u>Mark Turley, Director of Services for Communities</u> <u>David Jamieson, Parks and Greenspace Manager</u>	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
4.	Services for Communities – Revenue Budget Monitoring	19 03 2013	N/A	<u>Mark Turley, Director of Services for Communities</u> <u>Alastair Maclean, Director of Corporate Governance</u> <u>Ben Hartman, Principal Finance Manager</u>	
5.	Performance Report	19 03 2013	N/A	<u>Mark Turley, Director of Services for Communities</u> <u>Margaret Young, Acting Performance and Quality Manager</u>	
6.	Powderhall and Hopetoun	19 03 2013	12	<u>Mark Turley, Director of Services for Communities</u> <u>Ewan Kennedy, Policy and Planning Manager</u>	
7.	Edinburgh's Flood Prevention Scheme Future Funding	19 03 2013	5,6,7,9,12	<u>Mark Turley, Director of Services for Communities</u> <u>Cliff Hutt, Traffic and Engineering Manager</u>	
8.	Ashley / Shandon Parking Review	19 03 2013	9	<u>Mark Turley, Director of Services for Communities</u> <u>Cliff Hutt, Traffic and Engineering Manager</u>	
9.	Adoption of RAMP	19 03 2013	All	<u>Mark Turley, Director of Services for Communities</u> <u>Euan Kennedy, Roads Manager</u>	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
10.	Review of Experimental Traffic Regulation Order - Parking permits for Businesses.	19 03 2013	All	<u>Mark Turley, Director of Services for Communities</u> <u>Cliff Hutt, Traffic and Engineering Manager</u>	
11.	Active Travel Action Plan – 2 Yearly Review	19 03 2013	All	<u>Mark Turley, Director of Services for Communities</u> <u>Ewan Kennedy, Policy and Planning Manager</u>	
12.	Cleanliness of the city	19 03 2013	All	<u>Mark Turley, Director of Services for Communities</u>	
13.	Kirkliston Public Transport Provision	19 03 2013	1	<u>Mark Turley, Director of Services for Communities</u>	
14.	Charlotte Square – Public Realm TRO and Redetermination Orders	19 03 13	11	<u>Mark Turley, Director of Services for Communities</u>	
15.	Water of Leith Flood Prevention Scheme Progress Report	19 03 13	5,6,7,9,12	<u>Mark Turley, Director of Services for Communities</u> <u>Cliff Hutt, Traffic and Engineering Manager</u>	

Transport and Environment Committee

10 am 15 January 2013

Recycling Redesign

Item number	7.2
Report number	
Wards	All

Links

Coalition pledges	P44
Council outcomes	CO17 CO18 CO19
Single Outcome Agreement	NO14-LO30

Mark Turley

Director of Services for Communities

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Executive summary

Recycling Redesign

Summary

This paper provides an update on the work of the recycling redesign project and recommends a preferred option for a new kerbside recycling collection service to replace the current red and blue box scheme.

In considering potential new recycling collections both national drivers such as the requirement to collect high quality materials and 'local' issues such as Edinburgh's diverse housing types have been considered. From the outset there was a desire to offer an easy to use and understandable kerbside recycling service that is flexible across property types, provides an equality of service regardless of housing type and can complement the regulatory requirement to provide a commercial recycling service, whilst increasing recycling performance in line with statutory targets.

A presentation was made to the Policy Review and Development Sub-committee of the Transport and Environment Committee on 20 December 2012 and they have recommended that Option 1 is taken forward as the preferred option.

Option One. Recyclable material is collected in a standard bin and a box (or alternative). Paper, cardboard, mixed plastics, and metals would be collected in the bin. Glass, textiles, small waste electrical and electronic equipment (WEEE), and household batteries would be collected in the box.

The Policy Review and Development Sub-committee also recommended that a communication strategy is developed with the aim of increasing participation in the Council's recycling schemes.

Approval of the preferred option will allow the commencement of procurements and development of a full business case.

Recommendations

- a) Approve Option 1 as the preferred option for a new kerbside recycling service subject to the development of an affordable business case
- b) Approve the development of Option 1 on the basis that the service will be delivered in house. This will be subject to satisfying Best Value requirements through the development of the business case.

- c) Note the intention to report further on the full business case for Option 1.
- d) Note the intention to bring back reports on a recycling communications strategy and on recycling provision in high density housing areas

Measures of success

Recycling increases above 50% from 2014/15 onwards.

The net cost of the new service does not exceed the cost of the current service.

Financial impact

Initial cost modelling of the two preferred options indicated savings of between £1.0m - £2.0m. However this modelling was carried out seven months ago and did not take into account of a number of key changes that were made in September 2012 most notably managed weekly collections and double shifting. Furthermore the financial modelling only focussed on kerbside recycling and did not consider the impact on or costs of communal recycling provision. If the recommendations are accepted further financial modelling will be carried out on the basis of Option 1 for the kerbside recycling service taking into account both the recent service changes in Waste and the impact on other recycling provision. The updated financial model will be used to check the affordability of Option 1 and to inform the development of a full business case. Accurate detailed costings will be required for both new multi-compartment refuse collection vehicles (to enable the simultaneous collection of different types of recyclate/waste) and the processing of recyclable materials and these will only become known through the procurement process. When these costs are known a final full business case will be submitted to Committee for approval.

Although the full financial impact of Option 1 cannot yet be fully quantified the assumption is that it will be affordable i.e. the net cost will not exceed the cost of the existing recycling collections.

Equalities impact

The Public Sector Equality Duty (PSED) general duties will be accommodated through the provision of a service which is easier to use, through the continued provision of assisted collections for those people who require them, and by the use of alternative containers where those are required.

Similar benefits would be expected in relation to the 10 key rights in terms of making the service simpler to use, and flexible in terms of its operation.

Sustainability impact

The provisions of the Climate Change (Scotland) Act 2009 would be met in the following ways:

- The provision of an enhanced recycling service will divert additional waste from landfill which will reduce the carbon impact of managing this waste;
- By moving additional waste materials from landfill to recycling, the enhanced service will deliver wider environmental and economic benefits and so contribute to sustainable development.

Consultation and engagement

It is proposed to carry out public consultation in the first quarter of 2013, using demographically representative focus groups, with residents from both low and high density housing areas, in particular to ensure that the service is as flexible as possible, that alternative containers can be sourced for those households unable to accommodate an additional bin, and to shape the communications and engagement activities.

Background reading / external references

Recycling Redesign

1. Background

- 1.1 This report outlines progress to date in the recycling redesign project. It outlines the key drivers and considerations for identifying the preferred option for a redesigned kerbside recycling service, the future shape of the recycling services more generally and how a redesigned service may increase participation in recycling. The project has been undertaken with external consultancy support, guided by the Council, and has been funded entirely by Zero Waste Scotland.
- 1.2 The current kerbside recycling service (the red and blue box scheme) is currently provided by an external contractor and is due to be renewed or replaced during 2013.
- 1.3 A presentation was made to the Policy Review and Development Sub-committee of the Transport and Environment Committee on 20 December 2012 and the outcomes from the subsequent discussion forms the basis of the recommendations contained within this report.

2. Main report

Key Drivers

- 2.1 The project scope was to consider the way in which kerbside recycling services could be enhanced in low density housing areas to:
 - Improve upon existing recycling performance;
 - Provide residents with increased capacity to recycle;
 - Balance the relationship between ease of use and national policy and legislative imperatives around quality of collected material and the collection of key materials;
 - Provide collection systems that are easier to use and understand by the public subsequently increasing the number using the service and diverting material from landfill;
 - Integrate more effectively with commercial waste and high density housing recycling provision; and
 - Offer the potential to realise cashable savings within the service.
- 2.2 There are a number of national and local issues that are driving the review of the existing service. In national terms, the Scottish Government's Zero Waste Plan (ZWP) and more recently the Waste (Scotland) Regulations 2012 (WSR) require

Councils to offer a kerbside collection of key dry recyclables no later than 1st January 2014. The key materials are:

- Paper;
- Cardboard;
- Metals;
- Mixed Plastics;
- Glass.

- 2.3 The current kerbside recycling service is not fully compliant with the WSR 2012 as only plastic bottles rather than the required mixed plastics are collected through the current red and blue box scheme for low density properties. Provision for the collection of mixed plastics and glass is not always available in the communal recycling containers provided for high density (flats and tenements) areas of the City.
- 2.4 The ZWP and WSR 2012 are driving a cultural shift from waste management and disposal towards resource management, recognising that recyclables have both a financial and resource value. As a result it will be a statutory requirement to collect recyclables in a way that ensures they are of a quality high enough to prioritise closed loop recycling, meaning that materials are recycled back into the same product type (e.g. glass into new glass containers).

Current Preferred Options

- 2.5 In total the project considered 12 potential collection options. The options themselves can broadly be grouped into 3:
- **Single stream.** All materials are collected in one standard wheeled bin;
 - **Twin stream.** Two containers are provided per property (a box and a standard bin); and
 - **Multi stream.** Essentially the current collection service (blue and red boxes).
- 2.6 The variation between each option was largely down to the range of materials collected and the frequency by which all waste streams were collected. The options were evaluated against agreed criteria in order that a preferred collection option could be identified. The outcome was that 2 of the 12 collection options were identified as being preferred but crucially both options support a move to a twin stream approach (a bin and a box per property). Both options are also based on the assumption that the service will be delivered in-house. The two options favoured were:

Option One. Recyclable material is collected in a standard bin and a box (or alternative). Paper, cardboard, mixed plastics, and metals would be collected in the bin. Glass, textiles, small waste electrical and electronic equipment (WEEE), and household batteries would be collected in the box.

Option Two. As with option one, recyclable material is collected in a standard bin and a box (or alternative). This option is developed around 'fibre' materials (paper and cardboard) collected in the box and the 'container' materials (glass, mixed

plastics, metals) collected in the standard bin. Textiles, small WEEE and household batteries could be presented alongside the bin.

- 2.7 It is important to note that the single stream option, considered as being the most easy to use and understand was discounted at the workshop on the basis that this type of collection system does not support high quality materials and would therefore not meet the statutory requirements in relation to quality. It also does not accept as a full a range of materials so does not meet our wider environmental objectives.
- 2.8 The favoured options were tested through a market sounding exercise. All of the companies involved advised keeping glass separate from other materials, even those who currently operate collections where glass is co-mingled with other recyclate. This was primarily because once glass is collected with other materials it is almost impossible to colour sort and can only be recycled back into low value uses.
- 2.9 Although both options were very similar the feedback from the market testing was the critical factor in making Option 1 the preferred option of the Policy Review and Development Sub-committee. One disadvantage of this option is that while it would be possible to provide a very similar service to trade waste customers, it would not be so easy to achieve this in areas of tenemental housing. The separate collection of glass would be problematic as the siting of on-street glass banks often raises objections about noise from residents.

Barriers to Recycling – Low Density Housing

- 2.10 The current recycling service in Edinburgh is used by approximately 40% of the total households that have access to the boxes. Some of the barriers to using the service are that it is perceived to be confusing (what materials go in what box), that the boxes are not big enough to store materials, the boxes themselves are not easy to store, that they are easily damaged/blown away and are collected on different days to other waste collection services.
- 2.11 It is anticipated that a move towards the preferred method of collecting recycling will remove some of the current barriers to the public using the service. This will be achieved by increasing the capacity available to households to recycle, allowing a greater degree of co-mingling which involves less sorting of materials by residents, simplifying the service in terms of collection days and, where possible to ensuring that the storage of materials is flexible enough to be accommodated in different housing types.
- 2.12 The Policy Development and Review Sub-committee also recommended that a communication strategy is developed with the aim of increasing participation in the Council's recycling schemes.

Barriers to Recycling – High Density Housing

- 2.13 In considering alternative dry recycling collections, the ease with which they may be offered in high density areas has been considered in a bid to provide a more equitable service across housing types. Recycling rates in higher density housing areas tends to be lower but removing the barriers to recycling in these areas is more difficult than in low rise as generally internal storage space is much more limited. Additionally there are also difficulties in siting on-street communal recycling containers as there are often competing demands for parking spaces as well as concerns about the visual impact. Disruption from noise can also be an issue particularly where glass is collected in separate on-street containers.
- 2.14 It is the intention that as far as possible the same range of materials collected in low density properties are also collected in high density properties. As a minimum recycling provision should be made for those materials that are identified as 'key' under national legislation (paper, cardboard, metals, mixed plastics, glass).
- 2.15 The Policy Review and Development Sub-committee has recommended that an investigation of the operation of recycling options in tenemental and high density properties is carried out with a view to overcoming these barriers. An inventory of all high density recycling locations, funded by Zero Waste Scotland, is being undertaken between December and March and will inform the investigation together with the outcomes of the stakeholder consultation proposed below.

Stakeholder Consultation

- 2.16 It is proposed to seek service user feedback on Option 1 in order that it can be revised and refined to better meet customer needs and increase participation in kerbside recycling. Consultation will also take place on how recycling can be enhanced and improved in areas of high density housing which relies on communal recycling provision. It is intended to carry out this consultation in the first quarter of 2013 using demographically representative focus groups comprising residents from both high density and low density housing areas.

Delivery of the Collection Service

- 2.17 The current kerbside collection service (red and blue box scheme) is provided by an external contractor, Palm Recycling and is due to be renewed or replaced during 2013.
- 2.18 Companies who participated in the market sounding exercise were asked for their views on who is best placed to collect the materials. The appetite was more limited for collection than for processing the materials. Six companies responded and only once company was eager to deliver the collection service. This would suggest there may be less competition if collection and processing were tendered together although it would need a full tendering exercise to properly test the market and establish the costs of external provision.

2.19 Having all waste collection services delivered in-house does offer a number of opportunities:

- More service integration, and the opportunity for 'same day' collections, ensuring the service is as simple for the customer as can be,
- The ability to offer a parallel commercial recycling service to trade waste customers.
- The resources required to run the services can be managed on a daily basis and utilised where needed across the Waste Service or the wider Council, e.g. in severe weather.
- Simplified service provision from a customer perspective with one organisation providing all waste and recycling collection services enabling a more seamless and quicker resolution to customer complaints.
- Operational flexibility to develop a recycling system suitable for high and low density areas using the minimising the number of vehicle types that need to be used regardless of container type. This would allow the Service to be much more responsive across the City using standard vehicle types. Communal packaging recycling collections are already delivered using in-house resources.

2.20 There are risks with in-house service delivery mainly associated with industrial relations and the continuing dissatisfaction in the workforce with the outcome of Modernising Pay. It should however be noted that the vast majority of staff fully co-operated with the recent changes in refuse collection (managed weekly collections, new routes and new shift patterns).

2.21 If the collection service is to be delivered in-house there will be TUPE implications for the current contractor's staff (approximately 65 staff) and these staff will need to be integrated into the new service.

2.22 The Policy Review and Development Sub-Committee have indicated support for using the assumption of in-house delivery in the development of the business case. As part of the development of the business case the Best Value implications of in-house delivery can be further explored and reported back to this Committee.

Next Steps

2.23 There are a number of key tasks required to enable the preferred option to be implemented which include:

- Stakeholder consultation on design of the service
- Designing the Service (including vehicle selection and routing),

- Financial modelling and development of an outline business case
- Commencement of procurement of vehicles, bins and outlets for the material,
- Development of a full business case for final approval by committee,
- Development of a communications plan,
- Mobilisation of the service.

2.24 A key limiting factor in relation to the introduction of the new service is the procurement timeline, especially for vehicles which can take between 9 and 12 months to procure. The new scheme is therefore anticipated to go live sometime between September 2013 and January 2014.

3. Recommendations

3.1 Committee are asked to:

- a) Approve Option 1 as the preferred option for a new kerbside recycling service subject to the development of an affordable business case
- b) Approve the development of Option 1 on the basis that the service will be delivered in house. This will be subject to satisfying Best Value requirements through the development of the business case.
- c) Note the intention to report further on the full business case for Option 1.
- d) Note the intention to bring back reports on a recycling communications strategy and on recycling provision in high density housing areas

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO17 - Clean – Edinburgh’s streets and open spaces are clean and free of litter and graffiti CO18 - Green – We reduce the local environmental impact of our consumption and production CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards
Single Outcome	NO14-LO30 Carbon emissions are reduced within partner

Agreement organisations own activities particularly in the areas of waste and energy.

Appendices

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Transport Annual Report (2011–2012)

Item number	7.3
Report number	
Wards	All

Links

Coalition pledges	P43 and P50
Council outcomes	CO5 , CO7 , CO8 , CO9 , CO18 , CO19 and CO22
Single Outcome Agreement	SO1 , SO2 , SO3 and SO4

Mark Turley

Director of Services for Communities

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Executive summary

Transport Annual Report (2011–2012)

Summary

Up to 2010, progress against indicators and targets used in the Transport 2030 Vision, Local Transport Strategy 2007–2012, Active Travel Plan and Road Safety Plan has been positive:

- taken together, the mode share for travel to work by Edinburgh residents by public transport, walking and cycling has increased;
- less road traffic; down from 3040 (2008) to 2885 (2010) million vehicle kilometres per annum, against the target of no more than 3,100; and
- fewer road traffic casualties killed, seriously and slightly injured.

Recommendations

It is recommended that the Committee:

- notes the progress against targets set out in the appendices 1–3, of this report;
- recognises the reduction in road casualties and the contribution the Council has made to national road safety by exceeding the 2010 casualty reduction targets; and
- discharges Councillor Burgess's motion from 2 August 2011 Transport, Infrastructure and Environment Committee meeting. An update on cycle improvements proposed for the Meadows/Bruntsfield to Lothian Road corridor has been included in this Transport Annual Report and further updates will be given in future reports.

Measures of success

The appendices 1-3 give details of the targets used in the LTS and Road Safety Plan, together with indicators in the Transport 2030 Vision and progress towards achieving them.

Financial impact

Collation of the information used in this report included input from Halcrow Group on journey time variability, at a cost of around £1,200 and staff costs, covered by the Strategic Planning revenue budget.

Equalities impact

The Transport 2030 Vision was subject to an Equalities Impact Assessment. This report covers indicators from this document on the accessibility of conventional and Handicabs bus services.

Sustainability impact

The Local Transport Strategy 2007 - 2012 was the subject of a Strategic Environmental Assessment. This report covers indicators from this document on the sustainability of transport in Edinburgh.

Consultation and engagement

The Transport Annual Report provides information on changes in our customers' use of transport and provides feedback to them on what progress has been made against indicators.

Background reading/external references

Please see the appendices:

- Transport 2030 Vision Outcomes.
- Local Transport Strategy targets.
- Road Safety: 2020 Casualty Reduction Targets.

Transport Annual Report (2011–2012)

1. Background

- 1.1 To brief the Committee on the outcome of the annual transport monitoring and to review progress against outcomes. The previous Transport Annual Report was considered by the Transport, Infrastructure and Environment Committee at its meeting on 28 November 2011.
- 1.2 The report also responds to the Transport, Infrastructure and Environment Committee's decision of 2 August 2011 on a motion by Councillor Burgess.

2. Main report

- 2.1 The Local Transport Strategy (LTS) includes targets on traffic levels, mode share, emissions and road safety. It also includes an extensive Action Plan.
- 2.2 The Council adopted the Transport 2030 Vision in 2010. This established 29 desired Outcomes for transport in this city. Indicators to measure progress against the Outcomes are almost all in place. Early trends show that the majority of Vision indicators are heading in the desired direction.
- 2.3 The Active Travel Action Plan (ATAP) was approved in September 2010 and significant progress has been made in implementing it. On 9 February 2012 the Council agreed a funding level of 5% of the transport budget for cycling measures, increasing by a further 1% year on year, which will significantly enable delivery of the actions in the ATAP.
- 2.4 National road safety targets, set in 2000, were adopted through the LTS and Edinburgh Road Safety Plan. Edinburgh met and exceeded all three targets which are to reduce:
 - those killed or seriously injured in road collisions;
 - number of children killed or seriously injured; and
 - the slight casualty rate.

The Local Transport Strategy and Transport 2030 Vision

2.5 The LTS set targets to be achieved by the end of 2010. Edinburgh's mode share targets were updated in 2010 by the Council's ATAP. Overall, progress against the LTS targets has been positive.

In the data available up to 2010, positive trends are evident, with indicators used in the LTS being met:

- taken together, the mode share for travel to work by Edinburgh residents by public transport, walking and cycling has increased;
- less road traffic ; down from 3040 (2008) to 2885 (2010) million vehicle kilometres per annum, against the target of no more than 3,100; and
- fewer road traffic casualties killed, seriously and slightly injured.

2.6 A major indicator used in the Transport 2030 Vision is carbon dioxide emissions from road traffic. This is moving in a positive way, down from 786,000 (2008) to 713,000 tonnes (2010).

2.7 The Scottish Household Survey (SHS) data is available up to 2009–2010. It shows that cycling, walking and bus use comprises a larger proportion of the residents' journey to work in Edinburgh than in other large urban areas. Edinburgh's rail mode share is lower, reflecting the limited potential for rail travel within the city. Satisfaction with the punctuality of Lothian Buses plc services continues to improve annually (96% satisfied in 2011).

2.8 The estimated mode shares for cycling and walking have been increasing, with bus use roughly stable and car mode share declining, see Appendix 2 for details. A Public and Accessible Transport Action Plan is being developed with the core aim of increasing the mode share of public transport and a draft Plan for consultation purposes is being presented to the Transport and Environment Committee on 15 January 2013.

2.9 Road safety performance has been particularly good. The target for reducing road deaths (nine per year) has been surpassed, with an actual average of 8.4 fatalities in 2010. The Road Safety section of this report gives greater detail.

2.10 Since the previous Transport Annual Report the two indicators for street and lighting maintenance have improved. Between 2010–2011 and 2011–2012, the percentage of the road network that should be considered for maintenance treatment fell from 34.6 to 32.5. The percentage of street light repairs completed within seven days rose from 84.3 to 88.93.

- 2.11 In line with other major urban areas in the United Kingdom, air quality remains an area where trends are not, as yet, positive. Road transport is a major source of air pollutants and the decline in overall traffic levels would have been expected to result in a corresponding improvement in air quality. Lothian Buses plc has addressed this issue by the introduction of new, hybrid buses. The Scottish Government and Transport Scotland provide assistance, such as funding towards electric vehicles and charging points. Further work on emissions of air pollutants by traffic is being addressed by the United Kingdom Department for Environment, Farming and Rural Affairs (Defra).
- 2.12 Around 90% of the LTS 2007–2012 Action Plan has been successfully completed. Those actions that are ongoing, or have not been progressed, will be considered in the process of preparing the new LTS. These include a Pedestrian Design Guide, lobbying for improvements in long–distance rail travel times and maintaining the taxicard scheme within budgetary constraints.
- 2.13 The process of updating the Council’s Local Transport Strategy will be the subject of further reports to Committee.

Active Travel Action Plan (ATAP)

- 2.14 The ATAP was approved by Committee in September 2010 and significant progress is being made in implementing the actions agreed. A Steering Group and a wider Working Group, of the Council and its partners, has been set up and meets regularly to manage implementation of the Plan. Topic-based working groups have been set up, covering areas such as Network Management (including maintenance), Marketing, Design Guidance and Monitoring.
- 2.15 Over the past year, the Council’s Capital Transport Programme has been used to deliver new walking/cycling facilities that support development of the ‘Family Network’ and ‘Cycle-Friendly City’ routes. These include improvements to the Quality Bike corridor (Princes Street – King’s Buildings) and the Leith – Portobello route plus some smaller schemes and cycle parking installations.
- 2.16 Investment in walking/cycling facilities totalled £1.9 million in 2011/12 and is expected to be £2.0 million in 2012/13. Over 50% of this funding is from external sources, especially the Scottish Government and Sustrans. The draft Scottish Budget for 2013/14 and Spending Review to 2014/15 show an apparent increase for active travel (within a wider sustainable travel budget of £35M in 2013/4 compared to £16M in 2011/12).

2.17 It is currently too early to assess the impact ATAP implementation is having on walking and cycling numbers. The Central Edinburgh Passenger and Traffic Survey (CEPATS) shows that the number of cyclists entering the city centre during the morning peak period has increased from 1031 in 2010 to over 1,093 in 2011. The Year 2 Progress Review of ATAP will provide an update on progress with the core measures associated with promotional activity that will be delivered in 2013/14.

Road Safety

2.18 The Scottish Government launched Scotland's Road Safety Framework in June 2009. It set out the vision for road safety in Scotland and included Scotland specific targets and milestones to be adopted from 2010. Significant investment has been made in road safety, resulting in a 23% decrease in all casualties in Edinburgh between 2004 (1792) and 2011 (1371). To help ensure that this significant reduction in casualty numbers continues, the Council has adopted the following targets, as detailed in the "*Road Safety Plan for Edinburgh to 2020: Working Towards Vision Zero*".

2.19 Each target reduction will be assessed against the 2004 to 2008 average, of 198 all people killed or seriously injured, 26 children killed or seriously injured and 1.463 people slightly injured.

Target	2015 milestone % reduction	2020 milestone % reduction
People killed	30%	40%
People seriously injured	43%	55%
Children (aged < 16) killed	35%	50%
Children (aged < 16) seriously injured	50%	65%
People slightly injured	5%	10%

2.20 The key priority groups, identified through the Road Safety Plan, will be targeted to help achieve these national targets. Progress towards the 2020 targets is shown in the table below:

Target	04-08 average	2011 target	2011 casualties
People killed	9	7	10
People seriously injured	189	144	166
Children (aged < 16) killed	1	1	0
Children (aged < 16) seriously injured	25	18	16
People slightly injured	1463	1422	1195

2.21 The number of people injured in road collisions in Edinburgh remains on a long - term downward trend. In 2011, 1195 people received slight injuries, 61 less than the previous year and almost 270 below the 2004 to 2008 baseline. Ten road deaths were recorded in 2011, compared to the 2004 to 2008 baseline of nine. However, because of the low number of fatalities the figure can fluctuate from year to year. The five year rolling average trend line remains downwards for fatalities. The number of people seriously injured rose for the first time in five years and 166 people were seriously injured in traffic collisions in 2011. The number injured remains substantially below the 2004 to 2008 baseline value of 189. While this rise is disappointing, it is not unusual for year to year fluctuations and the long - term trend remains downward, however this will be closely monitored and kept under review.

Graphs showing the casualty trends are included in Appendix 3.

2.22 The Council delivers road safety initiatives through partnership working with other agencies, (eg Scottish Government, Lothian & Borders Police, Lothian & Borders Fire and Rescue Service, NHS Lothian) on engineering, enforcement and education programmes, such as:

- engineering measures to improve children’s safety around schools (Safer Routes to Schools and 20mph zones programmes); and
- 20mph zones.

Motion by Councillor Burgess

- 2.23 As requested at the 2 August 2011 Transport, Infrastructure and Environment Committee, the following is an update on the cycle improvements proposed for the Meadows/Bruntsfield to Lothian Road corridor. After further investigation, the decision was taken not to progress the cycle improvements proposed at the Lothian Road/Western Approach Road junction. It was established that, due to the significant constraints at this location, any solution would require substantial alterations to the road layout and traffic signals, thereby increasing the potential costs significantly.
- 2.24 There remains a commitment within the Active Travel Action Plan to review and upgrade provision for cyclists on this corridor and a revised timescale for this will be reported to the March 2013 Transport and Environment Committee as part of the two year review of ATAP actions.

3. Recommendations

- 3.1 To note the progress against targets set out in the appendices 1–3.
- 3.2 To recognise the reduction in road casualties and the contribution Edinburgh has made to national road safety by exceeding the 2010 casualty reduction targets.
- 3.3 To discharge Councillor Burgess's motion from 2 August 2011 Transport, Infrastructure and Environment Committee meeting. An update on cycle improvements proposed for the Meadows/Bruntsfield to Lothian Road corridor has been included in this Transport Annual Report and further updates will be given in future reports.

Mark Turley

Director of Services for Communities.

Links

Coalition pledges	<p>P43 - Invest in healthy living and fitness advice for those most in need.</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
Council outcomes	<p>CO5 – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.</p> <p>CO7 – Edinburgh draws new investment in development and regeneration.</p> <p>CO8 – Edinburgh’s economy creates and sustains job opportunities.</p> <p>CO9 – Edinburgh residents are able to access job opportunities.</p> <p>CO18 – Green - We reduce the local environmental impact of our consumption and production.</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
Single Outcome Agreement	<p>SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.</p> <p>SO2 - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.</p> <p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<ol style="list-style-type: none">1. Transport 2030 Vision Outcomes.2. Local Transport Strategy targets.3. Road Safety: 2020 Casualty Reduction Targets.

Appendix 1 Transport 2030 Vision Outcomes

Progress towards indicators. Years refer to Transport Annual Report in which figure is stated.

Vision outcome 1; environmentally friendly; reducing transport impacts, particularly in reducing greenhouse gas emissions

Indicator	Baseline	2010 – 2011	2011 – 2012	Trend
Greenhouse gas emissions for road transport in Edinburgh. Tonnes of CO ₂ per year. ⁽¹⁾	786, 000 ⁽²⁰⁰⁸⁾	723,000 ⁽²⁰⁰⁹⁾	713,000 ⁽²⁰¹⁰⁾	✓
Overall level of motor traffic in Edinburgh. Million vehicle – kilometres per year. ⁽²⁾	3,040	2,978 ⁽²⁰⁰⁹⁾	2,885 ⁽²⁰¹⁰⁾	✓
CO ₂ emissions from Council transport. Tonnes of CO ₂ per year. ⁽³⁾	10,054	8,712 ^(2009 -10)	9,687 ^(2010 -11)	✓

Vision outcome 2 healthy; promoting Active Travel with streets appropriately designed; emphasis on walking, cycling, public transport use and high quality public realm; improving local air quality

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Proportion of journeys to school by walking & cycling. ⁽⁴⁾	60.4%.	63%.	63%.	✓
Pedestrian activity in the City Centre. Weekly average pedestrian count at busiest location, July – Sept. ⁽⁵⁾	285,652	317,021	235,394	✗
Respondents very or fairly satisfied with service in their local neighbourhood. ⁽⁶⁾			(2011)	Not yet available.
New buildings & spaces:		N/A	56%	"
Road maintenance:		N/A	53%	"
Pavements and footpaths:		N/A	56%	"
Street Cleaning:		N/A	72%	"
Street Lighting:		N/A	85%	"
Public Transport:		N/A	88%	"
Parks and Green Spaces:		N/A	88%	"
Local nitrogen dioxide concentrations. Micrograms per cubic metre. ⁽⁷⁾ <i>See also outcome 5, indicator 1</i>	27 ⁽²⁰⁰⁸⁾	24 ⁽²⁰⁰⁹⁾	31 ⁽²⁰¹⁰⁾	—

Vision outcome 3 accessible and connected; supporting the economy and providing access to employment, amenities and services

Indicator	Baseline (2008)	2010 – 2011 Report	2011 – 2012 Report	Trend
Working age population, resident in SEStran area, within 30 minutes public transport travel time from centres of employment. ⁽⁸⁾				
City Centre:	322,822	341,083 (348,248 (2011)	✓
South Gyle Business Park:	145,653	162,032	165,772	✓
Victoria Quay, Leith:	184,693	221,295	227,024	✓
Ferry Road / Crewe Toll:	210,466	233,419	239, 544	✓
Accessibility of hospitals by public transport (population within 30 mins public transport travel time), 8am-9am weekdays. ⁽⁹⁾		2010	2011	
Western General:	225,122	228,199	233,672	✓
Edinburgh Royal Infirmary:	97,086	134,144	136,046	✓
Satisfaction with access by public transport. Households walking time < 6 mins to bus stop and frequency. ⁽¹⁰⁾	(2005 -2006)	(2009 – 2010)	(2009 – 2010)	
5+ buses/hr	46%	55%	55%	✓
3-4 buses/hr	29%	24%	24%	✓
1-2 buses/hr	6%	6%	6%	✓

Vision outcome 4 smart and efficient; with reliable journey times for people, goods and services

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Journey time variability by general traffic (public transport to follow in future years). Proportion of journeys by general traffic on main roads within 3 minutes of average journey time. ⁽¹¹⁾		88% (2011)	86% (2012)	
Proportion of journeys by general traffic on city centre roads within 3 minutes of average journey time. ⁽¹¹⁾		95% (2011)	88% (2012)	
Peak person trips to the City Centre. ⁽¹²⁾	2007	2010	2011	
Bicycles	289	432	449	✓
Cars & taxis	7,356	8,140	5,651	✓
Pedestrians	2,679	3,168	3,594	✓
Bus pax#	21,219	22,198	22,847.	✓
Average journey time by walking and cycling.	To be developed to monitor progress with new Local Transport Strategy.	Not available.	Not Available.	

Vision outcome 5 part of a well planned, accessible, sustainable city, reducing car dependency; public transport, walking and cycling conditions to be proud of

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
How we travel for work and education journeys. ⁽¹³⁾				
On foot.	25%	25% (2009 – 2010)	25% (2009 – 2010)	✓
By bus and rail:	30%	30%	30%	✓
By cycle	4%	7%	7%	✓
Views on convenience of public transport, “very or fairly convenient”. ⁽¹⁴⁾	91% (2007 – 2008)	93%.	93%.	✓
Possibility of using public transport for work or education journey ⁽¹⁵⁾	62% (2005 – 2006)	65%.	65%	✓

Vision outcome 6 safe, secure and comfortable

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Number of killed or seriously injured (KSI) casualties. CEC Moving annual average ⁽¹⁶⁾	2004/2008 CEC Moving annual average	2006/2010 CEC Moving annual average	2007/2011 CEC Moving annual average	
All KSIs	198	178	170	✓
Children KSIs	26	23	19	✓
All slight	1,463	1,338	1,274	✓
Pedestrian and cycle casualty rates.	To be developed to monitor progress with new Local Transport Strategy.	Not available	Not available.	Not available
Feeling safe and secure when travelling by bus in the evenings. ⁽¹⁷⁾	70% (2008)	73.9% (2009 – 2010)	73.9% (2009 – 2010)	✓
Feeling safe when travelling by train in the evenings. Very/fairly safe (2008) or Strongly agree or tend to agree (2009 – 2010). ⁽¹⁸⁾	42% (2008)	80.8%. (2009 – 2010)	80.8%. (2009 – 2010)	✓

Vision outcome 7 inclusive and integrated

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Integrated ticket sales (bus with bus). ⁽¹⁹⁾	22,929 (2007-8)	27,211 (2010-11)	19,430. (2011-12)	✗
Accessible public transport infrastructure. Proportion of buses with low floors. ⁽²⁰⁾	Lothian Buses: 100%. First buses: 70%. (2009)	Lothian Buses: 100% First Bus: 71.4% (2010)	Lothian Buses: 100% First Bus: 78.1% (2011)	✓
Proportion of bus stops with 24hr Clearway markings. ⁽²⁰⁾	58% (2009)	63% (2011)	64% (2011)	✓
Accessibility for those with no car access. Access to GP is very/fairly difficult ⁽²¹⁾	39% (2005 – 06)	44% very/fairly difficult (2009 – 10)	44% very/fairly difficult (2009 – 10)	✗
Visiting friends and relatives very/fairly difficult. ⁽²¹⁾	65%	73%	73%	✗
Access to supermarket shopping very/fairly difficult. ⁽²¹⁾	67%	68%	68%	✗
Demand not met for door to door transport.	2007 - 2008	2010 - 11 Handicabs data.	2011 - 12 Handicabs data	
Handicabs Dial a Bus refusals: ⁽²²⁾	1.6%	0.26%	0.22%	✓
Handicabs Dial a Ride refusals: ⁽²²⁾	19.3%	15.4%	12.9%	✓

Vision outcome 8 customer focussed and innovative

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Time taken to implement a Traffic Regulation Order. ⁽²³⁾ .	2009 average 9 months	9 months (2010)	9 months (2011)	—
Level of satisfaction with Transport Service. Proportion of respondents very / fairly satisfied with overall service. ⁽²⁴⁾	49.4% (2010 – 2011)	49.4% (2010 -11)	48.2% (2011 -12)	Not yet available.
Satisfaction with bus services. ⁽²⁵⁾ Satisfied with:		2010	2011	
Overall service excellent/very good.		85%	88%	Not yet available.
Driver behaviour, attitude		97%	98%	
Driving style, journey smoothness		94%	95%	
Frequency		87%	91%	
Punctuality		86%	93%	
Reliability		94%	96%	

Vision outcome 9 responsibly and effectively maintained

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Percentage of road network that should be considered for maintenance treatment. ⁽²⁶⁾	38.7% (2007 – 2008)	34.6% (2010 - 2011)	32.5% (2011 - 2012)	✓
Percentage of all street light repairs completed within 7 days. Target 92% ⁽²⁶⁾	87.1% (2008 – 2009)	84.3% (2010 – 2011)	88.93% (2011 – 2012)	✓

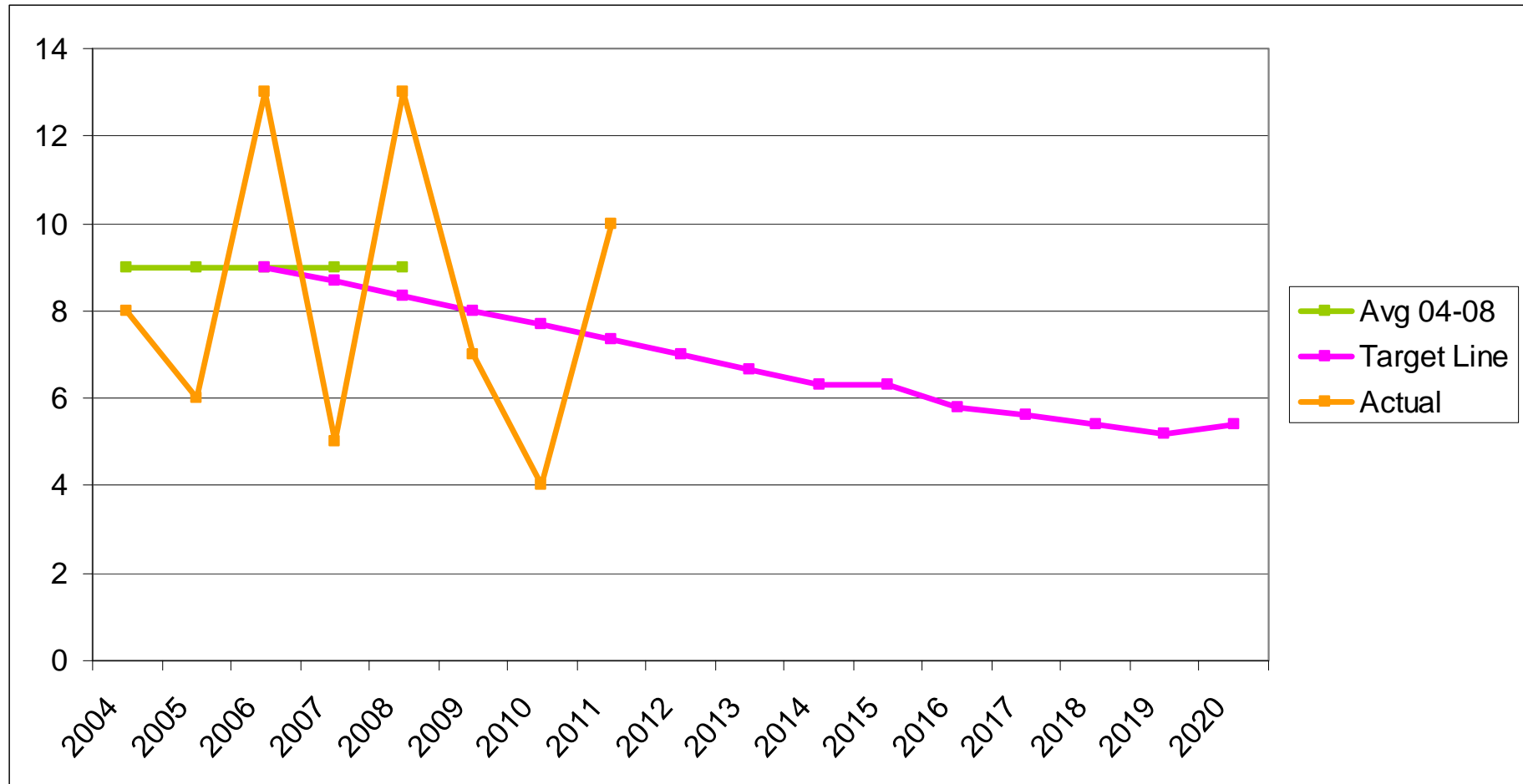
Appendix 2 Local Transport Strategy targets

Revised mode share targets were set out in a report on the Active Travel Action Plan, approved by TIEC in September 2010. These have been added to the table below.

	2004	LTS 2007 target for 2010	ATAP targets for 2015 (and 2020)	2011 – 2012 Report	Most Recent.
Modal split; All journeys by CEC residents. <small>(27)</small>	Data collected using pre 2007 – 2008 methodology.	Targets based on pre 2007 – 2008 methodology.	Targets based on 2007 – 2008 methodology.	2009 – 2010 data.	2011 – 2012 data will be available in summer 2013.
Walk	24%	25%	34.5% (35%)	35%	
Cycle	1%	4%	5% (10%)	2%	
Public Transport	17%	22%	20% (21%)	17%	
Car	56%	47%	38.5% (32%)	43%	
Other	2%	2%	2% (2%)	2%	
Modal split; School travel	2003-4				
Walk	56%	60%	-	62%	
Cycle	1%	4%	-	1%	
Public Transport	17%	19%	-	16%	
Car	26%	17%	-	20%	
Modal split; Travel to work	2004				
Walk	22%	25%	20.5% (21%)	19%	
Cycle	4%	6%	10% (15%)	7%	
Public Transport	27%	30%	31% (32%)	30%	
Car	46%	39%	25.5% (29%)	42%	

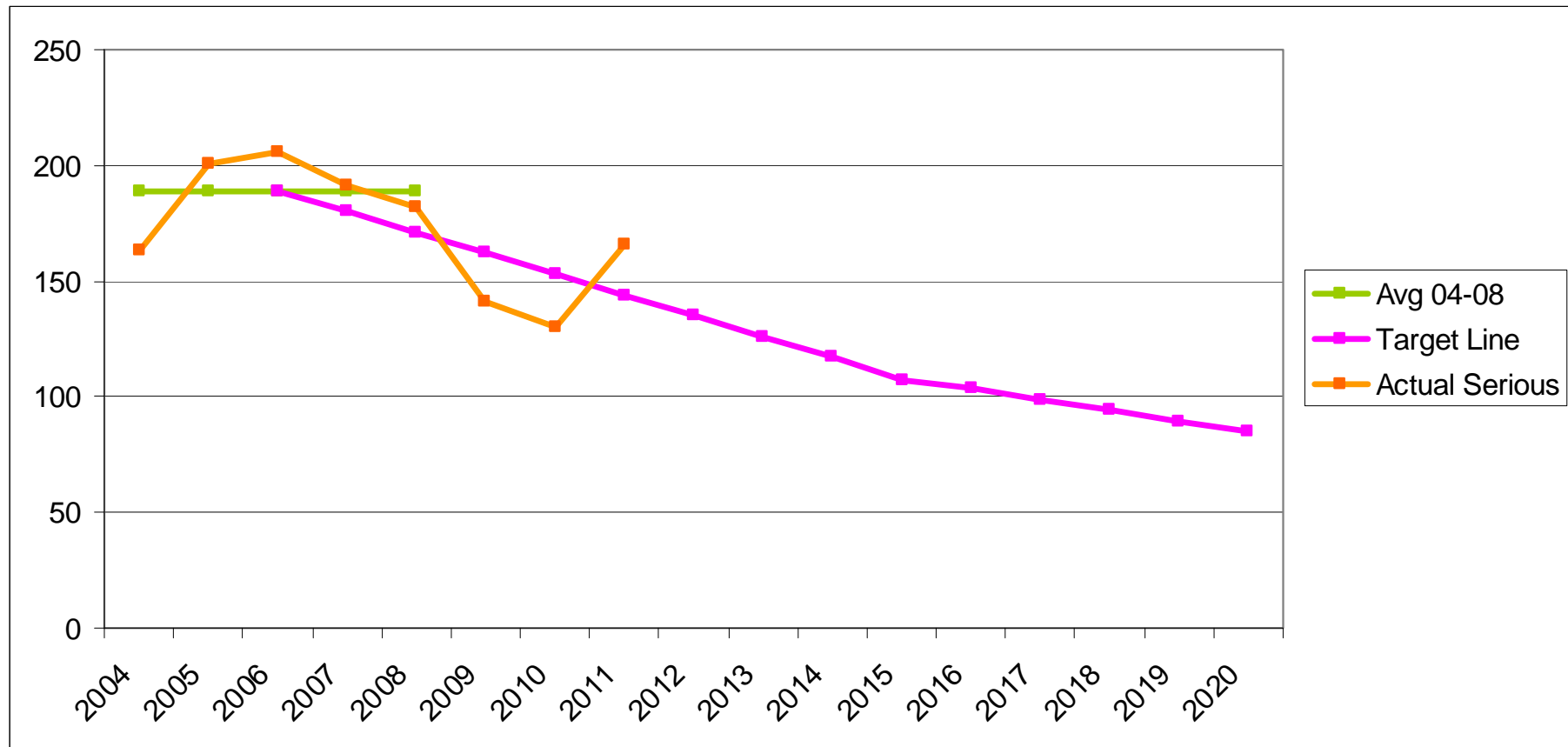
Appendix 3 Road Safety: 2020 Casualty Reduction Targets

Target 1: a 40% reduction in the number of people killed in road collisions by 2020 (2015 milestone 30%). (28)

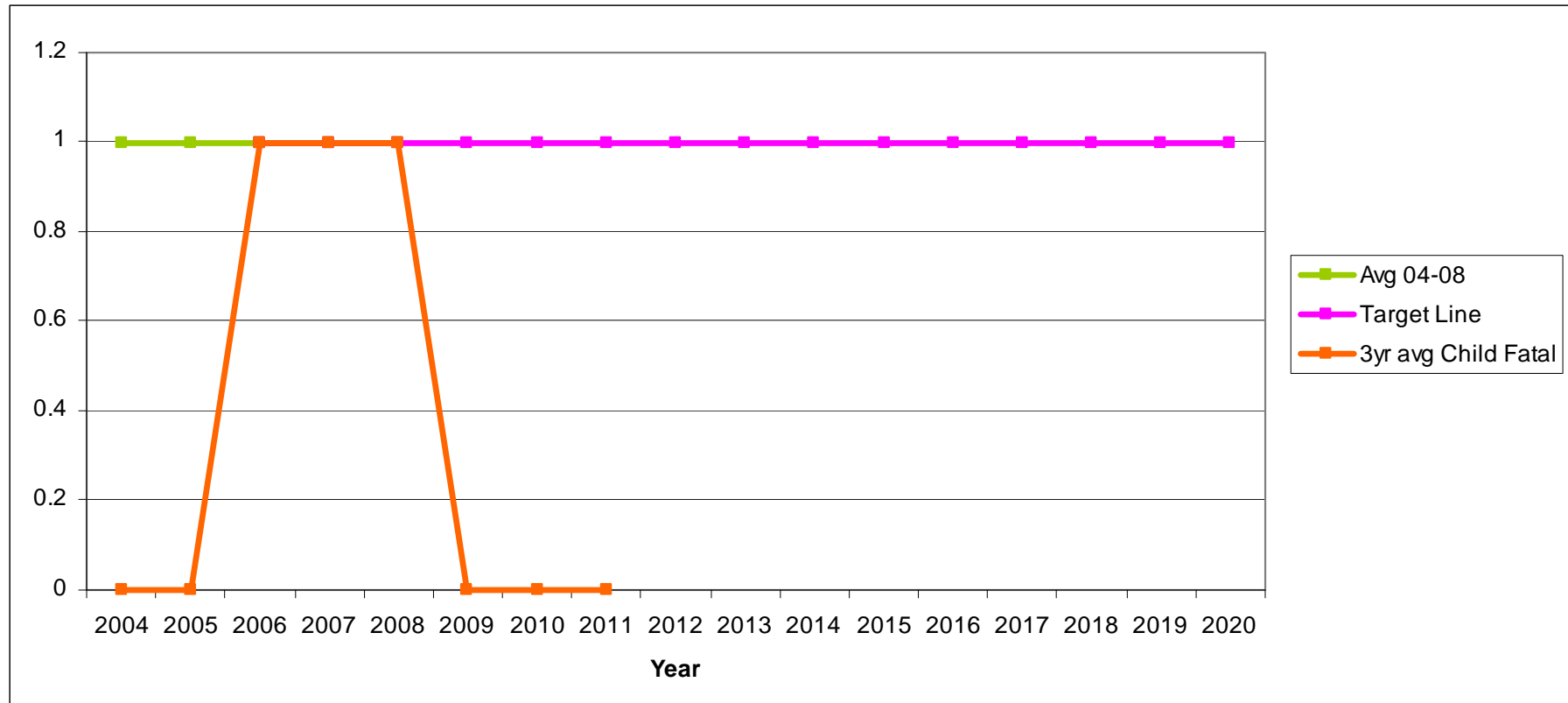


Target 2: a 55% reduction in the number of people seriously injured in road collisions by 2020 (2015 milestone 43% reduction).

(28)



Target 3 a 50% reduction in the number of children (aged under 16) killed in road collisions by 2020 (2015 milestone - 35% reduction). (28)



Notes.

(1). Source: Department of Energy and Climate Change, National statistics - 2007 Local Authority carbon dioxide emissions:

<http://www.decc.gov.uk/assets/decc/11/stats/climate-change/6223-local-and-regional-co2-emissions-estimates-for-200.xls>

(2). Source: Scottish Transport Statistics Table 5.4.

(3). Source: Scotland's Climate Declaration Report 2011; CEC.

http://climatechange.sustainable-scotland.net/documents/annual_reports/CityOfEdinburghCouncil-ScotlandsClimateChangeDeclaration-AnnualReport2011.pdf

Figure for 2009 – 10 reflects effects of refuse collection dispute. Figure for 2010 – 11 reflects revised conversion factors issued the Department for Energy and Climate Change. Using the revised conversion factors the emissions for 2009 – 2010 becomes 9,197 tonnes of CO₂.

(4). Source: The Scottish Household Survey.

The results for 2011 – 12 are awaited.

Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.

(5). Source: 2012 CEC Economic Development Unit. A new, more accurate, method of pedestrian counting has been introduced. A long – term prospective is required.

(6). Source: Edinburgh People's Survey 2011. http://www.edinburgh.gov.uk/downloads/file/7913/edinburgh_peoples_survey_2011_report

(7). Source: 2011 Scottish Transport Statistics No 30. Table 5.12 (St. Leonard's).

(8). Source: Edinburgh Partnership SOA. Population - National Records of Scotland (NRS) (2011).

(9). Source: The City of Edinburgh Council, City Development Strategic Planning & Information (2012).

(10). Source: Scottish Household Survey 2009 – 10. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes. More locations shifted from medium to high frequency, but no change in locations shifting from low to medium frequency.

- (11) Source: Halcrow Group Limited, prepared for the City of Edinburgh Council. Currently, there is insufficient information to ascertain trend.
- (12) Source: Council CEPATS data inbound traffic surveys at seven radial roads, 7:30-9:15 hours. Bike numbers small so highly variable. Survey locations are: A90; Queensferry Rd (Orchard Br-Stewart's Melville College),.A8; W Coates (Wester Coates Rd-Stanhope St),. A70 Dalry Rd (Distillery La-Dalry Pl), A702; Bruntsfield Pl (Leamington Terrace-Whitehouse Lane), A7; Clerk St (Bernard Terrace -Montague St), .B1350; London Rd (Windsor St-Hillside Cr), .A900; Leith Walk (McDonald Rd-Albert St).
- (13) Source: Scottish Household Survey, 2009 -10. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.
- (14) Source: Scottish Household Survey, 2009 -10. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.
- (15) Source: Scottish Household Survey, 2009 -10. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.
- (16) Source: The City of Edinburgh Council, Road Safety Team.
- (17) Source: Scottish Household Survey, 2009 -10. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.
- (18) Source: Scottish Household Survey, 2009 -10. Large increase may be due to question for 2009 -10 survey only being asked of those who have used a train in the previous month. Question changed from specifically being about crime in earlier surveys.
- (19) Source: One – Ticket Limited.
- (20) Source: Lothian Buses and First Group.
- (21) Source: Scottish Household Survey 2009 – 10. Scottish Household Survey reduced the sample size in 2007 and introduced a new weighting system in 2008. Figures given are re-weighted. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.
- (22) Source: Handicabs data.
- (23) Source: The City of Edinburgh Council Transport staff estimate.
- (24) Source: Services for Communities' Customer Care Survey.

(25) Source: Lothian Buses plc, Annual Passenger Survey.

(26) Source: The City of Edinburgh Council, Corporate Services. Covers all roads for which the Council is responsible.

(27) Source: Scottish Household Survey. Methodology for data collected changed in 2007 – 2008, to include short journeys of less than ¼ of a mile or less than 5 minutes in duration. The data collection techniques also changed at that time. This methodology significantly increases estimated walking mode share at expense of others from 2007 – 2008 onwards. Data for 2011 based only on one year's sample of data. SHS feel that this sample is sufficiently large.

(28) Source: The City of Edinburgh Council, Road Safety team.

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Developing a New Local Transport Strategy: Issues for Review

Item number 7.4
Report number
Wards

Links

Coalition pledges [P18](#), [P19](#), [P45](#), [P46](#), [P50](#).
Council outcomes [CO9](#), [CO19](#), [SO22](#).
Single Outcome Agreement [All](#)

Mark Turley

Director of Services for Communities

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E-mail: [Lynda Haughney](mailto:Lynda.Haughney@edinburgh.gov.uk) | Tel: 0131 469 3633

Executive summary

Developing a New Local Transport Strategy: Issues for Review

Summary

This report asks Committee to approve the draft 'Developing a New Local Transport Strategy: Issues for Review' report before issuing it for public and stakeholder consultation.

Recommendations

That the Committee approve the Issues for Review report, and its release for consultation with the general public and key stakeholders.

Measures of success

To issue a report which clearly sets out the policy areas where the Council faces possible choice or change of direction.

The intended outcomes are a reduction in transport-related emissions; a reduction in journey times across all modes; increased connectivity; and safer, more liveable communities.

Financial impact

The cost of consulting on and delivering the Issues for Review report and the Local Transport Strategy (LTS), estimated at £70,000 shall be contained with the Transport Revenue budget.

Equalities impact

An Equalities Impact Assessment will be carried out for the LTS.

Sustainability impact

A Strategic Environmental Assessment is being undertaken as part of the development of the LTS.

Consultation and engagement

The Issues for Review Report will be presented to a wide range of stakeholders for consultation, the Transport Forum and other key stakeholders including the Edinburgh Partnership, interest groups, Neighbourhood Partnerships, Community Councils, SEStran, and the general public.

Background reading / external references

Further reading includes:

- Appendix 1: Developing a New Local Transport Strategy: Issues for Review
- Appendix 2: LTS Preparation Programme
- [Local Transport Strategy 2007–2012](#)
- [Transport Vision 2030](#)

Developing a New Local Transport Strategy: Issues for Review

1. Background

- 3.1 The existing LTS was developed to cover the period 2007–2012; in October 2012, it was extended to cover a further 12 months. A new LTS is now being developed to direct the Council's Roads and Transport investment and service delivery for the next five years. This document will be aligned with the Scottish Government's National Transport Strategy and Regional Transport Strategy.

2. Main report

- 2.1 Since its inception in 1996, the Council has had a Transport Strategy centred on supporting the development of the city and on encouraging efficient and environmentally-friendly travel.
- 2.2 No fundamental change of direction is proposed as part of the current LTS revision. However there are some significant areas of policy where there is scope for choice and change over the next five years. It is these areas of choice or change that are highlighted in the Issues for Review Report.
- 2.3 The issues have been identified through consideration of the Capital Coalition Pledges, workshops with relevant Council staff and through consultation with the transport spokespersons of the political groups.
- 2.4 The Council has recently adopted Action Plans covering Road Safety and Active Travel. No change in approach is proposed in these areas of policy.
- 2.5 Several other significant policy issues are covered by separate processes. These include development of Action Plans covering public transport and maintenance and renewals, and a process to come forward with proposals for the city centre.

- 2.6 Other main interfaces include the Council's 2030 Transport Vision; the Single Outcome Agreement; the National Transport Strategy; Sustran Regional Transport Strategy; Edinburgh's Local Development Plan; the Strategic Development Plan; the National Air Quality Strategy; the Sustainable Development Strategy; Delivering Capital Growth; the Economic Development Strategy; and area based strategies such as Area Development Frameworks, and the World Heritage Site Management Plan.
- 2.7 It is now proposed to consult on the Issues for Review Report. The proposed process is set out in the table below. Social media will also be used to encourage responses.

Summary of proposed Issues consultation	
Stakeholder	Proposed format
Political group spokespersons	Meetings
Edinburgh Partnership	Workshops/ questionnaires
Transport Forum and interest groups (eg business community, equalities groups, public transport operators, etc)	
Neighbourhood Partnerships and Community Councils	
SEStran and Neighbouring Councils	Paper and electronic Questionnaires / Libraries / Offices
General public	
Media	Media briefing

- 2.8 It is intended to return to Committee in August 2013, to report on the outcomes of the Issues for Review consultation, and seek approval for the draft LTS to be issued for comment. The final version of the LTS is intended to be put before the Committee in late 2013 for approval.

3. Recommendations

- 3.1 It is recommended that the Committee approve the Issues for Review Report, and its release for consultation with the general public and key stakeholders.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>Pledge 18 – Complete the Tram in accordance with current plans.</p> <p>Pledge 19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.</p> <p>Pledge 45 – Spend five per cent of the transport budget on provision for cyclists.</p> <p>Pledge 46 – Consult with a view to extending current 20mph zones.</p> <p>Pledge 50 – Meet greenhouse gas targets, including the national target of a 42 per cent reduction by 2020,</p>
Council outcomes	<p>CO9 – Edinburgh residents are able to access job opportunities;</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm;</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible;</p> <p>CO24 – The Council communicates effectively internally and externally and has an excellent reputation for customer care;</p> <p>CO25 – the Council has efficient and effective services that deliver on objectives;</p> <p>CO26 –The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
Single Outcome Agreement	<p>All - An effective, accessible, transport network underpins all four priorities in the current Single Outcome Agreement.</p>
Appendices	<p>Appendix 1 - Developing a New LTS: Issues for Review Report</p> <p>Appendix 2 - The LTS preparation programme</p>

Developing the New Local Transport Strategy:

Issues for Review

January 2013

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Foreword

Introduction:

1. Integrated Transport
2. Supported bus services
3. Speed limits – 20mph
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5. School streets
6. City Centre parking
7. Sunday parking
8. Residents Parking/Controlled Parking Zone (CPZ)
9. Air quality
10. Travel planning

FOREWORD by Cllr Hinds

Transport is an issue that has proved to be of continuing interest to the people of Edinburgh over the past few years. It remains vital that our transport system is accessible to all, supports economic development and continues to reduce the environmental impact of moving people and goods.

The Capital Coalition's pledge to establish a Transport Forum has been done and this body will be involved in consultations on the new Local Transport Strategy.

In moving our transport agenda forward, we have identified a set of transport related Issues for Review, that need to be considered in formulating a new Local Transport Strategy, to cover the 2014 – 2019 period.

At its meeting on 15 January 2013, the Council's Transport and Environment Committee authorised a stakeholder and public consultation on a set of Issues for Review. It also extended the current Local Transport Strategy for a further year, to give us time to consult on these important issues.

I hope that as many people and organisations concerned with transport in Edinburgh will be able to take part in this consultation. We look forward to receiving your views and assistance in shaping our new draft Local Transport Strategy.

Introduction

Transport in Edinburgh

Transport underpins almost everything we do. Often without thinking about it, we make transport choices whenever we go to work, take our children to school, go shopping, or visit friends and family. It is therefore very important that our all of our transport options are accessible, efficient and convenient.

On a strategic level, transport supports the economy, enhances the social and cultural fabric of the city, and can contribute to reducing carbon dioxide and other emissions. At an individual level, the choices we make about how we move around affect our health and general quality of life.

Here in Edinburgh, the Council is working to help create a city where walking and cycling are safe, comfortable and convenient modes of travel, and where emissions are kept to a minimum. We also want to create a city where public transport users can plan a convenient journey, motorists and public transport users can share well maintained roads where traffic flows smoothly and drivers can access parking where they need it.

Our transport activities are steered by the Edinburgh Local Transport Strategy (LTS) 2007 – 2012, which has now been extended to the end of 2013. It sets out our policies and objectives.

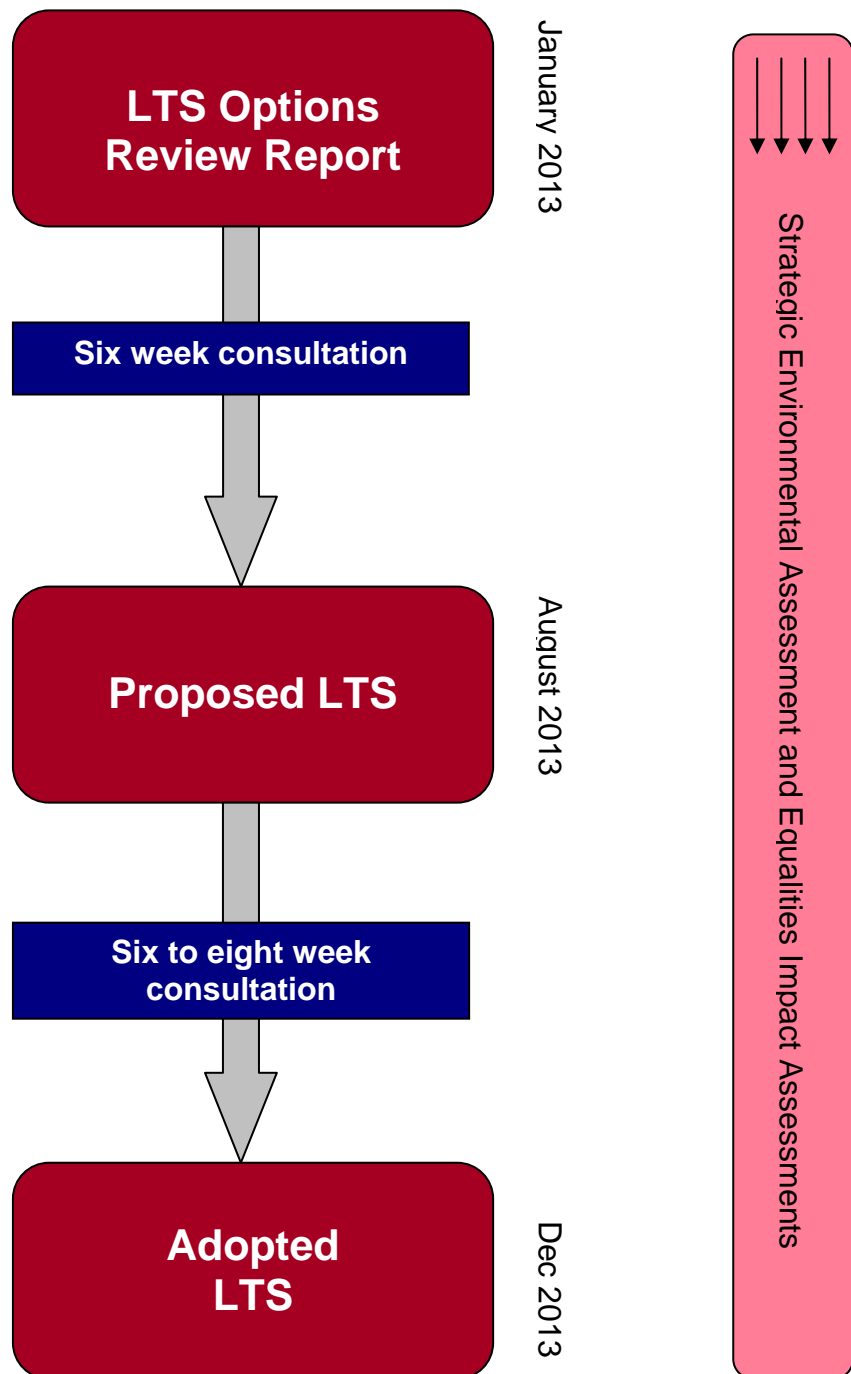
Some of the changes that you will have seen in Edinburgh in recent years have resulted from commitments made in the LTS. These include, for example, the expansion of Park and Ride sites around the city; the promotion of the City Car Club in Edinburgh, through the supply of on-street parking; the information improvements, on-street and online, e.g. through the rollout of 'Bustracker', our increased investment in cycling and our implementation of 20mph speed limits. Of course the tram has been a major and controversial element of transport investment over the past few years, but the project is now near completion and we can now look forward to having the tram operating.

Time for a new Local Transport Strategy

Now it's time for a new LTS to build on recent progress and takes into account changes in the last five years.

As part of the new LTS, the Council has identified ten issues where there is a significant choice to be made. These are set out later in this report. We are keen to know what you think on all these issues.

The Process



Work in Progress

In 2010 the Council agreed an [Active Travel Action Plan](#), covering walking and cycling and a [Road Safety Plan](#).

The [Active Travel Action Plan](#) sets out short, medium and long term actions to encourage walking and cycling in the city over the next ten years and includes ambitious targets to grow the proportion of trips made by bike to 10% of all journeys in the city and 15% of journeys to work. The Council has set aside five per cent of the total transport budget to deliver the cycling actions, with a commitment to increase this by 1% each year to 2016.

At the core of the [Road Safety Plan](#) is the goal that the Council and its partners will work towards Vision Zero; a road network where all users are safe from the risk of being killed or seriously injured. The plan sets out a range of actions covering education, marketing, engineering and enforcement.

We are not currently proposing any change of direction in these two key policy areas, though both plans are reviewed roughly every two years.

The new LTS will cover all aspects of transport in the city. However at present, a number of important issues are being dealt with through separate workstreams with their own consultation processes. So these issues, which are briefly discussed below, are not covered in detail in this report.

The City Centre

The City Centre is perhaps Edinburgh's most valuable asset, and is of course at the hub of the city's transport system. It is essential that whatever we do for the city centre, we get it right.

A cross-disciplinary team has been established to examine options for the City Centre once the Tram has been delivered. These will focus on how to preserve the city centre's unique character as a world heritage site, while making it a more pleasant place to live, work, and move around in. We will consult on a way forward during 2013.

Public Transport

A Public and Accessible Transport Action Plan is being drawn up and will contain a variety of actions to improve public transport service and infrastructure delivery. This is expected to go to the Council's Transport and & Environment Committee for approval in the summer of 2013.

We are also conducting a rolling review of the bus lane network.

Community and Accessible Transport

A comprehensive review of transport services for people who find it hard to use standard public transport is also underway. It is anticipated recommendations following this review will be considered by the Council in the first half of 2014.

Maintenance and Renewals

We understand that the condition of roads and pavements is one of the issues that people care most about. Improving the condition of the city's roads and

pavements is one of the most important priorities for the Council and we will seek to increase spending on their maintenance and renewal. Preparation of a Maintenance and Renewals Action Plan is a high priority for 2013.

Intelligent Transport Systems

In relation to street design and road network management, the Council proposes to maintain an approach of balancing the priorities given to different road users and to the roles of streets, including through its computerised traffic control 'Intelligent Transport Systems'. The overall approach will take account of the importance of individual streets both as places and for movement. Intelligent Transport Systems will be used proactively and in support of other policies, for example to give priority to late-running buses at traffic lights and to seek to reduce pedestrian delays as well as to seek to keep journey times for all traffic reliable.

Forth Replacement Crossing

The Council is working with Transport Scotland to deliver a package of public transport enhancements that will complement the new Forth Crossing

There are some other policy areas where we plan to continue with our current approach. These include street design and road network management, longer distance connectivity, Park and Ride, and Transport and Planning policy integration.

*In relation to **street design and road network management**, the Council proposes to maintain an approach of balancing the priorities given to different road users and to the roles of streets. This will take account of the importance of individual streets as places and for movement.*

*With regard to **Edinburgh's longer distance connectivity**, the emphasis on promoting rail travel over road and air remains unchanged. The Council will continue to lobby for High Speed Rail to Edinburgh and Glasgow. The tram will significantly improve access to Edinburgh Airport. Building on this, the Council will continue to support improved local access to the airport with an emphasis on prioritising public transport and managing parking, thereby minimising traffic and congestion impacts.*

***Park and Ride** retains an important role in the strategy to reduce city centre traffic. We will monitor Park and Ride use and respond as the use of sites grows. With this in mind we are developing plans to expand the site at Hermiston.*

*The **Planning and Transport** services continue to collaborate to ensure that developments have an appropriate mix of uses, and can be easily accessed by active travel and public transport. We now have a ['one door' approach to development](#) in the city.*

Good progress is now being made on the delivery of **Edinburgh Tram**, line 1a from the Airport to York Place. Once the tram is open there will be a bedding-in period. During this time, the Council will start exploring options for the future.

Have your say: how to participate in this consultation

By Internet

In the interests of minimising costs and increasing the speed of analysis of the feedback from this consultation, the Council's preferred form of consultation is via our online questionnaire.

Internet terminals are available at all Council public libraries and can be used for this purpose.

An electronic questionnaire will therefore be prepared for this consultation.

By Post

For respondents who choose not to use the online option, the survey may be completed by filling it out and returning in an envelope marked with the FREEPOST address below:

FREEPOST – RTCH – JJEK - TCCZ
The City of Edinburgh Council
Transport, Performance & Business
Waverley Court (C2)
4 East Market Street,
EDINBURGH
EH8 8BG

Confidentiality

There is no need to provide your contact details by either method of return. All information supplied will be treated with the strictest of confidence.

Further Information

For further information, please write to us at the above address, see www.edinburgh.gov.uk/localtransportstrategy;
E-mail; localtransportstrategy@edinburgh.gov.uk
or phone: 0131 469 3687.

1. Integrated Transport

Transport Integration means that whatever *types* of transport are involved, they all operate as one 'seamless' system, and generally it is about making trips that involve public transport as easy as possible. The Council is striving to achieve this in Edinburgh, though it is constrained by legislation that sometimes makes achieving integration hard.

The delivery of the Edinburgh Tram, as well as major rail investments including upgrades at Waverley and Haymarket stations, the Edinburgh to Glasgow electrification and the Borders Railway, is an opportunity to further improve transport integration in the city.

Ticketing

Holders of train tickets can buy a 'Plusbus' ticket that allows unlimited travel on all operators' services in the city and parts of Mid and East Lothian. 'Oneticket' provides integrated bus-bus and train-bus season tickets. It's intended that Tram ticketing will be integrated with Lothian Buses – day and season tickets will be valid on both bus and tram.

Full ticket integration, e.g. where the Council could require any bus service feeding into the tram to have a simple through ticket even for single journeys, cannot currently be delivered; it would require a change in legislation.

Information

Timetable and fare information is provided at nearly all bus stops in Edinburgh, we would like to know your views on the quality of this information.

Many busier stops have 'Bustracker' real time information, and 'Bustracker' is available on the internet and as a mobile phone App. Tram services will meet the same high standards and the largely segregated route should mean a very reliable service. SEStran (South East Scotland's Regional Transport Partnership) is working to extend real time information provision in the areas around Edinburgh and to more bus operators.

Accessibility and Interchange

People make 'door-to-door' journeys. A public transport trip will always involve some walking, and sometimes cycling and car use. Some journeys involve a change of bus or changing from bus to train etc. Integration means making all this fit together as well as possible. To help deliver this:

- a. A high quality train/tram/bus interchange is being built at Haymarket. The new Edinburgh Gateway station at Gogar, Edinburgh Park station and St Andrew Square bus station will all have easy interchange with the tram.
- b. We will work with the rail industry on access to rail stations, including seeking to safeguard taxi access and improving provision for cycle storage. We are developing proposals to improve the streets around Waverley station, with particular emphasis on pedestrian and cyclist access to the station.

- c. Building on the UK-leading Airlink bus service, we will continue to work with Edinburgh Airport to improve access, with an emphasis on tram and bus.
- d. We will explore the potential to provide feeder bus services to the tram, especially from settlements in the west of the Council area.
- e. We will continue to monitor use of our Park and Ride sites with a view to expanding when necessary; the tram will serve the Ingliston site.
- f. We have reviewed selected pedestrian and cycle routes to Tram stops and will be implementing improvements in the run-up to tram opening. There will be cycle parking at key tram stops.
- g. We are reviewing pedestrian access to the city's busiest bus stops with a view to making improvements.

Please let us know what you think about the Council's approach to integrated transport and whether you think any changes are needed.

2. Supported Bus Services

Supported bus services maintain or enhance bus services where commercial provision would be nonexistent or low frequency. They help to maintain and improve the extent and connectivity of the overall public transport network. They can be an invaluable link to the network for non-car owners, people on low income, and people in outlying areas, such as rural west Edinburgh.

Support tends to be focussed on:

- 'orbital' services, for example the service 38 that serves the Edinburgh Royal Infirmary;
- Services in the early morning (e.g. to allow shift workers to get to work);
- Connections to medical facilities;
- Evening and Sunday services on some routes; and
- Services to smaller settlements e.g. Ratho and Turnhouse.

The need for bus service support is likely to increase if trading conditions for operators deteriorate in future. This could occur through a reduction in Scottish Government support via the Bus Service Operators Grant, or concessionary travel subsidy, or due to rising fuel prices.

Previous reductions in supported services have proved to be very contentious. Reducing supported services can have the effect of making other parts of the network unprofitable, thereby creating a vicious circle of patronage decline. Market research for previous LTS reviews has shown very strong public support for the kind of bus service that tends to be supported (e.g. to hospitals, Sundays, evenings).

Option 1

Increase funding to maintain, and where possible enhance, current service levels on Council supported bus routes, for example by setting aside a proportion of net revenue from parking charges and bus lane camera enforcement; and seek additional funding from other sources.

Option 2

Keep the funding for supported bus services the same as at present in real terms; that is allowing for inflation. This may still lead to reduced services if the need for support increases.

This is relevant to Coalition Commitment 3.5 – part of which is to encourage the improvement of routes and times.

3. Speed Limits – 20mph

Edinburgh has embraced the Vision Zero approach to road safety – the provision of a modern road network where all users are safe from the risk of being killed or seriously injured is the vision at the heart of the Council’s Road Safety Plan. More about our road safety interventions can be found in the [Streets Ahead Road Safety Plan](#).

Not only do lower speeds reduce the number and severity of road collisions, they bring other benefits. For example, they can help make streets and neighbourhoods more ‘liveable’, encouraging cycling and walking. There is strong public support for 20mph speed limits in residential areas.

A high proportion of pedestrian and cyclist casualties in the city occur on the busiest streets in inner parts of the city. In many of these streets average speeds are already fairly low, but a 20mph limit has potential to help rebalance these streets in favour of pedestrians and cyclists and to reduce the severity of injuries when people are hit or collisions occur. Option 1 below would see this lower speed limit in the city’s shopping streets as well as in residential areas.

Two key issues that need to be considered in relation to 20mph limits are enforcement, for which resources are limited, and the effect on bus services on roads where buses might otherwise be able to exceed this speed.

A pilot scheme has been implemented in South Edinburgh using signs-only for a 20mph limit. Changes in national guidance mean a hybrid approach using a mixture of signs-only on some streets and traffic calming on a targeted basis is now possible. Options 1 and 2 would be likely to adopt this mixed approach on minor streets.

It should be kept in mind that the next generation of motor vehicles is likely to include speed limit adaptive technology, which will enable cars to keep below the speed limit automatically.

Option 1

Extend 20mph speed limits to all residential streets, to shopping areas, including the city centre, and to main roads with high pedestrian activity (e.g. in tenement areas). This would mostly be achieved using signs, with limited traffic calming (e.g. road humps) where necessary.

This option would build on the South Edinburgh pilot described above. It would involve 20mph speed limits largely without road humps or other “traffic calming” features, though these could be used in residential streets where speeds significantly over 20mph were a persistent issue.

Because it relies mainly on signs, this approach is relatively low cost; around a sixth to a quarter of the cost of option 3. So coverage of 20mph limits could be extended rapidly. However the approach mainly relies on motorists complying with the new limit, so it is likely to reduce speeds less than option 3.

Option 2

Extend 20mph speed limits to all residential streets, achieved using signs, with limited traffic calming (e.g. road humps) where necessary.

This option is similar to Option 1 but would not include shopping streets.

Option 3

Extend 20mph speed limits to priority residential areas only, with speeds controlled wholly by physical traffic calming (e.g. road humps).

This option retains the established approach to 20mph speed limits which was used before the pilot in South Edinburgh. The higher costs, however, lead to much slower implementation; and in some streets the traffic calming features are not necessary to bring speeds below 20mph. Furthermore, this approach is not suitable for main shopping streets or busy bus routes, as it is problematic for public transport and the emergency services. It does, however, ensure very good levels on compliance.

[Coalition Commitment 6.3](#) commits to consulting with a view to extending the current 20mph traffic zones.

4. Speed Limits – 30mph and above

Some roads, in the outer suburbs of the city but still with houses or businesses fronting them, retain a 40mph speed limit.

This can speed up car journeys to a limited extent, but a collision at 40mph involving a pedestrian or cyclist is far more likely to result in serious injury or death than at 30mph. A 30mph limit has safety benefits and contributes to more people-centred neighbourhoods.

Option 1

To implement a 30mph limit on all streets with any “urban” frontage (i.e. houses, shops or businesses), with the exception of 20mph streets and some dual carriageways on the city outskirts.

The intention of this proposal is to make the approach to speed limits within the city clearer and more consistent and to improve safety.

Under the proposal a number of roads that currently have a 40mph limit, such as parts of Telford Road, Seafield Road, and Comiston Road would see the limit reduced to 30mph. 40mph dual carriageways like Calder Rd would keep the existing speed limit.

Option 2

Continue with the current approach of reviewing speed limits on a street by street basis, considering existing speeds and also accident numbers and severity.

Speed limits are considered for reduction on 40mph or higher speed roads where there is evidence of an increased risk or accidents; and also on streets where current speeds are relatively low. This is in line with established government recommendations.

5. School Streets

Encouraging young people to travel to school on foot or by bike has benefits in that it leads to healthier, more active young people, and also reduces pressure on the road network.

There will always be a certain proportion of trips to school by car, and these often cause significant localised congestion and parking problems around school gates at the beginning and end of the school day. In some cities, streets with schools on them are closed for short periods of around 20 to 30 minutes at school start and finish times to create a safer, more pleasant environment for children immediately around the school.

School street closures could be challenging to manage or enforce, may cause access problems to the residents living on the streets concerned and there is a risk of displacement of drop-off activity and associated traffic. With this in mind any such initiatives would be closely monitored to establish problems as well as benefits.

Option 1

Implement 'school streets' part time closure schemes on request from School Councils, if the surrounding road network allows, and monitor for results.

The part time closures of streets near schools will not be appropriate for all schools, but if early projects are successful this approach could be extended more widely on request.

Option 2:

Maintain the status quo - i.e. leave streets outside schools to operate in their current way.

Review the parking / loading restrictions and signage around primary and secondary schools on request.

6. City Centre Parking

No significant changes are proposed in this policy area; your comments, however, are sought on the proposed approach.

Managing parking is a vital component of the city's transport strategy. A sufficient supply of parking is required to support the city centre as a place to live, work, socialise etc and is often essential for people with impaired mobility who have use of a car. However, supply needs to be managed, and parking and loading restrictions are needed to keep the transport network flowing smoothly and prevent congestion; so a careful balance needs to be maintained.

Parking policy can also have a significant impact on the look and feel of the city centre. Too many parked cars on street can make the street uninviting for shoppers and pedestrians.

Over the past 15 years one major new car park has opened at Greenside, although this remains underused – and the St James Centre redevelopment would increase parking supply by over 1000 spaces. On-street parking supply has remained broadly stable.

Going forward, the Council's proposed approach to city centre parking is:

- To provide effectively for residents parking demand, while balancing this with the need for public parking and with plans to make our streets better and safer to walk, cycle and use public transport.
- To use parking and loading restrictions (e.g. single and double yellow lines) to enable safe and effective movement by all means of transport.
- To ensure adequate loading opportunities (e.g. dedicated loading bays) are available to service businesses.
- To provide high quality information, signing and guidance for off-street public parking and improving information and signage for on street public parking.
- To use pricing (such as decreasing ticket prices in less used streets and/or increasing ticket prices in busier streets) and marketing (such as improved signing) to encourage a more even distribution of parking activity – seeking to reduce over-demand in key streets including George Street.
- To consider less on-street parking as part of projects to enhance the city centre environment and improve conditions for pedestrians, cyclists and public transport.
- To consider proposals for new or enlarged off-street car parks on a case-by-case basis, taking into account current demand and the impacts of proposals on economic vitality, traffic flow, pollution and the potential to reduce on street provision.
- To continue to support and promote bus and rail based park and ride, which offer an alternative to city centre parking.

7. Sunday Parking

Most parking restrictions in Edinburgh date back to before Sunday trading became widespread; today the city centre retailing operates on Sundays much as it does on other days of the week.

Free Sunday parking may not be maximising the economic benefit to retailers and other businesses – not all of the parking is by customers, and the lack of controls can reduce the ‘turnover’ of parking spaces. Also, the relaxation of parking restrictions leads to buses and general traffic experiencing delays on some routes on Sundays.

In order to deal with the situation that now exists, the Council is considering introducing some degree of Sunday parking controls.

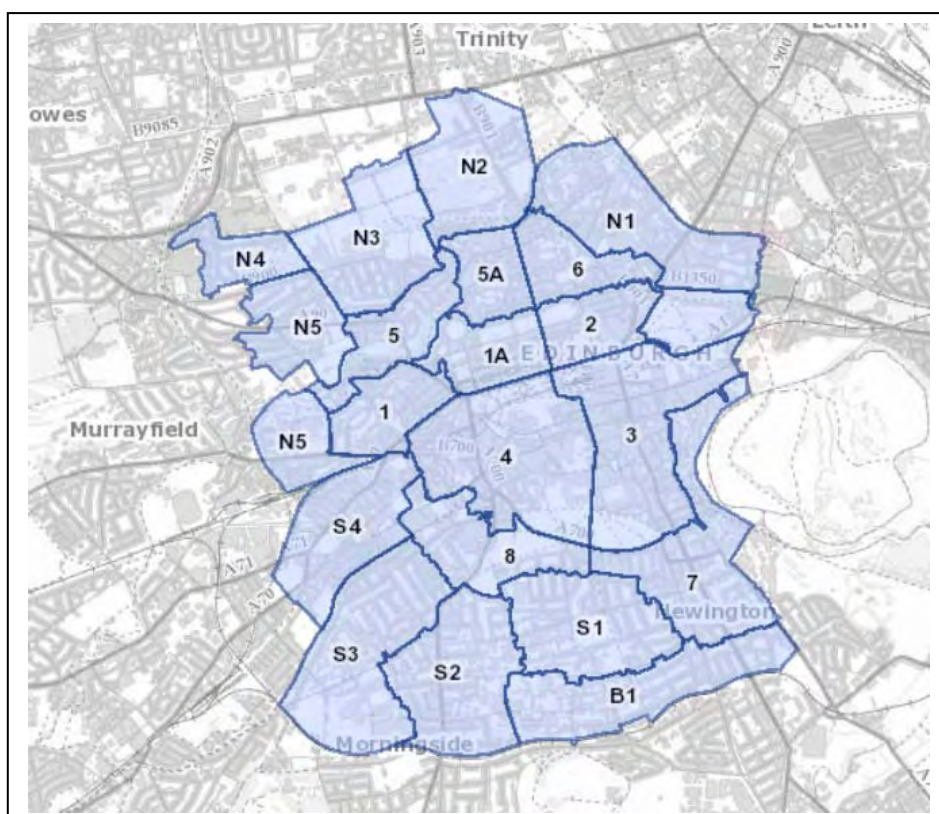
Any introduction of controls requires careful consideration and a good understanding of potential impacts, including:

- Impact on the city centre economy - to what extent would changes benefit or disbenefit the economy.
- Impact on other Sunday activities, notably worship.

Before any of options 2 to 4 could be taken forward surveys would be required.

Currently, Sunday bus services are at a lower level than on other days of the week. If parking controls are introduced it would be very desirable that this situation be changed. Introduction of parking controls would be likely to help bus operations and so possibly enable some service improvements without extra subsidy. But a further possibility would be to use additional net income from Sunday parking to support more bus services.

Some additional city centre Sunday restrictions will be required when the Tram is operational, these are already being progressed by the Council.



Central CPZ = 1, 1a, 2, 3, 4

Peripheral CPZ = 5, 5a, 6, 7, 8

Extended CPZ = N1, N2, N3, N4, N4, S1, S2, S3, S4

Priority Parking Zone = B1, B2

Option 1

Maintain the status quo – i.e. generally allowing on-street car parking in the city centre on Sundays, free of charge.

Option 2

Extend yellow line restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors.

Option 3

Extend yellow line restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors; with charges and residents' permits operating in the central retail areas.

Option 4

Extend yellow line restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors; with charges and residents permits in operation in central retail areas, and either just the central Controlled Parking Zone (CPZ), zones 1 to 4 on the map; or the central and peripheral CPZs, zones 1 to 8 on the map.

Delivery Option

Any net revenue from options 2, 3, or 4 could be set aside to enhance Sunday bus services. Your views are sought on this option

8. Residents' Parking/Controlled Parking Zone (CPZ)

Controlled parking now covers a large area of inner Edinburgh. This enables street space to be managed to balance the needs of residents and businesses while generally discouraging on-street commuter car parking and thereby protecting residents' interests and supporting public transport use, walking and cycling.

The city centre CPZ completely excludes commuter parking but has led to problems of high parking pressure for residents just outside the zone. To deal with these problems we have recently been implementing "Priority Parking" areas around the edge of the CPZ. These have a mixture of free on-street parking and residents-only parking bays that only operate for 90 minutes a day. The cost of these bays is associated with the CO₂ emissions of the vehicle but is considerably less than the cost of a standard residents' permit.

The priority parking areas have reduced opportunities for commuter parking and helped residents find parking during the day but have not moved parking pressures on to other areas to nearly the same extent as the city centre CPZ.

Priority Parking is a low-cost solution, as there are very limited requirements for street furniture, no ticket machines and enforcement is needed for only a short period each day.

Progressing CPZ / Priority Parking in selected local areas can be relatively cheap to implement, and allows local areas to be tailored to local needs. For example, priority parking will be promoted in the streets around tram stops, to protect residents from commuter parking.

Option 1

Conclude the current roll-out of Priority Parking at the edge of the CPZ. Take forward further Controlled Parking Zone (CPZ) or Priority Parking areas on a planned and strategic basis, actively promoting schemes where future pressures are anticipated, for example, around major employment, retail or university sites in the suburbs.

Option 2

Conclude the current roll-out of Priority Parking at the edge of the CPZ. Take forward further CPZs or Priority Parking areas only on request from local residents.

9. Air quality

The quality of the air we breathe is important to our health. Edinburgh has three Air Quality Management Areas, in which it is a statutory duty under European law to take reasonable steps to reduce Nitrogen Dioxide Levels.

All diesel- and petrol-engined vehicles emit some Nitrogen Dioxide, but larger diesel-engined vehicles such as buses and lorries cause relatively large amounts of pollution. So reducing Nitrogen Dioxide pollution needs a degree of focus on these types of vehicle.

There is an Air Quality Action Plan which, to date, has relied on voluntary measures, for example retrofitting of lower-emission engines into buses. However progress towards reducing emissions has been slow and there is a risk of EU fines from 2015.

In addition to the options below, the Council will be taking forward actions to manage traffic flows, where possible, through its computerised traffic light control system. This measure on its own, however, will not achieve the EU target levels for air quality.

Option 1

Introduction of a 'Statutory Quality Partnership' or use of a 'Traffic Regulation Condition' to impose emissions requirements on most bus operations, with more stringent requirements applying to services having the largest impacts on air quality in Air Quality Management Areas.

This option, which has been adopted in Glasgow for the city centre and main radial bus routes, would enable a tailoring of emissions requirements. For example more stringent standards could be applied to the most frequent bus services and those spending the largest proportion of their time operating in Air Quality Management Areas. The option would lead to a reduction in emissions from buses. But because some bus operations would be excluded and lorries would not be covered, the effects may be smaller than for a low emissions zone. The ability to tailor emissions requirements means that there are likely to be fewer problems with this option than for an LEZ. For example for operators of less frequent longer distance bus services could be exempted. A *Statutory Quality Partnership* or *Traffic Regulation Condition* could be delivered at a significantly lower cost than a Low Emissions Zone.

Option 2

Introduce a 'Low Emissions Zone' to Edinburgh with entry requirements for buses and goods vehicles based on their emissions. Requirements would be phased in to allow adjustment by operators.

Under this option the overall standard of vehicle fleets would improve and emissions would reduce. This option, however, has significant set-up and running costs. Operators with older vehicle fleets could be adversely affected by the pressure that fixed emissions standards would create to renew fleets.

Without significant financial support this could result in the loss of some bus services.

Option 3

Introduction of a 'Low Emissions Zone' to Edinburgh with operators of goods vehicles and potentially buses with higher emissions charged for entering the zone depending on the levels of emissions from their vehicles. Lowest emissions vehicles would enter free.

As for option 2, this would put pressure on vehicle operators to renew vehicle fleets and could have similar impacts on operators and potentially bus services. However, because of the scope to enter the Low Emissions Zone with more polluting vehicles there would be more flexibility for operators. Furthermore, there may be potential to use net revenue generated by this option to support emissions- reducing initiatives or to support retention of vulnerable bus services.

Option 4

This option is a combination of options 1 and 2/3 – to apply a Statutory Quality Partnership to impose emissions requirements on most bus operations, and also to apply a Low Emission Zone, with or without charging, for goods vehicles.

While again having significant set up and operating costs, this Option would allow a more tailor-made approach for bus operators, while also providing some revenue.

Option 5

Continue current voluntary efforts to reduce emissions.

This approach is likely to result in slow progress towards objectives and the risk of EU fines. There would, however, be fewer problems for businesses and bus operators, as there would be no requirements to use cleaner vehicles nor charges for using more polluting ones.

[This relates to Coalition Commitment 6.8 – to investigate the possible introduction of low emission zones.](#)

10. Travel Planning

The Council is frequently approached for assistance with Travel Planning (involving organisations helping staff to plan their travel - usually with the objective of minimising car use). There is currently no resource available to do this. The Council imposes Travel Planning conditions through the development control process; but sometimes there is little follow-up by either the developer or the Council.

Travel Planning is low-cost and research work for the UK Department for Transport suggests it can be a very effective way of altering travel behaviour.

Option 1

For the Council to employ an officer with a specific remit to take a more proactive stance with major employers and other organisations on travel planning. Travel Planning is a process which encourages employees, residents, students and others to travel less in general (e.g. flexible working) and to travel more by walking, cycling and public transport, through provision of better, often personalised, information and sometimes through incentives .

Option 2

Maintain the status quo of action by only encouraging travel planning through the Planning process (alongside the granting of planning permission).

Providing a Travel Planning service could help the Coalition fulfil Commitment 5.8 – to invest in healthy living and fitness advice for those most in need.

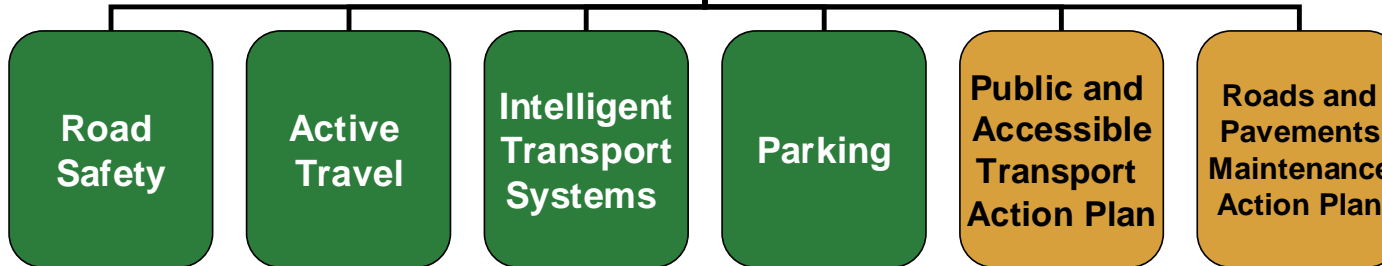
Appendix 1: The Transport 2030 Vision

The Council's long term approach to transport is set out in its [Transport 2030 Vision](#). The Vision includes nine desired outcomes, as below, and sets out indicators of progress towards these as well as listing initiatives that contribute to each.

By 2030, Edinburgh's transport system will:

- be **environmentally friendly** - reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions
- be **healthy** - promoting Active Travel with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality
- be **accessible and connected** supporting the economy and providing access to employment, amenities and services
- be **smart and efficient** providing reliable journey times for people, goods and services
- be part of a **well planned, physically accessible sustainable city** that reduces dependency on car travel, with a public transport system and walking and cycling conditions to be proud of
- be **safe, secure and comfortable**
- be **inclusive and integrated**
- be **customer focussed and innovative**
- be **responsibly and effectively maintained**

Appendix 2: The Policy Framework: policy alignment



Appendix 3: Coalition pledges

Following the local government elections in May 2012, the Capital Coalition was formed between Labour and SNP politicians and the [Contract with the Capital](#) was published.

The agreement outlined the Capital Coalition's shared commitments for delivery during the 2012-2017 term of the Council via a range of pledges in the following key areas:

Many of the Coalition Commitments involve transport, but the pledges below relate most directly to roads and transport services. Where there is a direct link to one or more of the Options, this is indicated in blue parentheses.

- 3.4 complete the Tram project in accordance with current plans;
- 3.5 keep Lothian Buses in public hands and encourage the improvement of routes and times; ([Option 2, 7](#))
- 5.8 invest in healthy living and fitness advice for those most in need; ([Option 10](#))
- 6.1 prioritise keeping our streets clean and attractive;
- 6.2 spend five per cent of the transport budget on provision for cyclists;
- 6.3 consult with a view to extending the current 20mph traffic zones; ([Option 3](#))
- 6.4 set up a city-wide Transport Forum of experts and citizens to consider our modern transport needs;
- 6.8 investigate the possible introduction of low emission zones; ([Option 9](#))

Appendix 2

LTS Preparation Programme.

Activity	Dates
Main Issues Report to the Policy Review and Development Sub Committee for scrutiny and discussion.	20 December 2012
Final Main Issues Report to the Transport and Environment Committee, for approval to issue for consultation.	15 January 2013
MIR consultation period. Workshops with stakeholders, including members of the Transport Forum. Stakeholder questionnaire. Public questionnaire.	January to March 2013
Report on the Main Issues Consultation and draft Local Transport Strategy presented to Transport Forum.	tbc June / July 2013
Report on the Main Issues Consultation and draft Local Transport Strategy presented to the Policy Development and Review Sub – Committee, for scrutiny and discussion.	tbc July / August 2013
Report on the Main Issues Consultation and draft Local Transport Strategy presented to the Transport and Environment Committee, for approval to consult.	tbc August 2013
Local Transport Strategy consultation period. Workshops with stakeholders. Stakeholder questionnaire. Public questionnaire.	September – October 2013
Report on the Local Transport Strategy consultation period to the Transport Forum.	Late October 2013
Local Transport Strategy presented to the Policy Development and Review Sub - Committee for scrutiny and discussion.	tbc November 2013
Local Transport Strategy presented to Transport and Environment Committee for approval.	tbc December 2013

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Public and Accessible Transport Action Plan

Item number	7.5
Report number	
Wards	All

Links

Coalition pledges	P18 P19
Council outcomes	CO7 CO8 CO9 CO10 CO22
Single Outcome Agreement	SO1

Mark Turley

Director of Services for Communities

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Executive summary

Public and Accessible Transport Action Plan

Summary

The Public and Accessible Transport Action Plan (PATAP) will prioritise and set out detailed actions to 2020 to improve public transport infrastructure and services. It will sit alongside the Road Safety and Active Travel Action Plans, and any other future plans. The PATAP will progress a review of future provision of Community and Accessible Transport (CAT).

This report presents a draft PATAP document for consultation purposes.

The report appendices also include, for information, the new protocol for coloured surfacing in bus and cycle lanes and Advanced Stop Lines.

Recommendations

It is recommended that the Committee:

- approves the draft PATAP for consultation purposes;
- notes that this includes an action to progress a review of future CAT provision;
- agrees to extend the CAT Service Level Agreements for one year, and to continue operating Taxicard at current levels; and
- notes the new protocol for coloured road surfacing.

Measures of success

The PATAP includes detailed targets and monitoring processes.

Financial impact

The extension of the CAT Service Level Agreements will be made at current funding levels. Over a year, these budgets total £835,235. The taxi card budget in 2012-13 is £550,000, which includes one-off additional funding of £90,000 to meet increasing demand. The 2013-14 budget (£460,000) as it currently stands will not include this additional funding. Additional demand in 2013-14 is expected to be £120,000.

Equalities impact

An Equalities Impact Assessment (EqIA) is being undertaken as part of the PATAP process. The review of the Community and Accessible Transport provision is a significant element of this process and is being given due regard. An extensive consultation process is currently in progress and will be detailed in the completed EqIA and appended to the follow up report.

Sustainability impact

Strategic Environmental Assessment pre-screening has been completed and reported to Scottish Government. No feedback has been received, which indicates that a full assessment will not be required; the PATAP actions do not propose any significant negative impacts on the environment.

Consultation and engagement

The main report sets out a specific consultation programme.

Background reading/external references

Appendix 1 – Draft Public and Accessible Transport Action Plan

Appendix 2 – New Coloured Surfacing Protocol for Bus and Cycle Lanes and
Advanced Stop Lines

Public and Accessible Transport Action Plan

1. Background

- 1.1 The PATAP is one of the key Action Plans which will deliver the objectives of the Council's Local Transport Strategy.
- 1.2 It is designed to:
- Build on existing successes and develop a clear plan up to 2020.
 - Prioritise activity whilst improving customer service.
 - Ensure public and accessible transport plays its part in meeting the Council's wider objectives.
 - Sit alongside existing Road Safety and Active Travel Action Plans and any other future plans, and in alignment with the present and next Local Transport Strategies.
- 1.3 The PATAP is consistent with the Transport 2030 Vision, reflects the relevant Coalition pledges, and will be consistent with the new Local Transport Strategy. It will run until 2020. Progress will be monitored every two years and the Plan will be reviewed in 2015. The draft PATAP is attached at Appendix 1 of this report, and is summarised below.

2. Main report

- 2.1 The document is divided into sections as follows:
- Background and objectives
 - Bus operations
 - Bus infrastructure
 - Community and Accessible Transport
 - Taxis and Private Hire
 - Rail

- Tram
- Information
- Environment
- Targets and monitoring
- Actions

2.2 The overall aim of the Plan is: ‘an integrated, safe, modern, sustainable, top quality public transport system, providing for all major medium and longer distance movement to, from and around Edinburgh; accessible to all’. The objectives are to:

- implement the tram;
- ensure the bus network is reliable, convenient, and economical;
- consolidate recent, and secure further rail improvements;
- provide good Park and Ride facilities at the edge of/outside the city;
- ensure taxis and PHCs are convenient and accessible;
- maximise information provision, fully using new communications media;
- support a strong city centre economy;
- promote local, national and international connectivity; and
- mitigate the environmental and transport impacts of long distance travel (primarily air, both directly and in travel to/from the Airport).

2.3 Public transport’s share of Edinburgh residents’ journeys is now slightly higher than in 2001 (Scottish Household Survey data). Overall travel has grown, but general traffic volume declined (more people, fewer vehicles). Total public transport trips have grown (Lothian Buses and Office of Rail Regulation data).

2.4 Between 2010–2015, trips in Edinburgh are projected to increase 17 per cent by bus and tram (Tram business case data). By rail, the growth which is currently projected (from Network Rail’s Scotland Second Generation Route Utilisation Strategy (RUS)) is adopted as a target.

- 2.5 Edinburgh's buses are rated best of all the large urban areas in Scotland (Scottish Household Survey (SHS) data), but there are major challenges including: fuel costs, emissions, roadworks and special events disruption, significant passenger growth at rail stations, reliability, and maintaining supported services. Infrastructure issues include maintaining and improving stops, shelters, Bustracker displays, bus lane cameras, and Selective Vehicle Detection at traffic lights.
- 2.6 There is a clear correlation between extending bus lanes and bus patronage in Edinburgh from 1997–2007. The Plan proposes plans for a pilot 'priorityconnect Corridor', to further improve bus journey times, reliability and quality on an existing corridor.
- 2.7 Taxis and Private Hire Cars enhance choice and provide a small but valuable part of the overall public transport mix. Small-scale but important measures can improve these services.
- 2.8 From 2004 to 2010, rail journeys to and from Edinburgh grew from 17.5 million to 22.9 million (Office of Rail Regulation (ORR) data). Further growth to 2020 will significantly affect bus, foot and cycle networks, particularly at Waverley, Haymarket, Edinburgh Park, and the new Edinburgh Gateway. The PATAP continues efforts to promote and support high-speed rail to England, press for improved existing long-distance services, and monitors any development which may facilitate introducing passenger services on the South Suburban Railway.
- 2.9 Completion of the Tram will be a major milestone during the PATAP's life.
- 2.10 A revised Edinburgh Bus Information Strategy will be produced by 2015 at the latest to address new developments in communications since 2007.
- 2.11 The PATAP adopts relevant Transport 2030 Vision targets, these are monitored and reported to Committee each November. The data will be used for biannual PATAP monitoring. PATAP has the following additional targets:
- 17 per cent increase in total trips on Buses and Tram 2010–15; 33 per cent 2010-20;
 - Haymarket station passenger numbers growing (from 4.1M in 2010) to 5.5m in 2015, 6.5m in 2020; Waverley (2010; 20M) to 26M in 2015, 30M in 2020.
 - Edinburgh residents: increase public transport share of all trips from 19.1 per cent to 20.5 per cent by 2015; to 21.5 per cent by 2020 (SHS data).

2.12 There are significant gaps in local public transport data. PATAP used existing national data and local data based on small sample sizes. To improve future planning, it is proposed to carry out research to gather a better picture of how Edinburgh's public transport networks are actually used.

Community and Accessible Transport

2.13 Community and Accessible Transport is provided in Edinburgh by:

Individual Transport

- Taxicard (up to £3.00 discount per taxi trip, maximum 104 trips/year)
- Dial-a-Bus and Dial-a-Ride, operated by Handicabs Ltd (HcL) (Council funding £106,555 and £341,435 per year)
- Shopmobility (£79,000 per year)

Group Transport

- LCTS, Lothian Community Transport Services
- Dove Transport
- PEP, Pilton Equalities Project
- SEAG, South Edinburgh Amenities Group
- Total Council funding £309,038 per year

2.14 As noted in 'financial impact', in 2012-13 an additional £90,000 was allocated to the Taxicard budget, which is not included in the 2013-14 budget. Without such additional funding, the Taxicard budget is likely to incur a significant overspend in 2013-14.

2.15 Transport planning consultant Halcrow was commissioned to review all Community and Accessible Transport currently funded through the Council's Transport account.

2.16 The review found that Edinburgh offers a wider range of services than other cities. However, it also highlighted increasing costs (related to ageing vehicles, increases in fuel and staff costs etc, rising demand (an ageing population and greater focus on care at home) and static funding.

2.17 It showed that current arrangements cannot be sustained. Options for future provision are being developed, and are being discussed with service providers and users.

- 2.18 In addition as the action plan is developed full account will be taken of the needs of the Health and Social Care Department's services and their users, to ensure that future services are consistent with their needs, and take full account of any planned or proposed changes to service delivery and the needs of service users.
- 2.19 The current Service Level Agreements expire on 31 March 2013. New arrangements will not be in place before this. Therefore, an extension of current agreements is proposed in order to allow time to complete a full and considered consultation and procurement process, while maintaining current service provision.

Consultation

- 2.20 Consultation on the draft PATAP will take place over the next two months. It will consist of a mixture of feedback from a number of stakeholder groups, using regular scheduled and *ad hoc* meetings, from individuals who attended a Stakeholder Workshop in July 2011, and via electronic media. Consultees include:
- relevant Local Authorities;
 - Scottish Government (Transport Scotland);
 - public transport operators;
 - relevant voluntary sector groups;
 - public transport associations;
 - relevant lobby groups;
 - the Transport Forum.

In all cases, the PATAP documents will be circulated.

- 2.21 Following consultation, and taking into account comments received, the PATAP will be revised, with Committee approval of a final version being sought in mid 2013.
- 2.22 CAT stakeholders are currently involved in initial discussions. Further work is required before a review of future provision can be completed, and presented to Committee. This is expected to take until summer 2013, after which it expected that, formal consultation will commence.

Coloured Road surfacing protocol

- 2.23 Appendix 2 sets out a new protocol for coloured surfacing for bus and cycle lanes and Advanced Stop Lines (ASLs). Many bus lanes in Edinburgh have had green coloured surfacing; red surfacing was selectively used in cycle lanes and ASLs.
- 2.24 Coloured surfacing promotes compliance and safety. However, the coloured thermoplastic finish used to date is difficult to maintain. Embedding red coloured chips in Hot Rolled Asphalt appears to be more cost effective, practical and sustainable. It also appears more acceptable from a streetscape point of view.
- 2.25 This system will be used in new bus and cycle schemes, and for renewals; eventually the complete network will be converted. Utility companies will be instructed to replace the red chips when reinstating the carriageway.

3. Recommendations

- 3.1 It is recommended that the Committee:
- approves the draft PATAP for consultation purposes;
 - notes that this includes an action to progress a review of future CAT provision;
 - agrees to extend the CAT Service Level Agreements for one year, and to continue operating Taxicard at current levels; and
 - notes the new protocol for coloured road surfacing.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P18 -Complete the tram project in accordance with current plans P19 - Keep Lothian Buses in public hands and encourage the improvement of routes and times
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration CO8 - Edinburgh's economy creates and sustains job opportunities CO9 - Edinburgh residents are able to access job opportunities CO10 - Improved health and reduced inequalities CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all
Appendices	Appendix 1: Public and Accessible Transport Action Plan Appendix 2: New coloured surfacing protocol for bus and cycle lanes and Advanced Stop Lines



Public and Accessible Transport Action Plan 2013 - 2020

Consultative Draft

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Foreword



Edinburgh is a city that in many ways is ideally suited to public transport. With a dense urban environment, relatively low fares, and jobs and services concentrated in the city centre, bus use is among the highest in Britain. But we must not be complacent; we want to see continual improvement.

Public transport plays an essential role in the lives of many of the city's residents, workers and visitors. It enables access to employment, health care, education and leisure opportunities. It uses the road network efficiently, and so mitigates congestion. A good public transport system has fewer environment impacts than a car-based transport system. This Public and Accessible Transport

Action Plan (PATAP) sets out to deliver these benefits by enabling and encouraging people in Edinburgh to use public transport more often.

We are establishing this Plan to:

- build on existing successes, and develop a clear plan up to 2020
- prioritise activity whilst improving customer service
- ensure public and accessible transport contribute to our objectives for Edinburgh
- complement the existing Road Safety and Active Travel Action Plans

I believe that implementing this plan will make a positive difference to Edinburgh. It will reduce pollution and congestion. Streets that are easy and friendly to walk and cycle in are more civilised and safer for everyone.

Councillor Lesley Hinds
Convener of Transport

Section 1: Introduction, Background and Objectives

Introduction

For a city of its size, Edinburgh has a well-regarded public and accessible transport network. Nevertheless, the Council, and many others in the city, do not consider this sufficient for the future. In particular, to meet aspirations for Edinburgh to compete on a European, if not world stage, we must develop a public transport system that is at least equal to the best in Europe.



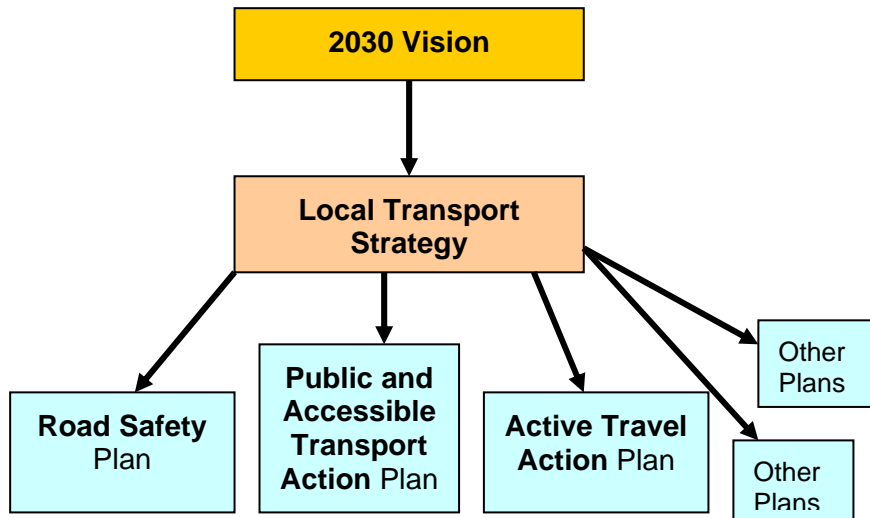
The Edinburgh Partnership 2012-15 Single Outcome Agreement sets strategic priorities and associated local outcomes. It notes: 'Transport underpins many of the city's activities and SOA outcomes...a key element of ...Edinburgh's attractiveness as a place to do business...An effective public transport system is essential...Accessible transport is crucial for...social inclusion, and...independent living.'

Outcome 4 is 'Edinburgh's communities are safer and have improved physical and social fabric'. A required action is 'Implement the Local Transport Strategy'.

The Council's 2030 Vision

By 2030, Edinburgh's transport system will be one of the greenest, healthiest and most accessible in northern Europe:

- environmentally friendly
- healthy
- accessible and connected, supporting the economy and providing access to work, amenities and services
- smart and efficient providing reliable journey times
- part of a well planned, physically accessible, sustainable city that reduces car dependency, with public transport, walking and cycling conditions to be proud of
- safe, secure and comfortable
- inclusive and integrated
- customer focussed and innovative
- responsibly and effectively maintained



- ensure taxis and PHCs are convenient and accessible, particularly where other public transport is inconvenient
- maximise information provision
- support a strong city centre economy
- promote and facilitate local, national and international connectivity
- mitigate the local and global environmental and transport impacts of long distance travel

The Actions which follow from these objectives are listed in the Appendix.

From its first Local Transport Strategy in 1999, through to the 2030 Vision approved in 2010, the Council has given high priority to public transport. This continues in the Council's new LTS (2014-19). The overall aim is to achieve:

'an integrated, safe, modern, sustainable, top quality public transport system, providing for all major medium and longer distance movement to, from and around Edinburgh; accessible to all'.

The objectives to meet this aim are:

- implement the Tram as an integral part of the public transport system
- ensure the bus network is reliable, convenient, and economical across the city at all times
- consolidate recent, and secure further improvements to passenger railways
- well designed Park and Ride available at the edge of, or outside the city



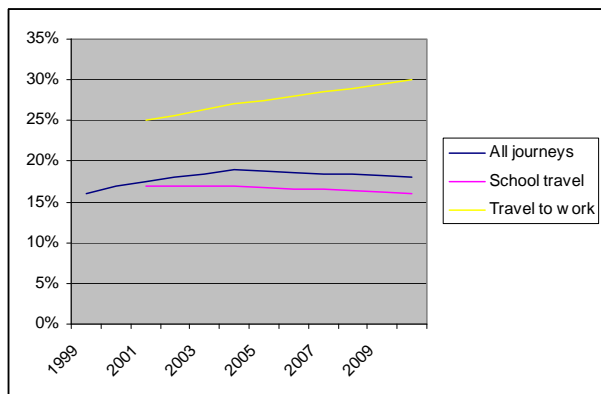
Background trends

Quantifying public transport's role in Edinburgh is not straightforward; all the main data sources have some limitations. Nevertheless, it appears that public transport accounted for around 3% more of Edinburgh residents' journeys over the last decade; mainly due to more commuting by public transport.

Travel in Edinburgh has grown since the 1990s, while traffic volumes have declined (i.e. more people, but fewer vehicles). Public transport trips increased.

68.5% of its workforce lives in the city¹; around 6% each in Midlothian, in West Lothian and in East Lothian, and 4.7% in Fife. It has hardly changed since 2001², when 64,500 (24%) of the city's workforce commuted by bus, 11,200 (4%) by train.

Edinburgh residents; public transport share of trips



Future trends

The introduction of Trams in 2014 will be a major milestone during the PATAP period. For forecasting and target setting purposes,

¹ Annual Population Survey 2008 (Scottish Government)

² 2001 Census

PATAP combines Tram and bus patronage figures. Modelling³ predicts that in year 1, 27% of Tram passengers will be new to public transport, mainly having previously travelled by car, with a smaller number of new generated trips.

The modelling suggests that in 2015, 128 million trips will be made on bus and Tram, a 17% increase; by 2020, 145 million.

Million trips	* predicted					
	2006	2008	2010	2012	2015	2020
Bus	108	113	109	115*	123*	138*
Tram					5.1*	7.5*

Between 2009 - 2024, rail trips in the 'Edinburgh conurbation market' are projected to increase 90 – 118%⁴, a 25 - 31% increase by 2015.

To be consistent with the Council's 2030 Vision, Local Transport Strategy and Active Travel Action Plan (ATAP), public transport mode share should not grow by shifting pedestrians and cyclists onto buses and trains; it must gain market share from car travel.

Some background themes

- little evidence of communications technology substantially reducing travel; rather, it's increasing public transport use
- research suggests personal interaction is still important for work and leisure
- growth in car travel, whilst comprising the great majority of trips nationally and locally, has apparently levelled off
- continuing relocation of work, leisure and education; which is partly planned, partly unplanned and unpredictable
- projected doubling of rail passenger numbers; impact on connecting transport

³ Business Case Update 2010

⁴ Network Rail, Scotland Route Utilisation Strategy, 2011

Public transport's potential

Car/van users recognise that they could use Edinburgh's public transport. Its quality is widely recognised. Scottish Household Survey (SHS) data suggests there is no single simple answer for improving bus services. Nationally, car/van commuters who could use public transport do not mainly because it 'takes too long' or there is 'no direct route' (there is no local data).

SHS opinion data; compared to other Scottish 'large urban areas', Edinburgh residents:

- rate public transport 'good' (41%; average 31.5%). In Edinburgh only 3.7% rate it 'poor'
- rate local public transport 'very convenient' (69.1%; average 62.6%)
- bus use is higher. (In Edinburgh, 23.6% used no buses in the past month; average 41.6%)
- Edinburgh residents' rail use was lower
- Distances to bus stops (and stops with frequent services) are shorter

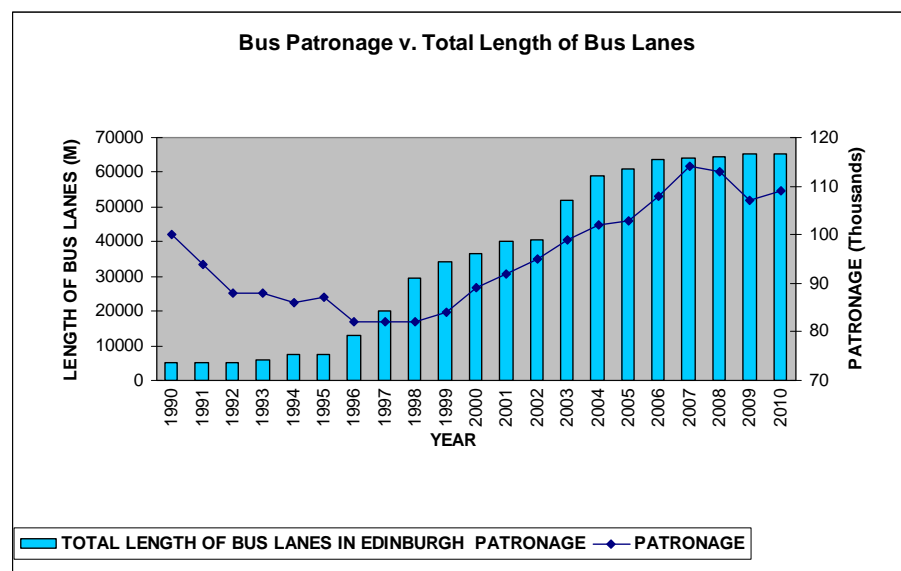
Compared to other large urban areas, Edinburgh residents consider buses more:

- on time, frequent, well timed, clean, comfortable, safe, secure, with few timetable changes,
- fares and information easy to find and understand; better value
- except for transfer between modes, Edinburgh's buses scored higher on every parameter than Glasgow, Aberdeen and Dundee
- the only below average score was for easy transfer to other transport

The Council's role, and joint action

The Council works within a legal framework. In the case of buses, since the 1980s this has aimed to improve efficiency and quality through competition and market forces rather than public sector intervention, other than in exceptional cases. This makes integration and co-ordination challenging.

The Council seeks to meet this challenge through partnership with bus operators, and managing the local road network to support bus operation. To date this strategy has been very successful, and the long-term decline in bus use has reversed. The Council's inputs can include, for example, bus priority measures (lanes and/or signalling) supported services, Park and Ride, bus stop and other improvements.



The Council has no statutory role in rail services, but it actively promotes improvements. Since the Scottish Government introduced the Single Outcome Agreement approach to Council funding, the Council has been unable to fund projects on the scale of the Edinburgh Crossrail project (2001)⁵. Therefore the Council will

⁵ Crossrail created Edinburgh's first cross-city local rail service, with stations at Newcraighall, Brunstane, and Edinburgh Park

continue to focus on promotion, or other 'soft' interventions.

Many other organisations share the Council's role in public transport. They include bus and rail operators; local and central government agencies; the taxi and private hire trades. Each is responsible for part of the overall system. Some parts of the service may not be included in the service plan in great detail, for example if some parts of the service are delivered by partners.

Monitoring and review

This PATAP runs until 2020. The targets will be monitored biannually, with a review in 2015. The targets are set out on pages 19 to 24.



Section 2: Bus Operations

Relevant objectives	
Ensure the bus network is reliable, convenient, and economical across the city at all times	Make well designed Park and Ride available at the edge of, or outside the city
Promote and facilitate local, national and international connectivity	Mitigate the local and global environmental and transport impacts of long distance travel
Support a strong city centre economy	

The main areas for action	
Bus and Tram integration	Updating the Bus Information Strategy
Integrated ticketing across the bus network	Minimising impact of roadworks and special events
Maintaining supported services	Improving bus reliability
Opportunities for new/improved services	Reducing costs, increasing revenue at Edinburgh Bus Station

Most bus services in Edinburgh are operated by Lothian Buses, others (primarily beyond the city boundaries) by Firstbus, Stagecoach and Scottish Citylink. Other operators provide in

particular the non-commercial services which are financially supported by the Council.

As set out in Section 1, bus patronage in Edinburgh has grown in ten of the past twelve years. Public transport has catered for a greater share of Edinburgh residents' journeys to work, but not off-peak travel. Much of the bus patronage growth must consist of trips by non-residents.



Edinburgh Bus Station

Edinburgh Bus Station is operated directly by the Council, and used by some four million people per year. On weekdays, typically

around 800 buses arrive or depart. Income is generated by charging bus operators for using the site, and other sources such as use of luggage lockers and toilets. Nevertheless, operating the Bus Station has been a loss-making activity since 1994.

More than 97% of bus services in Edinburgh are provided commercially by bus operators. The Council financially supports a few non-commercial bus services, in whole or part, and some cross-boundary services jointly with neighbouring Councils. The annual cost of this support is around £1.1 million.

Issues

There are a number of challenges to future bus operations. They include:

- The rising cost of fuel, both directly and as a result of reductions in Bus Service Operators' Grant (BSOG) by government
- City centre management; improving pedestrian access and emissions
- Integration with the Tram (opening in 2014)
- General ongoing roadworks
- By 2024, a substantial increase in passengers embarking/disembarking at three main rail stations, and the opening of Edinburgh Gateway station. This means more passengers travelling to stations by bus
- Edinburgh Bus Station's financial deficit
- Reliability and faster journeys arising from new and improved bus lanes accounted for much of the patronage growth over the past decade. No equivalent expansion is planned for future years
- The need to improve reliability by traffic management initiatives

Some of these could offer new opportunities. Other social trends also present clear opportunities:

- An apparent shift towards public rather than private transport use

- The apparent decline in 'car culture'; e.g. the number of under-25s taking the driving test has fallen by over 20% in five years
- Edinburgh's buses are newer than most other UK urban centres', and many meet a high emissions standard. Most services pass through the Central AQMA. Lothian Buses has fitted all vehicles with idling cut-off devices. It also retrofitted exhaust technology to upgrade 34 buses to better than Euro 5 emissions standard (September 2011). With Scottish Government support, it has or is acquiring a total of 25 hybrid diesel-electrics

Reducing buses' direct emissions is a continuing process, with the goal of achieving at least Euro 5 standard in all buses serving Edinburgh by 2020. To encourage further improvements by all operators, the Council will consider Low Emission Zones, and other means of emission control.



Section 3: Bus Infrastructure

Relevant objectives	
Ensure the bus network is reliable, convenient, and economical across the city at all times	Make well designed Park and Ride available at the edge of, or outside the city
Support a strong city centre economy	Promote and facilitate local, national and international connectivity

The main areas for action	
Bus and Tram integration (the physical components)	Further bus priority including priorityconnect Corridor
Improving bus reliability	Reviewing Interchange principles
A renewed focus on maintaining bus infrastructure	

The Council is directly responsible for Edinburgh’s roads, and therefore most of the infrastructure that buses use. This includes, for example, bus priority measures, Bustracker, bus shelters, and Park and Ride.

As shown in Section 1, there was a clear correlation between the expanding bus lane network and bus patronage in Edinburgh from 1997 to 2007. There are currently 65.25 km of bus lanes in Edinburgh; a figure essentially unchanged since 2006.

There are about 2,400 bus stops in the city, of which about 1,450 have shelters. 900 shelters are Council owned, the others belonging Clear Channel Ltd (under an advertising contract), and about 10 privately owned. Currently 360 bus stops have Bustracker real time information displays.

CEC-built P & R sites	Spaces
Ingliston	1085
Hermiston	450
Straiton	600
Newcraighall	565
Built by other Councils	Spaces
Ferrytoll	1040
Sheriffhall	545
Wallyford	300



Future Park and Ride plans include extending Hermiston by 600 spaces, progressing a new site at Lothianburn (by Midlothian Council) and the potential development of a new site at Gilmerton (land for which is safeguarded).



Enforcing bus lanes by camera and installing equipment on traffic signals to prioritise late running buses, are the most innovative measures planned to improve bus infrastructure in the immediate future. They will improve reliability.

The current Council's pledges include to 'encourage the improvement of routes and times'.

priorityconnect Corridor

We will consider significantly enhancing an existing main bus corridor (to be selected), to improve service quality, especially journey times and reliability.

Parts of this route would need to be already in place; a core of existing bus lanes, but with important gaps.

The corridor would:

- improve links on the existing route to and through the city centre
- upgrade links to key recreational and business destinations
- fill short but important gaps in existing routes

The first stage of development will involve selecting a corridor and identifying options to improve services on it.

Section 4: Community and Accessible Transport

Relevant objectives

Ensure the bus network is reliable, convenient, and economical across the city at all times	Ensure taxis and PHCs are convenient and accessible, particularly where other public transport is inconvenient
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The main areas for action

Developing, consulting on, and implementing value for money improvements
--

Community and Accessible Transport (C&AT) supplements other transport. It is generally available only to those who meet various eligibility criteria. In Edinburgh, the key components are:

- The concessionary bus zero-fare scheme (eligibility based on age and disability). Funded by Transport Scotland; card holders have free bus travel throughout Scotland.
- The Council's Taxicard scheme; holders pay discounted fares in participating taxis, up to 104 trips annually.
- HcL, formerly Handicabs, a charitable company, operates Dial-a-Bus (scheduled routes to local shopping centres, diverting for passengers en route) and Dial-a-Ride (a door-to-door service). Both charge fares.

- Shopmobility loans mobility equipment in the City Centre, Gyle, Cameron Toll and Fort Kinnaird
- Eligible persons can use Patient Transport Services for health appointments.
- For eligible community groups, daycare centres, community groups and organisations, a range of group travel is available

SLA contracts annual value 2011-12

HcL Dial a Ride	£341,435
HcL Dial a Bus	£106,555
Group travel (LCTS, SEAG, PEP, Dove Transport)	£309,038
Lothians Shopmobility	£78,207
Taxicard (2010/11)	£522,000 (spend)

During 2011, consultants reviewed the Council-funded services. This revealed two significant challenges to maintaining the high-quality range of services in future: the need to maintain and improve service levels with a constrained resource, and continuously increasing demand. Current arrangements are not viable in the medium to long term. During 2012-13, the Council will develop proposals for the future and consult on what and how change should be introduced.

Section 5: Taxis and Private Hire

Relevant objectives	
Ensure taxis and PHCs are convenient and accessible, particularly where other public transport is inconvenient	Mitigate the local and global environmental and transport impacts of long distance travel
Support a strong city centre economy	

The main areas for action	
Taxi ranks	Improving passenger service
Improving the Licensing service	

A taxi is a vehicle that is licensed by the Council to ply for hire on the street (hailed or hired at a taxi rank); it may also be prebooked. Private Hire Cars must be prebooked (though in a place where the public has restricted access, they do not need pre-booking).

Taxis and PHCs enhance travel choice and offer a viable alternative to car ownership and use. They are important for accessible transport, providing safe door-to-door transport for people with disabilities. As licensing authority, the Council applies certain requirements beyond those that are statutory. These have included wheelchair accessibility, specified vehicle types, fares meters, disability training and knowledge of the city. The requirements for PHCs are much

less strict. The Council limits the number of taxi, but not PHC, licences issued.

There were 1,306 taxi licences in early 2012 (up from 1,260 in 2001); one for every 370 Edinburgh residents. This compares favourably with other UK cities. There are 80 taxi stances with 267 spaces (and additional temporary spaces during the Festival); one space per 4.85 taxis.



The annual turnover of the Edinburgh taxi and PHC trade is estimated to be in the region of £100 million.

Vehicle occupancy (excluding driver) appears similar to car use; whether they create extra vehicle kilometres is contentious. Less than 1% of journeys to work in 2001 were by taxi.

Issues

1. PHC trade members have long sought access to bus lanes and other priorities
2. The number of taxi ranks

3. Encouraging use of 'green' vehicles
4. Access to transport hubs
5. Technological advances, and the opportunities they offer
6. Integrating taxi/PHC licensing policy with the Council's transport strategies
7. Reviewing the taxi limitation policy
8. Various options for improving the licensing service
9. Options for improving passenger service

Section 6: Rail

Relevant objectives	
Consolidate recent, and secure further improvements to passenger railways	Make well designed Park and Ride available at the edge of, or outside the city
Support a strong city centre economy	Promote and facilitate local, national and international connectivity

The main areas for action	
Continue to press for, and support, High Speed Rail network including Edinburgh	Continue to press for improved and extended rail network

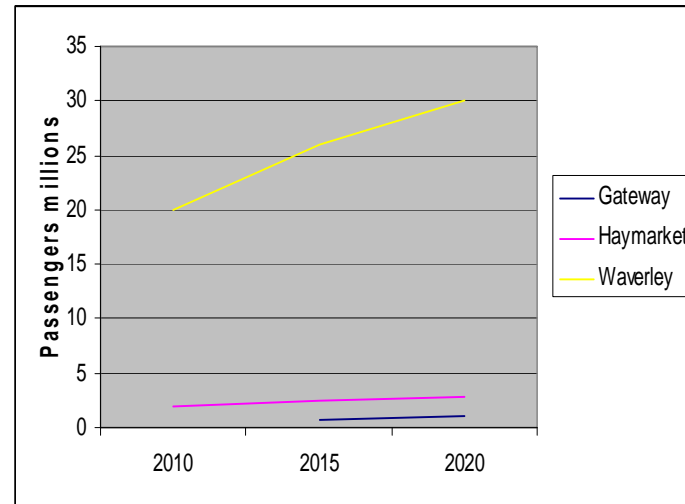
The 11 railway stations in the Council area range from basic halts with around 20,000 passengers/yr, to a national hub at Waverley, used by 20 million. Scottish services are operated by Scotrail; cross-border services by East Coast, CrossCountry Trains, Virgin West Coast, and First Transpennine Express.

Between 2004 and 2010, journeys to or from the rest of Scotland grew from 15.3million to 19.8m. Trips to or from the rest of the UK grew from 2.2 m to 3.1m⁶. Most trips to Edinburgh stations are from Glasgow, Fife, West Lothian, then within Edinburgh.

Since the Airdrie-Bathgate route was reopened in December 2010, and Bathgate-Edinburgh frequencies doubled, travel has grown between Edinburgh, Bathgate (4%), Uphall (21%) Livingston North (12%), and by 14% along the whole route from Helensburgh. Similar effects are expected from reopening the Borders railway (2014).

An improved Edinburgh-Glasgow Queen St route with faster journey times will affect Edinburgh Park, Haymarket and Waverley.

The impact of the planned Edinburgh Gateway station will be more complex. The Tram will link it, Edinburgh Park and the Airport. The new station may abstract some passengers from existing stations, but most are likely to be new to rail.



Haymarket estimated from ORR factored by NR/Transport Scotland projection

⁶ Office of Rail Regulation and Scottish Transport Statistics

Growth at Waverley and Haymarket will significantly affect connecting transport networks.

At Waverley the station fabric is being renewed; escalators and lifts at Waverley Steps and improved entrances are being installed. Network Rail is redeveloping Haymarket station into a major transport interchange.

During this PATAP, physical integration issues will focus on Waverley, Haymarket, Edinburgh Park and Edinburgh Gateway. The Tram will add significant capacity at Haymarket; bus connections are critical at Haymarket and Waverley. Network Rail is developing a station Travel Plan for Waverley.

There are over 6,500 car park spaces at stations in the Edinburgh Travel to Work Area, mostly owned by local authorities. Some car parks have been expanded but are still over-subscribed. Transport Scotland's future rail Park and Ride plans are awaited.

All the rail franchises serving Edinburgh will be renewed during this Plan. The Council's approach to the next Scotrail franchise will reflect its response to Transport Scotland's 'Rail 2014' consultation.

The case for a new high-speed rail route between Scotland and the south of England is clear. The target should be a journey time well under three hours between Edinburgh and London. The Council will continue to lobby for bringing forward high speed services, and the construction of high speed infrastructure, serving Edinburgh and Scotland. It will continue working with other agencies to plan for high speed rail, including an Edinburgh station, connecting wider Scotland to the wider high speed network.

Nevertheless, existing long-distance services to other parts of the UK are still important. The Council will continue to press for improvements by engaging with operators and those who let rail franchises as opportunities arise.

The Council notes that options considered for reintroducing passenger trains on the Edinburgh South Suburban Railway are insufficiently strong to warrant requesting further Scottish Government consideration in the current economic climate.



Section 7: Tram

Relevant objectives	
Implement the Tram as an integral part of the public transport system	Make well designed Park and Ride available at the edge of, or outside the city
Support a strong city centre economy	Promote and facilitate local, national and international connectivity
Mitigate the local and global environmental and transport impacts of long distance travel	

The main areas for action
Ensuring Tram integrates fully in city's public transport network

Edinburgh's Tram scheme is now based on a route between the Airport and York Place. It is predicted to carry 5.1 million passengers in year 1 (starting 2014), rising to 7.5 million in year 5. One of the Council's pledges (2012-2017) is to 'complete the Tram project in accordance with current plans'.

The route includes many interchange points with bus and rail. Tram stops at Edinburgh Gateway, Edinburgh Park, Haymarket, Princes St and St Andrew Square will be particularly important. The integration plan for bus and Tram seeks to achieve optimal alignment of service patterns at interchanges, making interchanging as simple and easy as possible. The facilities needed for interchange will be defined and installed during this Plan.

Lothian Buses will operate the Trams, and is responsible for integrating bus and Tram. As far as the passenger is concerned, Trams will have the same ticketing and information arrangements as buses. The short term priority is to implement what is needed to ensure seamless interchange between bus and Tram.



Section 8: Information

Relevant objectives

To maximise the provision of information to potential travellers

The main areas for action

Updating the Bus Information Strategy

The Transport (Scotland) Act 2001 requires the Council to produce a strategy for providing information at bus stops. The Edinburgh Bus Information Strategy (2007) sets out minimum standards for bus stop information, on buses, in print and on web-sites. The actual information is provided largely by the operators, and at bus stops is generally good.

The Strategy also sets out aspirations for information in the future. The current minimum standards include, for all operators:

- websites with current timetables and fare information, concessions and maps
- comprehensive timetable leaflets showing start dates, route maps, Traveline Scotland information, wheelchair accessible routes, public holiday services
- a commitment to subscribe to and promote Traveline Scotland
- service changes advertised on buses 21 days in advance

Future goals set out in the Bus Information Strategy are now included in this Action Plan:

- accessible information for those with disabilities
- comprehensive information at the bus, Waverley and Haymarket stations, tourist information centres, Council offices, libraries,

- hospitals, the airport, major out-of-town shopping centres, park and rides, universities and colleges
- an all-operator map of the city on the Council web-site
- all bus company web-site links to Traveline Scotland
- different bus companies to integrate information to reduce clutter and help comprehension
- illuminated information displays
- more interchange points
- 'next stop' electronic signs on buses
- internal route diagrams on buses showing interchanges
- continued roll-out of Bustracker signs at stops and other key locations
- audible RTI at bus stops



Currently over 360 stops have Bustracker real time information displays. Displays were initially concentrated along main arterial bus routes, subsequently at key bus stops on less well used and less frequent bus routes.

In recent years new installations have depended on developer funding, with a new emphasis on providing Bustracker information via the internet and to mobile phones. The information is available on most of Lothian Buses routes. The system architecture is available for other operators to use.

The most significant change has been the introduction of Bustracker information on the web, by text, and by apps. Information on service disruption is posted on the Edinburgh Travel Disruptions Twitter feed.

The variety and capability of communications technologies grows at a remarkable pace. A substantial commitment is therefore required to monitoring, and exploiting, new media channels to provide passenger information.



Section 9: Targets and Monitoring

Transport 2030 Vision Outcomes impacting on public transport (includes data from 2011 annual report)

Indicator	Baseline	Previous annual report	Most recent	Trend
Greenhouse gas emissions for road transport in Edinburgh	CO ₂ : 786 thousand tonnes per year Decrease year on year	CO ₂ : 743 thousand tonnes per year 2008	CO ₂ : 723 thousand tonnes per year 2009	✓
Local nitrogen dioxide concentrations	27 micrograms per cubic metre Decrease year on year	24 micrograms per cubic metre 2009	31 micrograms per cubic metre 2010	—
Working age population, resident in SEStran area, within 30 minutes public transport travel time from centres of employment	City Centre: 322,822 South Gyle Business Park: 145,653 Victoria Quay, Leith: 184,693 Ferry Road / Crewe Toll: 210,466 Increase year on year	City Centre: 330,186 South Gyle Business Park: 156,182 Victoria Quay, Leith: 210,686 Ferry Road / Crewe Toll: 222,675	City Centre: 341,083 South Gyle Business Park: 162,032 Victoria Quay, Leith: 221,295 Ferry Road / Crewe Toll: 233,419	✓
Accessibility of hospitals by public transport (population within 30 mins public transport travel time), 8am-9am weekdays	Western General Hospital: 225,122 Royal Infirmary: 97,086 Increase year on year	WGH: 2006 212,810 2008 218,460 RIE: 2006 130,172 2008 130,772	WGH: 2010 228,199 RIE: 2010 134,144	✓

Indicator	Baseline	Previous annual report	Most recent	Trend
Satisfaction with access by public transport	Households walking time < 6 mins to bus stop and frequency. 2005 -2006 5+ buses/hr 46% 3-4 buses/hr 29% 1-2 buses/hr 6% Increase bus frequency	Households walking time < 6 mins to bus stop and frequency. 2007 – 2008 5+ buses/hr 50% 3-4 buses/hr 28% 1-2 buses/hr 6%	Households walking time < 6 mins to bus stop and frequency. 2009 – 2010 5+ buses/hr 55% 3-4 buses/hr 24% 1-2 buses/hr 6%	✓
Views on convenience of public transport	91% very or fairly convenient Maintain or improve year on year	Not available	93% very or fairly convenient.	✓
Feeling safe when travelling by bus in the evenings	70% very/fairly safe, 18% do not know. Increase year on year	71.8% very/fairly. 14% don't know	73.9% feel safe and secure	✓
Feeling safe when travelling by train in the evenings	42% very/fairly safe 48% don't know Increase year on year	49% very/fairly. 37% don't know	80.8% strongly agree or tend to agree (NB in 2009-10 only those who used a train in past month were asked, & question changed (previously specific to crime)	✓
Integrated ticket sales	2007-8 Oneticket sales (bus with bus); 22,929 Increase	2008-9; 24,298 2009-10; 24,575	2010–11: 27,211	✓
Accessible public transport infrastructure	100% Lothian Buses/70% First buses low floor 58% of bus stops with 24hr Clearway markings Increase year on year	100% Lothian Buses/71% First buses low floor 60% of bus stops with 24hr Clearway markings	100% Lothian Buses/71.4% First Bus low floor 63% of bus stops with 24hr Clearway markings	✓

Indicator	Baseline	Previous annual report	Most recent	Trend
Accessibility for those with no car access	<p>39% very/fairly difficult (access to GP)</p> <p>65% very/fairly difficult (Visiting friends and relatives)</p> <p>67% very/fairly difficult (access to supermarket shopping)</p> <p>Decrease year on year</p>	<p>40% very/fairly difficult (access to GP)</p> <p>62% very/fairly difficult (Visiting friends and relatives)</p> <p>64% very/fairly difficult (access to supermarket shopping)</p>	<p>44% very/fairly difficult (access to GP)</p> <p>73% very/fairly difficult (Visiting friends and relatives)</p> <p>68% very/fairly difficult (access to supermarket shopping)</p>	<p>✗ SHS reduced sample size 2007, new weighting 2008. Figures here re-weighted. Results subject to sampling variability. Care needed re year-year changes</p>
Demand not met for door to door transport	<p>Handicabs Dial a Bus refusals: 1.6%</p> <p>Handicabs Dial a Ride refusals: 19.3%</p> <p>Decrease year on year</p>	<p>Handicabs Dial a Bus refusals: 1%</p> <p>Handicabs Dial a Ride refusals: 16.1%</p>	<p>Handicabs Dial a Bus refusals: 0.26%</p> <p>Handicabs Dial a Ride refusals: 15.4%</p>	<p>✓</p>
Journey time variability by general traffic (public transport to follow in future years)	<p>General traffic - greatest average travel time variability 12 minutes AM, 13 minutes PM</p> <p>Decrease variability for public transport Stabilise or reduce variability for cars</p>	<p>Not available</p>	<p>Proportion of journeys by general traffic on main roads within 3 minutes of average journey time: 88%</p> <p>Proportion of journeys by general traffic on city centre roads within 3 minutes of average journey time: 95%</p>	

Indicator			Baseline		Previous annual report				Most recent		Trend		Indicator
Peak person trips to the City Centre			Increase walk, cycle, public transport; reduce private cars										
2007	Bicycles	Cars & taxis	Pedestrians	Bus pax	Bi	C/T	Ped	BP	Bi	C/T	Ped	BP	
A90	30	1,279	58	1,725	35	1241	71	1760	39	1448	68	1597	
A8	61	1,366	236	3,032	88	574	233	3210	70	1486	236	3446	
A70	61	639	917	2,428	36	321	1270	2538	54	675	1159	2686	
A702	30	665	131	1,540	32	563	315	2026	81	978	320	2122	
A7	27	1,016	397	4,164	56	553	500	5100	78	1139	524	5246	
B1350	44	1,073	215	4,391	46	490	407	4379	50	1279	321	4154	
A900	36	1,318	725	3,939	42	956	936	4392	60	135	540	2947	
Total	289	7,356	2,679	21,219	335	4698	3732	23402	432	8140	3168	22198	
Satisfaction with bus services			Increase year on year		satisfied with: Driver behaviour, attitude 97% Driving style, journey smoothness 94% Frequency 84% Punctuality 79% Reliability 92% 81% rate LBs overall service excellent/very good				satisfied with: Driver behaviour, attitude 85% Driving style, journey smoothness 97% Frequency 86% Punctuality 86% Reliability 94% 85% rate LBs overall service excellent/very good				

Other targets

The targets are a 17% increase in trips on Lothian Buses and Tram between 2010 and 2015, 33% increase between 2010 and 2020; i.e. on bus and Tram in 2015, 128 million trips, in 2020 145 million trips. NB for consistency, these figures exclude the additional routes adopted by Lothian Buses in 2012 to replace those previously operated by First Bus in East and Midlothian.

By rail, Haymarket growing from 4.1m users in 2010, to 5.5m in 2015, 6.5m in 2020; Waverley from 20m in 2010 to 26m in 2015, 30m in 2020

The targets below are for Edinburgh residents only; the aim is to increase public transport's share of all their trips by 2015 by 1.3%, and by 2020 by 2.3% compared to the (SHS) average of 2007-8 and 2009-10 (19.1%)

	Trend data						PATAP and ATAP targets for 2015 (and 2020)	
Modal split; All journeys by CEC residents		1999	2000	2004	2007-8	2009-10		
	Walk	24%	24%	23%	34.3%	35%	Walk	34.5% (35%)
	Cycle	2%	1%	2%	1.6%	2%	Cycle	5% (10%)
	PT	16%	17%	19%	20.3%	18%	PT	20.5% (21.5%)
	Car	57%	56%	54%	42.9%	43%	Car	38% (31.5%)
	Other	1%	2%	2%	1.1%	1%	Other	2% (2%)
	SHS changed methodology in 2007-8, significantly increasing walking mode share at expense of others						PATAP and ATAP targets based on current methodology	
Modal split; School travel		2001	2003-4			2009-10	Increase	
	Walk	52%	56%			62%		
	Cycle	<1%	1%			1%		
	PT	17%	17%			16%		
	Car	31%	26%			20%		

	Trend data					PATAP and ATAP targets for 2015 (and 2020)
Modal split; Travel to work		2001	2004		2009-10	
	Walk	15%	22%		19%	
	Cycle	4%	4%		7%	
	PT	25%	27%		30%	
	Car	54%	46%		42%	

Appendix: PATAP Actions

S = short term, 2013-15. M = medium term, 2015-18. L = long term, 2018-20

Column 3 shows completion dates assuming current funding levels.
Column 4 shows timescales with additional funding

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
	Joint Actions/variations on ATAP and Road Safety Plan				
J10v	Increase enforcement of Planning Conditions with regard to Public Transport	nil	S-M	Planning	
J13v	By enforcing compliance with Streetworks Acts, ensure that utilities reinstate lines, symbols and coloured surfacing where they are removed as part of street works	S	S	Street Inspectors	Utilities
J16v	Continue developing School Travel Plans, including encouraging Public Transport use	Ongoing	Ongoing	Tran (Road Safety)	Education
J23v	Promote public transport in workplaces/travel plans/etc e.g. hospitals by establishing Travel Planning Officer	nil	M	Trans	Workplaces/ hospitals etc
W5	Based on the audits of routes to Saughton and Broomhouse Tram stops, carry out improvements to the pedestrian routes to these stops in time for the opening of the Tram	S	S	Trans	
W6	Audit other Tram stops and improve pedestrian routes to/from these	M	S	Trans	SfC
W7v	Review and upgrade pedestrian and cycle routes to Haymarket Station and, if feasible, increase the number of access points	nil	S-M	Trans	TS, Network Rail, Scotrail
W7v2	Review and upgrade bus stops at Haymarket Station	S-M	S-M	Tran (PT& Accessibility)	
W8	Review and upgrade pedestrian and cycle routes to Waverley and upgrade the access points, particularly underused routes	nil	S-M	Trans	Planning, TS, Network Rail
W8v	Review and upgrade bus stops at Waverley	S-M	S-M	Tran (PT& Accessibility)	

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
W9	By April 2012 produce a priority list of bus stops for improved access (i.e. routes to and from the stops) and implement a programme of improvements, with an initial target of 20 bus stops per year from 2012-2013 onwards	S-L	S-L	Tran (PT& Accessibility)	
E1	Complete a wayfinding audit (Tram, bus, walk, cycle) on access routes to/from Edinburgh Gateway, Edinburgh Park, Haymarket and Waverley stations, and implement recommended actions	M-L	S-M	Tran (Strat Planning)	Tran (PT& Accessibility)
E2	Identify interventions needed at Edinburgh Gateway, Edinburgh Park, Haymarket and Waverley stations to accommodate predicted long term growth	S	S	Trans	TS, Network Rail, Scotrail
E3	Ensure the Planning process permits developments at locations and in a sequence that supports development of commercial bus services; by Development Control involvement in bus liaison meetings	S-L	S-L	Planning	
C6	Improve cycle links to Tram stops/transport interchanges, starting with routes to Balgreen and Saughton Tram halts	S-M	S-M	Trans	
C59	Work with rail industry to provide/improve bike parking at stations/bike hubs	Ongoing	Ongoing	Trans, ScotRail	TS, Network Rail
C60v	Introduce 'Station Travel Plans'/'Safe Routes to Stations'	M	M	Network Rail	TS
C61	Consider a pilot bus bike carriage scheme for an appropriate urban - rural route	S	S	Tran (Strat Planning)	Operators
S1	Investigate the cause of incidents involving elderly people using buses in Edinburgh	Ongoing	Ongoing	Tran (Road Safety)	Children & Families, Police, ACFAA Advisory Grp, Equals Network, LB, Firstbus
S2	Consider developing with partners a Safer Travel Partnership to improve the personal security of bus users, pedestrians and cyclists	M	S	Tran	Police, Operators, etc

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
T3	Provide education to identified target user groups regarding future integration with the completed Tram project and required safety practices to be adopted	S	S	Road Safety	Tram, Children & Families, Fire Brigade etc
	Bus Operations				
B1	Work with bus operators on Tram and bus integration arrangements in terms of fares, ticketing and service patterns	S-M	S-M	Tram Team, Lothian Buses	LB, Firstbus
B2	Identify opportunities for operators to improve frequencies evening and Sunday bus services	L	S-M	Tran (PT& Accessibility)	LB, Firstbus
B3	Assess implications of Competition Commission report and report further actions required by end 2012	S	S	Tran (PT& Accessibility)	
B4	Establish operator/local government dialogue on services	S	S	Tran (PT& Accessibility)	Bus operators
B5	Examine opportunities for financial resources to 'kick start' new bus services to new developments that that may have demand close to commercial levels	L	S-M	Tran (PT& Accessibility)	
B6	Ensure events planning preserves PT routes as long as possible; through liaison with Events Unit	S	S	Tran (PT& Accessibility)	Corporate Services
B7	Improve roadworks co-ordination; more consideration to impact on PT in city-wide traffic management	M	M	SfC	Utilities
B8	Encourage more Lothian Buses onstreet ticket sellers/giving information			Lothian Buses	
B9	Subject to LTS approval, ringfence a proportion of new parking charge revenue for supported services	S	S	Tran	
B10	Develop options for reducing costs and increasing revenue at the Bus Station	S	S	Tran (PT& Accessibility)	
B11	Review methodology for prioritising supported services, and identify improvements in procurement processes	S-M	S-M	Tran (PT& Accessibility)	
B12	Identify weaknesses in reliability/access to jobs/access to hospitals/ frequency	S	M-L	Tran	Bus operators

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
B13	Review winter gritting routes to ensure reflect updated bus routes	Ongoing	Ongoing	SfC	
B14	Encourage operators to develop the range of, and the access to, multi-modal, multi-operator, multi-journey tickets	Ongoing	Ongoing	Tran (PT& Accessibility)	Bus operators
B15	Work with operators to expand ticket products to suit City visitors	Ongoing	Ongoing	Tran (PT& Accessibility)	Bus operators
B16	Provide information to the Traveline Scotland service	Ongoing	Ongoing	Tran (PT& Accessibility)	
B17	Major events; action to promote public transport information	nil	Ongoing	Tran (PT& Accessibility)	Events
B18	Review and implement Bus Information Strategy <ul style="list-style-type: none"> • accessible information for those with disabilities • comprehensive information at bus, Waverley and Haymarket stations, tourist information centres, Council offices, libraries, hospitals, airport, main out-of-town shopping centres, park & rides, universities, colleges • an all-operator map of the city on the Council web-site • all bus company web-site links to Traveline Scotland • different bus companies to integrate information to reduce clutter and help comprehension • illuminated information displays • 'next stop' electronic signs on buses • internal route diagrams on buses showing interchanges 	S	S	Tran (PT& Accessibility)	
	Bus Infrastructure				
H1	Review all existing bus gates to ensure they are converted to bus lanes where required, using powers of traffic regulation variation so that they can be used by taxis	M	S	Tran Projects Dev	Tran Traffic Reg. & Enforcement
H2	Review Interchange principles; to enhance services to meet passenger needs better, enhance bus operations efficiency and be practical in traffic engineering terms	nil	S	Tran (PT& Accessibility)	
H3	Identify key Interchange sites and actions (at key Tram stops, Bus Station, Waverley, Haymarket, Edinburgh Park and Edinburgh Gateway). Implement improvements, subject to funding.	S-M	S-M	Tran (PT& Accessibility)	

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
H4	Parking controls on major corridors	L	S	Tran	
H5	Review and improve effectiveness of existing priority measures outwith priorityconnect Corridor: 1) general approach, 2) corridor by corridor	nil	M-L	Tran Projects Dev	
H6	Work with operators to identify where bus lanes most often transgressed; introduce remedial programme; determine extended programme	L	S	Tran Projects Dev	LB
H7	Speed up selected bus corridors by traffic signal phasing	S	M	Tran	
H8	Work with operators to take up improvements in Smart ticket recognition technology	Ongoing	Ongoing	Tran (PT & Accessibility), Lothian Buses	
H9	Ensure all bus boxes correct length (covered by audit)	M	S	Tran (PT& Accessibility)	
H10	Identify funding for orbital bus services on the city bypass	nil	M	Tran	SESTRAN
H11	Preserve and enhance good bus access across the city centre	Ongoing	Ongoing	Tran	Bus operators
H12	Install signs at Waverley Station to buses and vice versa	S-M	S-M	Network Rail, Tran (PT & Accessibility)	
H13	Install 15 Talking Bustracker signs; review, consider more	S	S	Tran (PT& Accessibility)	
H14	Consider adding street names to stops and shelters	nil	S-L	Tran (PT& Accessibility)	
H15	Provide/improve bike parking at bus and Tram stops where high demand	S-M	S-M	Tran	
H16	Sunday Parking; yellow line restrictions on main public transport corridors; charges in core retail areas, and residents' permits in zones to be decided, subject to LTS	S	S	Tran (Strat Planning)	
H17	Work with Transport Scotland to ensure delivery of the Forth Replacement Crossing Public Transport Strategy	S-M	S-M	Transport Scotland	

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
H18	Monitor usage and review the potential for further bus-based park and ride sites, and for expanding those sites already delivered	Ongoing	Ongoing	Tran Projects Development	
H19	Continue to implement further sites for Bustracker at key stops, and seek developer contributions	Ongoing	Ongoing	Tran (PT& Accessibility)	
H20	Develop and implement programme for further bus priority measures	L	M	Tran Projects Dev	
H21	Develop decriminalised bus lane camera enforcement	S	Ongoing	Tran Projects Dev	
H22	Develop a scoring matrix that can be applied to all bus stops to determine their accessibility and DDA compliance. Develop and implement further bus stop upgrading programme.	Ongoing	Ongoing	Tran (PT& Accessibility)	
H23	Complete input of bus stop data into 'Freeway' database. Log shelter type, pole, flag, Bustracker, box marking, signing, footway condition, location etc	S	S	LB	
H24	Review bus terminus arrangements	nil	M	Tran (PT& Accessibility)	
H25	Review coach set down and uplift points	nil	M	Tran (PT& Accessibility)	
H26	Produce new specification for bus stop carriageway surfacing	M	S	Tran Projects Dev	
H27	Create specification for new bus shelters by end of 2012 to allow procurement to progress (2013) and complete tender documents for new bus shelter and advertising contract (2014)	S	S	Tran (PT& Accessibility)	
H28	Review bus lane policies (not including operating hours)	S	S	Tran (PT& Accessibility)	
H29	Develop and implement priorityconnect Corridor	L	M	Tran (PT& Accessibility)	LB, Firstbus
H30	Ringfence revenue from bus lane cameras for bus infrastructure maintenance	S	S	Tran Projects Dev	
H31	Renew agreement with Lothian Buses for updating bus stop flags	S	S	Tran (PT& Accessibility)	LB

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
H32	Extending Hermiston Park and Ride site by 600 spaces	S	M	Tran Projects Dev	
	Rail				
R1	Input to next Scotrail franchise (commencing 2014)	S-M	S-M	Tran (PT& Accessibility)	TS
R2	Implement actions W7v, W7v2, W8, W8v, E1, E2, C60v, H12 in order to address passenger growth at stations	M-L	S-L	Tran (PT& Accessibility)	
R3	Lobby government for significant improvement to long-distance rail travel times	S-L	S-L	Tran (PT& Accessibility)	
R4	Monitor opportunities for reintroducing passenger services on the ESSR	Ongoing	Ongoing	Tran (PT& Accessibility)	
R5	Promote and support introduction of High Speed Rail, including aim to reduce Edinburgh-London times to 2½-3 hours	Ongoing	Ongoing	Tran (PT& Accessibility)	TS, SESTRAN, Glasgow CC
R6	Work in partnership with the rail industry, SESTRAN, other Councils, Transport Scotland and others as appropriate to improve services and promote new rail schemes	Ongoing	Ongoing	Tran (PT& Accessibility)	Rail industry, SESTRAN, TS, other Councils
R7	Continue to respond to consultations by other agencies which impact on the future of rail services in and around Edinburgh	Ongoing	Ongoing	Tran (PT& Accessibility)	
	Taxi and PHC				
L1	Determine a suitable ratio of rank spaces: taxi licences	M	S	Tran (PT& Accessibility)	Licensing
L2	Revise the number and location of taxi ranks across the city. Use the Neighbourhood Partnership system to identify any high amenity areas that would benefit from a taxi rank	By end 2013	By end 2013	Tran (PT& Accessibility)	Licensing, taxi operators, Dev Control
L3	Encourage development of a smartphone app showing nearest taxi rank on a map of Edinburgh, and taxis available	nil	By end of 2014	Tran (PT& Accessibility)	Software developers

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
L4	Develop further actions within a new 'Taxi/PHC Action Plan' within context of PATAP	S	S	Licensing	Tran (PT& Accessibility)
	Community and Accessible Transport				
A1	Enforcement of blue badge fraud	Ongoing	Ongoing	Tran (Traffic & Eng)	
A2	Enforcement of bus stop parking regulations	Ongoing	Ongoing	Tran (Traffic & Eng)	
A3	Aim to process all Blue Badge applications within 28 working days	Ongoing	Ongoing	Tran (Traffic & Eng)	
A4	Install dropped kerbs near bus stops within programme of improvements see W9 above (initial target 20 bus stops/yr from 2012-2013 onwards)	Ongoing	Ongoing	Tran (PT& Accessibility)	
A5	Develop and consult on proposals to improve value for money among funded services	S	S	Tran (PT& Accessibility)	
A6	Aim to process all Taxicard applications within 28 working days	Ongoing	Ongoing	Tran (Traffic & Eng)	
	Tram				
T1	Implement Phase 1a of Edinburgh Tram	S-M	S-M	CEC	LB
T2	Identify opportunities to enhance interchange between rail and Tram	M-L	S-M	Tran (PT& Accessibility)	LB, Tram Team
T4	Identify and address parking issues around Tram stops	S-M	S-M	Tran	Tram Team
	Other				
G1	Continue Green Fleet Policy and use alternative fuels as a first option when service delivery requirements, cost and fuel supply issues are acceptable	Ongoing	Ongoing	Corporate Transport Unit	
G2	By 2020, 50% of all licensed taxis and private hire cars to be low emission, the balance to be Euro 6 standard	L	L	From LTS Issues Paper	

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
G3	By 2020, all buses serving Edinburgh to be at least Euro 5 emissions standard	L	L	From LTS Issues Paper	
G4	All supported services to comply with at least Euro 5 standard	L	S	Tran (PT& Accessibility)	
	Monitoring and review				
M1	Review and assess PATAP actions	M	M	Tran (PT& Accessibility)	
M2	Set up Review Group	S	S	Tran (PT& Accessibility)	
M3	Monitor PATAP outcomes through indicators listed in Section 10	Biannual	Biannual	Tran (PT& Accessibility)	
M4	To improve future planning, carry out research to gather a better picture of how Edinburgh's public transport networks are actually used; fill gaps in data on local public transport use	S	S	Tran (PT& Accessibility)	Operators

Further Information

Equalities, Diversity and Human Rights

See supplementary documents.

Strategic Environmental Assessment (SEA)

See supplementary documents.

Operational Plans

SOA
Let's Make Scotland More Active
Local Plans
City Regeneration Strategy
2030 Transport Vision
LTS 2007-12
Walking Strategy
Road Safety Plan

Parking Strategy Review
Local Community Plans
Edinburgh Joint Health Improvement Plan
Active Travel Action Plan

Contact

We would be pleased to receive your comments and feedback on this plan. Please send them to:

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APPENDIX 2: New coloured surfacing protocol for bus and cycle lanes and Advanced Stop Lines

Background

The first bus lanes to have green coloured surfacing in Edinburgh were Greenways in 1998. The first cycle Advanced Stop Line (ASL) was introduced in Edinburgh in 1996 with red surfacing. Red surfacing was selectively used in cycle lanes.

Coloured surfacing is more visible and promotes compliance and safety. Until recently, green and red surfacing was applied to the road surface using a thermoplastic screeded material. Mainly due to pressures on the road maintenance budget it has been concluded that a more sustainable and cost effective method for colouring bus, cycle lanes and ASLs is needed.

After investigating various methods, including analysis of whole life costs, it was concluded that red coloured chips embedded in Hot Rolled Asphalt (HRA) surface course (see picture below) is a more cost effective, practical and sustainable option for colouring bus lanes, cycle lanes and ASLs than the current method.



Glasgow Road - red chips embedded in HRA surface course

Advantages and disadvantages

The main advantage of coloured thermoplastic in bus and cycle lanes and ASLs is that it has greater visual contrast than red chipped HRA. Installation is cheaper only where the HRA surface course is not being replaced.

The main advantages of red chipped HRA are:

- it has much a longer lifespan (around twice or more)
- indicative whole life costs are less
- mitigation of planning and streetscape issues regarding bright coloured surfacing in sensitive areas
- elimination of unsightly surface flaking in bus and cycle lanes and ASLs
- elimination of frequent black irregular patches in bus lanes due to utilities work
- weather when laying is less problematic (it can affect lifespan of thermoplastic screed)
- one colour for cycle lanes, bus lanes and ASLs
- utilities can reinstate excavations in a single operation (patching thermoplastic screed involves an additional process, a factor in the current high frequency of black patches in bus and cycle lanes).

Bus lane, cycle lane and ASL coloured strategy protocol

In future it is expected that red chipped HRA will be used in new bus lane and cycle schemes. Over a number of years, bus and cycle lanes and ASLs throughout the city will be renewed with HRA with red chips until eventually the complete networks are thus coloured.

Utility companies will be instructed, where red chips are used in bus, cycle lanes and ASLs, that they are expected to replace the red chips (specification to be supplied by the Council) when reinstating the carriageway. This will eventually eliminate contrasting 'black' patches.

Transport and Environment Committee

10:00am, Tuesday, 15 January 2013

Proposals for Enhancing Bus Network Links to the Royal Infirmary of Edinburgh

Item number	7.6
Report number	
Wards	All

Links

Coalition pledges	P19
Council outcomes	CO7 , CO8 , CO9 and CO10
Single Outcome Agreement	SO1

Mark Turley

Director of Services for Communities

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Executive summary

Proposals for Enhancing Bus Network Links to the Royal Infirmary of Edinburgh

Summary

The Coalition has a pledge to encourage the improvement of public transport routes and times. The imminent completion of a new public transport link road provides the opportunity to significantly improve the bus network serving the Royal Infirmary of Edinburgh (RIE).

The report proposes the provision of pump-priming funding for bus service 18 so that it can develop into a commercial bus service over a number of years.

Recommendations

It is recommended that the Committee:

- authorises an open tendering process to establish the cost of enhancing bus service 18; and
- notes that several options will be explored as part of the tendering process, in order to ensure best value for the public purse should Committee wish to award any contract.

Measures of success

Success will be measured by the economic viability of the new bus service at the end of the funding period stipulated in the contract tender. A further measure will be the improvement in accessibility to jobs, education and leisure opportunities brought about by the extension of bus service 18.

Financial impact

There are no financial impacts at this stage. It is hoped that the cost of enhancing service 18 can be accommodated within existing Transport budgets. Detailed costs will be known after completion of the tendering process, and will be reported to the Committee for decision.

It is not expected that any enhanced service would commence before the beginning of financial year 2013/2014.

Equalities impact

Successful implementation of the proposed new service will enhance bus network connectivity and make access to the RIE easier for many without access to a car and for those on low incomes.

Sustainability impact

The new service would reduce dependence on car transport, reduce journey times and improve accessibility for many, so improving sustainability.

Consultation and engagement

Consultation with the current operators of bus service 18 and with Community organisations will be carried out before any contract is implemented.

Background reading/external references

- Edinburgh City Local Plan (2010).
- Investment Zone Plan for South and East Edinburgh (2011).

Proposals for Enhancing Bus Network Links to the Royal Infirmary of Edinburgh

1. Background

1.1 This report seeks:

- to inform Committee of possible changes to the bus network aimed at improving access to the Royal Infirmary of Edinburgh (RIE).
- the agreement of the Committee to a tendering exercise aimed at establishing the costs of implementing the changes.

2. Main report

- 2.1 Before the present RIE opened in 2003, Council officers worked closely with public transport operators to ensure that links to the site were as comprehensive as possible.
- 2.2 Bus services from parts of the city could still be improved, with journeys by public transport sometimes requiring use of two buses, which is time consuming and, for those paying single fares, more expensive.
- 2.3 The new Public Transport Link between the RIE and Greendykes was included in item 9.21 of the 2010 *Edinburgh City Local Plan*, and has been constructed as part of the *Investment Zone Plan for South and East Edinburgh* and provides an opportunity to create new bus links in the area. Enhanced public transport provision is a key element of stimulating future business and residential development in the Bio Quarter and Craigmillar Town Centre areas.
- 2.4 A map of the new Public Transport link is shown in Appendix 1. General access to the developments along the link is permitted, so only a short section is designated for buses, taxi and emergency vehicles only.
- 2.5 With this in mind, options for enhancing bus service provision using the new link have been assessed, and are discussed below.

Building on existing provision

- 2.6 A number of bus services, run by different operators, already serve the RIE. Several terminate at the RIE and some of these have the potential for diversion or extension to additional destination via the new Public Transport Link.
- 2.7 At present bus operators do not wish to divert or extend bus services on a commercial basis, due to the current low level of development along the route, and consequent low passenger demand.

Seed-corn funding

- 2.8 A new service would initially require external funding to establish and develop it to a point where it becomes commercially viable. This would increase the attractiveness of the areas to developers and potential investors and buyers, so contributing to the Council's aims in the Investment Plan.
- 2.9 Such an investment could be considerable; but could be similar to the type of declining funding over a period of years which featured in the Scottish Government's former Bus Route Development Grant (BRDG) scheme. This scheme established or extended a number of bus services in the city between 2005 and 2009.
- 2.10 The Council has used, more recently, its own funding in a similar way to develop other bus services in the city and in Queensferry.
- 2.11 Assessment of bus services, with potential to serve the new link, took account of existing requests for new links, the areas served by the existing services, service frequency and scope for development. It was not considered appropriate to develop a completely new stand-alone service.
- 2.12 In discussion with bus operators, it emerged that service 18 (Gyle-Wester Hailes-Colinton-Fairmilehead-Gilmerton-RIE) was a likely candidate.
- 2.13 Service 18 currently comprises commercial unsubsidised journeys operated by Lothian Buses at morning and evening peak times (Monday to Friday) with the remainder of the timetable operated by First under contract to the Council. The route operates hourly, from around 0700 to 2000, seven days a week.
- 2.14 The current contract with First covers operation of the service Monday – Friday off-peak, Saturday and Sunday, at a cost of £1,530 per week. The contract is due to run until 26 July 2016.
- 2.15 An extension of this service to Fort Kinnaird, via the new Public Transport Link, possibly combined with enhanced frequency, would provide a new bus link for residents in the south of the city. Links to East Lothian would also be enhanced, further improving accessibility to employment, education opportunities and to Queen Margaret College in particular.

Procurement issues

- 2.16 The existing combination of commercial and subsidised journeys in the timetable and the wish to enhance provision requires a new approach to the procurement of the service.
- 2.17 Lothian Buses has indicated the company's agreement to the Council offering the entire timetable, including those journeys currently operated commercially by the company, to the open market as a complete package, so that potential costs can be established.
- 2.18 Further, Lothian Buses has indicated that, should the company be unsuccessful in gaining the contract, no obstacle would be placed in the way of the successful tenderer operating the whole timetable.
- 2.19 First has indicated the company's willingness to participate in a new open tendering process designed to extend the service to Fort Kinnaird and to simplify the operational timetable.
- 2.20 This would require serving notice on First to end the existing contract at a suitable time to allow any new contract to commence.
- 2.21 It is therefore proposed to offer service 18 to the market in an open tendering process, in order to establish the costs of extending and enhancing the service.
- 2.22 It is proposed that a number of tender options be offered, to include route extensions to Fort Kinnaird and elsewhere, along with options to enhance the service frequency in a number of ways.
- 2.23 A further report detailing the outcomes of this tendering process will be submitted to Committee in due course.

3. Recommendations

- 3.1 It is recommended that the Committee:
- authorises an open tendering process to establish the cost of enhancing bus service 18; and
 - notes that several options will be explored as part of the tendering process, in order to ensure best value for the public purse should Committee wish to award any contract.

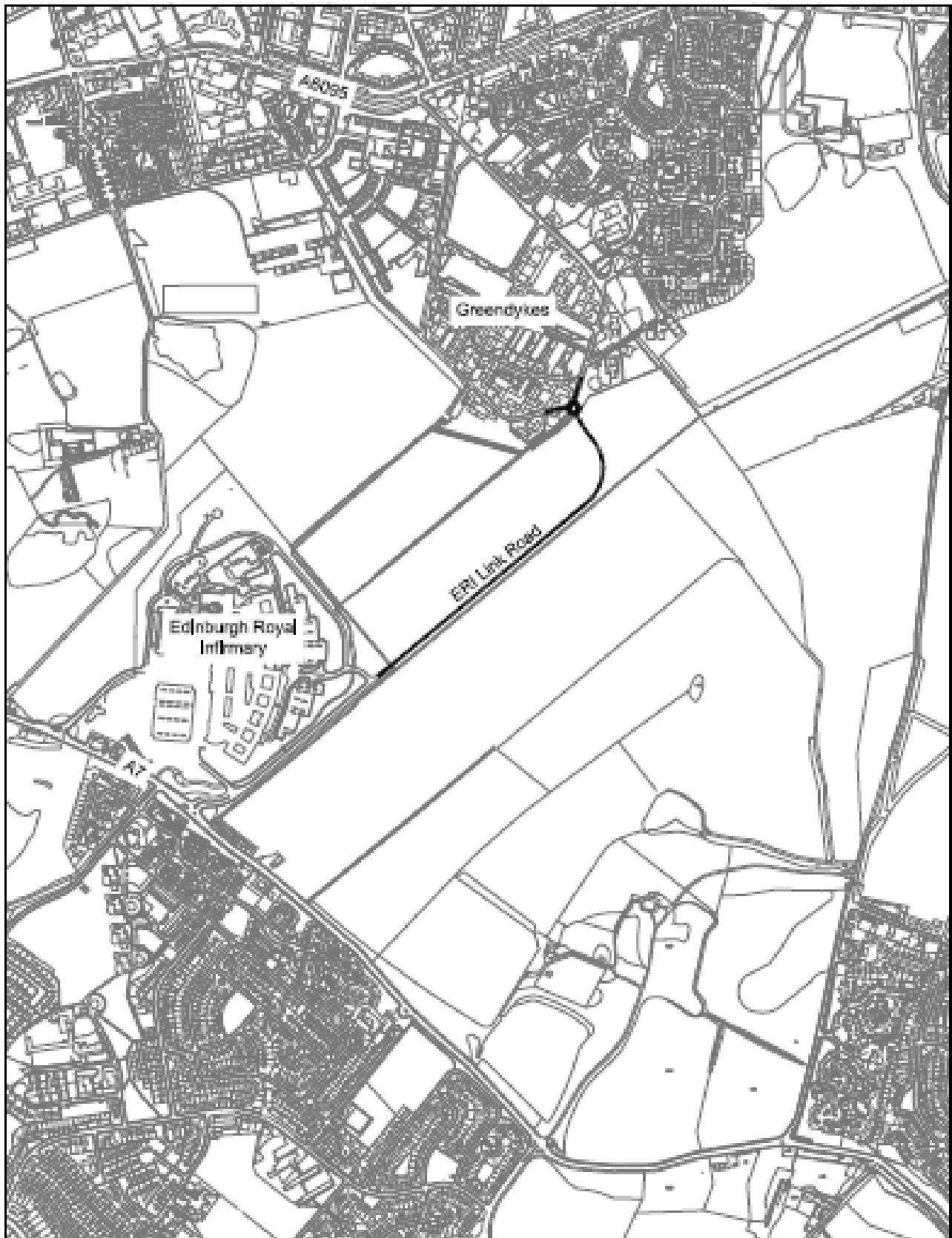
Mark Turley

Director of Services for Communities

Links

Coalition pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times
Council outcomes	CO7 – Edinburgh draws new investment in development and regeneration CO8 – Edinburgh’s economy creates and sustains job opportunities CO9 – Edinburgh residents are able to access job opportunities CO10 – Improved health and reduced inequalities
Single Outcome Agreement	SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all
Appendices	1 – Plan of Bus Link

Appendix: 1 Plan of Bus Link



Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Access To Waverley Station

Item number	7.7
Report number	
Wards	11 – City Centre

Links

Coalition pledges	P44
Council outcomes	CO19
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

Access To Waverley Station

Summary

The Department for Transport (DfT) has been working with Network Rail to mitigate the risk of any vehicle borne terrorist attack against crowded railway station concourses.

Following discussions between Network Rail and the City of Edinburgh Council (CEC) the proposed solution is to allow access into Waverley Station for taxis and specialised disabled organisation vehicles via a controlled entry system.

Works on Waverley Bridge and Market Street are being proposed to provide replacement facilities for those previously provided within Waverley Station, mainly taxi and passenger drop-off points. This is a direct consequence of Network Rail and the DfT's proposal to manage vehicular access to Waverley Station.

Recommendations

It is recommended that the Transport and Environment Committee:

- agrees to commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and restrictions.
- agrees to commence the statutory procedures to make the necessary Redetermination Order.

Measures of success

Enhancements to Waverley Bridge and Market Street should result in a more attractive environment and better links to and from Waverley Station. The proposals will also improve facilities for cyclists and pedestrians.

Financial impact

Total costs to this project amount to an estimated £1.05M. The costs associated with the taxi rank provision and all measures required to accommodate associated vehicle movements are estimated at £541,000.

The footway, kerb alignment and general pedestrian improvement works costs are estimated at £414,000.

Carriageway resurfacing works on Market Street costs are estimated at £95,000.

Discussions are progressing with Network Rail on the apportionment of cost. Network rail has indicated that the Department for Transport may contribute towards the taxi rank provision and associated works. There is currently no budget provision for the carriageway resurfacing and footway and general pedestrian improvement works. The shortfall in funding will be considered as part of future budget setting processes.

Equalities impact

The new access arrangements proposed by Network Rail could impact negatively on disabled people, the elderly, families with young children and passengers carrying heavy luggage.

However, measures to mitigate negative impacts have already been introduced including:

- Entrances from Princes Street and Market Street into the station are fully DDA compliant. Lifts permit step free access to and from Princes Street while a rebuilt Market Street entrance offers similar facilities on the south side of the station.

Following discussions with Network Rail, additional proposals to improve access as part of the Waverley Station Improvement Project have been identified:

- New DDA compliant access at the Calton Road entrance.
- Disabled parking bays or pick up/drop off point from within the Network Rail's compound on Calton Road.
- New lifts and escalators will also be installed within Waverley Station improving access to and from Princes Street and Market Street.
- Specialised disabled organisation vehicles will be able to drop off via the South Ramp.
- 30 minute free drop off/pick up facility will be available within Waverley Car Park.

Sustainability impact

The proposals in this report should reduce carbon emissions by improving facilities for cyclists and pedestrians.

Consultation and engagement

The Traffic Regulation Order and the Redetermination Order will be the subject of a statutory procedure which will involve consultations with bodies representing persons likely to be affected. This will necessitate the advertising of the proposal in The Scotsman newspaper and by notices on-street.

Additional consultees:

- Network Rail
- ECAS
- Lothian Buses
- Department for Transport
- Transform Scotland
- Living Streets

Background reading/external references

The following drawing is available for reference:

- Drawing RTD-636213-02-03 showing the proposed road layout for Waverley Bridge and Market Street.

Access To Waverley Station

1. Background

- 1.1. In March 2009 a working group was set up with members from Network Rail, DfT, British Transport Police and CEC. The context was the protection of the station concourse from attack by a Vehicle Borne Improvised Explosive Device. The primary purpose of this meeting was to explore alternative locations for private and public vehicles both within and outside the station.
- 1.2. CEC has held discussions with Network Rail regarding its proposals and the mitigation measures required to be put in place in order to accommodate general traffic and taxi stacking on-street. These discussions are ongoing and detailed designs are currently being worked on by CEC.
- 1.3. Design work includes a number of mitigation measures as well as some general improvement works within the surrounding area and is summarised below:
 - Provision for taxi stacking on Market Street to allow controlled access into Waverley Station;
 - A new roundabout at the junction of East Market Street and Jeffrey Street to improve access to the new pick up/drop off bays;
 - Improvements to footways, kerb alignment and pedestrian crossings in order to enhance the pedestrian environment on Waverley Bridge; and
 - Improvements to footways, surfacing and drainage on Market Street.
- 1.4. A meeting was held on 10 August 2012 with Councillor Hinds, CEC and Network Rail; the following main points were agreed in principal:
 - Agreement to allow access for taxis and specialised disabled organisation vehicles via a controlled entry system;
 - Drop off for private vehicles to be located on Market Street in the designated bays and New Street car park, which will extend free access for up to 30 minutes; and

- Discussions to take place involving Network Rail, ECAS and other appropriate organisations on questions relating to access and signage and other associated issues.

2. Main report

- 2.1 CEC and Network Rail have continued to discuss the proposals listed above in detail; however the biggest challenge remains developing a workable solution which allows controlled taxi access to the station concourse.
- 2.2 The security barrier position at the top of the south ramp is fixed due to the potential blast radius; this leaves minimal space for taxis to stack on the south ramp, approximately five spaces.
- 2.3 Due to the high volume of taxis entering the station (approximately three vehicles per minute, during peak hours) and the barrier processing time required to avoid tailgating (approximately 80 seconds per vehicle) there is insufficient space to meet the demand for access without causing vehicles to stack onto Waverley Bridge.
- 2.4 To avoid the potential of vehicles stacking onto Waverley Bridge the following solutions are being proposed:
 - A controlled taxi stacking area will be created on Market Street (opposite No 6), which will be used to hold taxis with station permits until space is available within Waverley Station. Further investigation will be required into how this will be achieved;
 - 30 minute free drop off/pick up facility will be available within Waverley Car Park;
 - 84m of drop off/pick up bays will be available on Market Street;
 - Specialised disabled organisation vehicles will be able to drop off via the South Ramp;
 - Further consultation will be held with the various disabled groups, Network Rail and all affected businesses;
 - The existing taxi rank on Waverley Bridge will remain in its current location and an additional nine taxi spaces will be available after 8pm at the Edinburgh Tour bus stop on the west side;
 - A new cycle lane on Market Street will be installed in a westbound direction from the junction of Waverley Bridge to the junction of the Mound; and

- Relocate the existing pedestrian crossing on Waverley Bridge to outside Jimmy Chung's and install a new pedestrian crossing on Market Street opposite the Lothian Buses office.

2.5 A pedestrian and cycle audit will also be carried out and the results will be available by the end of February 2013. The audit will include:

- Review of passenger access by bus, taxi, foot, cycle and tram to/from Edinburgh Waverley station.
- Identify from the passenger's perspective, gaps in provision for inbound and outbound travel, taking account of projected future growth.
- Outline appropriate improvements that are **a)** essential and **b)** desirable over the following periods:
 - 2012-2015
 - 2015-2023
 - 2023-2035
- Review existing signing to, from and within the station and develop a signing strategy integrating with the recommendations on access/egress arrangements for different groups of users.
- Undertake a detailed audit of the plans to improve roads in the vicinity of Waverley station taking cognisance of all users' need; in particular pedestrians and cyclists.
- Identify order of magnitude costs of these improvements.

2.6 Network Rail are currently developing a Travel Plan for Waverley Station.

3. Recommendations

3.1 It is recommended that the Transport and Environment Committee:

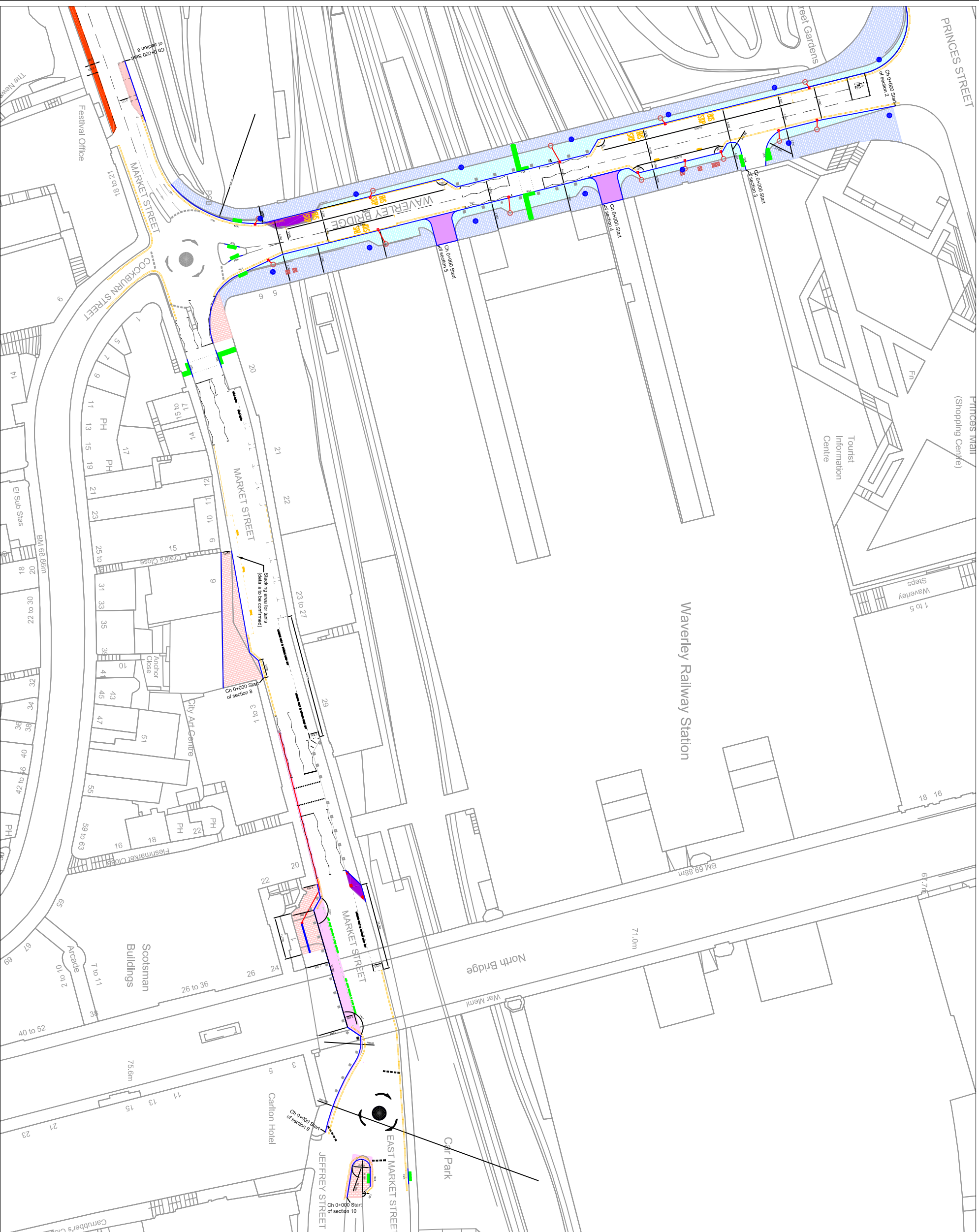
- agrees to commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and restrictions.
- agrees to commence the statutory procedures to make the necessary Redetermination Order.

Mark Turley

Director of Services for Communities

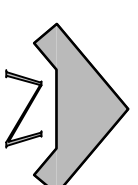
Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive.
Council outcomes	CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Drawing RTD-636213-02-03



- NOTES:**
1. All changes are in meters.
 2. Changes are to be signed on site with the Service Manager prior to commencement of construction.
 3. The drawing is to be read in conjunction with 'Draw Order'.
 4. The drawing is to be read in conjunction with 'Draw Order'.
 5. The Contractor is required to record the position of all ironwork and rebar as required.

- Existing Layout
- Lift existing with kerb and relay to Std Drg 11604.
- Excavate Footpath to a depth of 150mm below new finished level. Reinforce with 150mm DBM and 40mm HRA surface course.
- Remove existing Footpath bulk out and substitute original kerbs. Excavate to a depth of 150mm below new finished level. Reinforce with 150mm DBM and 40mm HRA surface course.
- Remove slabs and excavate to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Scoutmoor flags to Std Drg 11508.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Scoutmoor flags to Std Drg 11508.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Calhness flags to Std Drg 11507.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 250mm DBM base, 50mm bedding & 150mm stone to Std Drg 11507.
- Install new precast concrete channel to match existing to Std Drg 11294.
- Remove existing gully.
- Install new gully.
- New drop kerb crossing to Std Drg 11313 with granite coloured tactile paving to Std Drg 11506/11502.
- FDK Install footway drop kerb.
- VDK Install vehicle drop kerb.
- Gully bollard to be installed as per Drg 02211 with 450mm offset from the kerb face.
- Remove existing footpath bulk out (and bollards as required). Reinstate to original carriageway level. Relocate existing with kerb to new position.
- New red clipped cycleway
- Existing phonebox location
- Proposed lighting column position



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REVISION	DETAILS	BY	DATE	CHECKED

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ
Tel No 0131 200 2000

TRANSPORT
TRAFFIC & ENGINEERING
NEW WORKS
Roads & Transport Design

WAVERLEY BRIDGE AND
MARKET STREET
FOOTPATH ALTERATIONS
OPTION A

Date: 22 November 2012
Scale: 1:1000 A1
Job No.: 090713
Drawn by: MW
Checked by: DM

Transport and Environment Committee

10am, Tuesday, 15 January 2013

Traffic management developments in Royston and Monmouth Terrace.

Item number	7.8
Report number	
Wards	5

Links

Coalition pledges	P33
Council outcomes	CO15 CO22
Single Outcome Agreement	SO4

Mark Turley

Director, Services for Communities

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Executive summary

Traffic management developments in Royston and Monmouth Terrace.

Summary

Following a report to the Transport Infrastructure and Environment Committee on 24 November 2009, and subsequent discussions with local residents and at Inverleith Neighbourhood Partnership, traffic calming features have been installed in Royston and Monmouth Terrace. The anticipated financial contribution for further traffic management improvements in the Trinity area via Section 75 Planning Obligations from the Trinity Park House redevelopment is no longer available. The Neighbourhood Partnership will continue to monitor the effectiveness of the traffic calming measures.

Recommendations

It is recommended that the outstanding committee remit is discharged.

Measures of success

There is a reduction in complaints about traffic management and road safety in the Goldenacre area.

Financial impact

None

Equalities impact

The traffic management changes have delivered outcomes consistent with the “Right to a Standard of Living” objective by making the area safer for pedestrians, especially those with mobility difficulties.

Sustainability impact

The traffic management changes should reduce carbon emissions by encouraging local pedestrian journeys and also reducing vehicle emissions in a residential area.

Consultation and engagement

Inverleith Neighbourhood Partnership and a local Forum of residents and businesses were involved in the agreement and delivery of the traffic management measures.

Background reading / external references

Decision of TIE Committee re Item 6 of 23 September 2008

Decision of TIE Committee re Item 7.2 24 November 2009

Inverleith Neighbourhood Partnership Meeting 24 May 2010

Traffic management developments in Royston and Monmouth Terrace.

1. Background

- 1.1 Transport Infrastructure and Environment Committee on 24 November 2009 asked that officers should report back on a number of traffic management issues in the Goldenacre area.
- 1.2 Detailed discussions took place with a wide range of local residents and businesses by means of a locally formed public forum and at Inverleith Neighbourhood Partnership, resulting in agreement on the installation of traffic calming. This was, however, not reported back to TIE Committee to formally discharge the outstanding remit.

2. Main report

- 2.1 Following agreement at the public forum, the Board of the Inverleith Neighbourhood Partnership were requested to fund the installation of traffic calming features in Royston and Monmouth Terrace from their Neighbourhood Environment Programme budget.
- 2.2 Inverleith Neighbourhood Partnership on 24 May 2010 agreed to fund the installation of the speed humps and associated signage. These measures were expected to be a precursor of further, larger scale, works which would be funded by a Section 75 Agreement from the Trinity Park House redevelopment and encompass South Trinity Road and Ferry Road.
- 2.3 The traffic calming measures were duly installed and further augmented by footway widening works at the junction of Monmouth Terrace and Ferry Road which were carried out as part of a capital programme footway reconstruction scheme by Road Services. Adjustments were also made to the yellow box junctions at these locations.
- 2.4 During 2012 it became clear that there would be no developer contributions forthcoming from the Trinity Park House development for road improvements as a substantial sum had already been secured to construct a new cycle ramp between South Trinity Road and the cycleway below. This measure was identified as desirable in the North Edinburgh Transport Action Plan and the Transport Planning Section agreed with CALA Homes that building the cycle ramp would also fit in with the Council's Sustainable Transport Policy.

2.5 The traffic calming measures introduced, although not universally popular at the time, have proved effective in improving traffic management in the area and there have been no complaints since their introduction. Inverleith Neighbourhood Partnership will continue to monitor the effectiveness of the measures already introduced and any feedback from residents and local businesses.

3. Recommendations

3.1 It is recommended that Committee discharge the outstanding remit.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council Resources are used.
Council outcomes	CO15 - The public are protected. CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	None

Transport and Environment Committee

10am, Tuesday, 15 January 2013

Automated Recycling Points

Item number	7.9
Report number	
Wards	All

Links

Coalition pledges	P49
	P50
Council outcomes	CO18
Single Outcome Agreement	National Outcome 4

Mark Turley

Director Services for Communities

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Executive summary

Summary

The report is in response to a motion from Councillor Mowat at the Transport, Infrastructure and Environment Committee of 18 June 2012 to investigate the use of automated recycling facilities linked to deposit schemes to encourage recycling. The report considers the use of automated recycling points in other European countries as well as their more limited use in the UK and notes Zero Waste Scotland's intention to pilot this technology in partnership with a number of retailers during 2013.

Recommendations

It is recommended that a further report on automated recycling points and deposit schemes is presented to this committee in the light of the findings from the Zero Waste Scotland pilots.

Measures of success

Achieve a citywide recycling rate of 50% by 2014.

Financial impact

There is no financial impact as a result of this report.

Equalities impact

The content of this report is not relevant to the public sector equality duty of the Equalities Act 2010.

Sustainability impact

Measures to encourage recycling will help to divert waste from landfill and support the achievement of Greenhouse Gas reduction targets, and reductions in local environmental impact. Potential impacts such as carbon emissions will be considered in light of the outcomes of the Zero Waste Pilots.

Consultation and engagement

There are no consultation and engagement implications as a result of this report.

Background reading / external references

The following companies offer equipment of the types discussed in this report:

www.tomra.com

www.reversevending.com

www.onthegorecycling.co.uk

Automated Recycling Points

1. Background

- 1.1 This report responds to the motion by Councillor Mowat to the Transport, Infrastructure and Environment Committee of 18 June 2012 (Item 5.7) :
- 1.2 “Committee agrees that increasing recycling is beneficial to the City of Edinburgh and to investigate:
- Automated recycling bins such as those found in Norway and other European countries in which bottles and cans can be deposited and a small payment is made to those depositing the recyclate, such machines to be installed in suitable locations with the cooperation of third parties and the possibility of extending machines to collect plastic bottles.”
- 1.3 Councillor Mowat has been consulted on the contents of this report.

2. Main report

Experience Elsewhere

- 2.1 Automated recycling machines are widely used in both Europe and North America, to collect a range of materials, particularly glass, cans and plastics and sometimes other materials such as paper and cardboard.
- 2.2 These machines are usually used by retailers such as supermarkets and used instead of the local authority provided packaging banks. In addition, smaller units can collect a more limited range of materials, e.g. plastic bottles and cans. These smaller units are normally sited in the street or in canteens or alongside vending machines to collect drinks containers such as plastic bottles or cans which would otherwise be deposited in a litter bin.
- 2.3 Users feed items in one by one, the machine scans and weighs the item and identifies what it is made of. It then shreds or crushes the item and deposits it in the appropriate internal bin. Machines can be set up to issue a reward, such as supermarket loyalty points or a redeemable voucher for a discount off new items. This is most often seen in countries where there are mandatory deposit schemes in place for items such as aluminium cans.

- 2.4 In some Northern European countries the provision of automated recycling points by retailers and the packaging industries is in response to EU 'Producer Responsibility' directives which require the producers of packaging to be responsible for recovering any material that they produce which can be recycled. The way this directive is applied varies across member states with some producing legislation which puts an onus on retailers and the packaging industry to collect materials direct from consumers including in some cases mandatory returnable deposit schemes.

The UK Situation

- 2.5 'Producer Responsibility' requirements are applied differently in the UK and there has been a limited use of automated recycling points and reward/payment schemes by retailers and the packaging industry. A limited number of suppliers operate in the UK, but the machines are usually sited in locations such as alongside drinks vending machines.
- 2.6 The only major UK user of automated recycling units, equivalent to the recycling facilities provided by local authorities, is Tesco, who operate automated recycling machines at selected car park locations (including stores in South Queensferry and Dalkeith). These replaced local authority recycling banks. Other retailers are thought to be looking to develop similar initiatives.
- 2.7 The machines were initially designed to accept a full range of materials including glass, paper, cardboard, cans and plastic bottles. However following arson attacks the machines were restricted to collecting glass bottles, cans and plastic. More recently the scheme has expanded to accept aerosols and foil.
- 2.8 Smaller machines for plastic bottles and cans only are also being piloted at smaller stores at a number of locations in South East England.
- 2.9 Initially Tesco awarded clubcard points for all materials deposited. Following issues with fraud (customers cutting up bottles to double the number of points received) the scheme was revised, and points are only awarded for aluminium cans and foil.
- 2.10 The machines used are visually attractive and as they also compact the recyclate, a wide range of materials can be collected in a relatively small unit. Traditional recycling points collect the materials without compacting them, and so take up more space on site.
- 2.11 The technology used in the automated recycling points does have some disadvantages. The scanning process requires items to be fed in one by one, and is very slow and misreading and rejection of items is not uncommon. This can be frustrating for customers.

Practical Considerations

- 2.12 There is limited information on the impact of these units on recycling levels. Zero Waste Scotland is developing a number of pilots in partnership with retailers, festivals, schools and other partners to examine their effectiveness. These are expected to operate from January until September 2013.
- 2.13 The initial cost of the large machines such as those used by Tesco is in excess of £100,000, while smaller ones cost around £20,000. Depending on the location, installation of this equipment may also require the provision of a power supply if there isn't one already on site. There are also additional ongoing servicing and electricity consumption costs. If the Council were to invest in automated recycling facilities then the emptying of these machines, especially the larger ones, may also require investment in specialist equipment such as fork-lift trucks
- 2.14 The experience of Tesco highlights the challenges in using automated equipment to collect the full range of materials already collected through the Council's existing recycling services, while providing a limited range may confuse or frustrate service users.
- 2.15 Tesco have already started to take direct control of the recycling services provided in their stores while Sainsburys intend to do so next year and other retailers may follow suit.

Conclusions

- 2.16 Automated recycling machines are used by retailers and the packaging industry in both Europe and North America where different legislative drivers incentivise their use.
- 2.17 There are practical limitations to their use by the Council, in particular the cost, servicing and necessary utilities.
- 2.18 More information on the impact of these units will be available following the Zero Waste Scotland pilots that are expected to operate from January until September 2013.

3. Recommendations

- 3.1 To note the contents of this report.
- 3.2 To provide a further report once the findings of the Zero Waste Scotland pilots become known.

Mark Turley

Director Services for Communities

Links

Coalition pledges	P49 Continue to increase recycling levels across the City and reduce the proportion of waste going to landfill P50 Meet Greenhouse Gas targets, including the national target of 42% by 2020.
Council outcomes	CO18 Green - We reduce the local environmental impact of our consumption and production
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	None

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Utility Company Performance

Item number	7.10
Report number	
Wards	All Wards

Links

Coalition pledges	P28 and P33
Council outcomes	CO19 and CO26
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Utility Company Performance

Summary

The management and co-ordination of road works has a very high public profile across Edinburgh.

Edinburgh has a number of high profile road closures in the centre and west of the city resulting from Tram Construction works. What is perhaps less well known is that much of Edinburgh's underground infrastructure is old and in need of renewal. Scotland Gas Networks (SGN) have a major gas main renewal programme driven by safety imperatives. Much of it focused on the Edinburgh area where some mains are over 100 years old. Scottish Power and Scottish Water have smaller but no less geographically extensive programmes of repair and renewal. The continuing growth of telecommunications also adds to the demand. The Council has to try to balance the needs of the utility companies, supporting them to complete the works in the shortest practical time, against the overall needs of those who live, work and travel in the city.

Utility Companies have a statutory right to maintain their pipes and apparatus but they also have a legal duty to work with the Council as the Roads Authority to minimise disruption and delays.

The Council has a duty to manage and co-ordinate all road works across the city. Roads staff in Neighbourhood Teams and in the core Road Services are responsible for a variety of tasks not only ensuring effective co-ordination but also monitoring the performance and quality of the work done by Utility Companies. Over the last two years, a comprehensive performance framework has been introduced. It is proposed to report performance to this Committee every quarter. The performance for the first two quarters of 2012/13 is appended as part of this report.

Recommendations

It is recommended that the Transport and Environment Committee:

- instructs the Head of Transport to maintain and, where possible, enhance the scrutiny and monitoring of all road works, including the Council's own works, ensuring that accurate information about the reason for, 'ownership' and duration of the works is displayed in respect of each site.
- agrees that the Head of Transport takes the lead in developing a revived Edinburgh Road Works Ahead Agreement, involving the wider community of Edinburgh for a potential launch in the summer of 2013. Proposals for which must be brought back to this Committee for final agreement.
- notes the performance information shown in Appendix A.
- notes the trend information shown in Appendix B
- agrees that quarterly performance reports will be submitted to future meetings of the Committee.
- agrees to invite the new Scottish Road Works Commissioner, Elspeth King, to meet with the Transport and Environment Committee at the earliest opportunity.

Measures of success

Greater public satisfaction with:

- The planning, co-ordination and delivery of road works across the city.
- The quality of information supplied to people who live in, work in or visit Edinburgh.
- The quality and longevity of utility company road works reinstatements.

Financial impact

Road Services has a number of income streams in 2012/13 relating to the monitoring of Public Utility works. These include:-

- Sample Inspection Fees - £68,200.
- Defective Apparatus Inspections resulting from Third Party reports - £2000.
- Coring and Inspection Follow ups - £97,650.
- Coring Failures - £22,500.

At the end of Quarter 2, all income streams are on target to be achieved.

Equalities impact

There are no equalities impacts arising directly from this report.

Sustainability impact

There are no sustainability impacts arising directly from this report.

Consultation and engagement

Representatives of Utility Companies meet quarterly with the Council's neighbourhood and core road managers to consider all aspect of liaison, co-ordination and performance. Additionally, individual regular liaison meetings are held with representatives of all of the major utility companies.

Background reading/external references

Quality of Utility Company Reinstatements – Item 5.16, Transport, Infrastructure and Environment Committee, 18 June 2012.

“Code of Practice for Inspections” produced by the Office of the Scottish Road Works Commissioner.

Utility Company Performance

1. Background

- 1.1 The New Roads and Street Works Act 1991 as amended by the Transport (Scotland) Act 2005 gives statutory undertakers (utility companies and others given permission to work on roads) responsibility for signing, lighting and guarding works that are being undertaken. The legislation also requires them to reinstate the road to prescribed requirements upon completion of their works.
- 1.2 The same legislation gives Road Authorities the power to inspect, investigate and report on undertaker's works and re-instatements and has powers to take such steps as appear necessary to remove any dangers the works may cause to users or the roads.¹
- 1.3 The Act makes undertakers wholly responsible for the management of the road works. Councils, as Roads Authorities, are responsible for monitoring the performance of the statutory undertakers and are empowered to charge undertakers for a number of sample inspections carried out to monitor the undertakers' performance. Put simply, the sample size is currently 30% of the total annual number of re-instatements. Other inspections carried out routinely by the Roads Authority or in response to reports from the police or members of the public may also be carried out but at the cost to the Council unless a defect is found.

2. Main report

Registration

- 2.1 All road works on public roads must be registered the Scottish Road Works Register (SRWR). The SRWR information is held on the 'Symology' system administered on behalf of the Scottish Road works Commissioner and is available on a public web site – www.roadworksscotland.org.

¹ Taken from the "Code of Practice for Inspections" produced by the Office of the Scottish Road Works Commissioner.

- 2.2 Utility Companies are required to record all information relating to the works they wish to undertake and/or are underway. Roads Authorities are also required to record all information on works they wish to carry out. Developers and others wishing to occupy or carry out works on public roads must first obtain consents (Occupation Permits) from Roads Authorities who are then responsible for the registration of these works.
- 2.3 Those wishing to carry out works are required to provide up to three months Advance Notice of the works starting depending upon the scale, traffic impact and urgency of the works. They also have to provide Actual Start Notices and Works Finished/Works Closed Notices in respect of every job.

Registration Failures and FPNS

- 2.4 Failure to comply with these requirements is an offence. Utility Companies and those working under Occupation Permits that commit such an offence can discharge their liability through the payment of a Fixed Penalty Notice (FPN). Currently the Penalty is £120 which is reduced to £80 if paid within 29 days.
- 2.5 Roads Authorities cannot levy legal penalties against themselves but they are subject to monitoring by the Scottish Road Works Commissioner who has the power to apply penalties of up to £50,000 against persistent offenders (both Utility Companies and Roads Authorities). The Commissioner has issued fines of between £2,000 and £38,500 against four Utility Companies.
- 2.6 Edinburgh's Registration Failure rate is reported to the Committee as part of the bi-monthly performance report. For the first two quarters of this year, Edinburgh's Noticing Failure Rate was 18.7% and 5.9% respectively.
- 2.7 Members of the Committee recently met with John Gooday, the Scottish Road Works Commissioner who is due to retire at the end of 2012. A new Commissioner, Elspeth King, has been appointed by the Scottish Government and is due to start in January of 2013. The Committee may wish to invite Elspeth King to meet with them at an early date.

Co-ordination

- 2.8 Advance notification provides an opportunity for the Roads Authorities to consider the implications of all proposals for road works which are likely to have a major impact upon traffic and pedestrians.
- 2.9 Within Edinburgh, the responsibility for co-ordination initially falls to the Roads Officers based in the Neighbourhood Teams. Once made aware of the proposed works through the Symology system, these roads staff will decide whether a Site or Table Top meeting is required to consider the detailed proposals for traffic management including the timing and duration of works and any proposed diversion routes. The Police and Bus Operators are represented at these meetings.

2.10 Where works are proposed on major arterial routes or in the city centre, the proposals are also referred to the City Wide Traffic Management Group which meets monthly to consider all proposed road works and special events that potentially have an impact beyond a single neighbourhood boundary.

Quality of Utility Reinstatement Work

2.11 The Act makes statutory undertakers wholly responsible for the management of the road works. Councils, as Roads Authorities, are responsible for monitoring the performance of the undertakers and are empowered to charge undertakers for a number of sample inspections carried out to monitor the undertakers' performance. The sample size that is currently chargeable is 30% of the total annual number of re-instatements. Other inspections carried out routinely by the Roads Authority or in response to reports from the police or members of the public may also be carried out but at a cost to the Council.

2.12 The sample is divided equally as follows:

- Sample A inspections – live works being undertaken to check signing, guarding and, if in progress, the reinstatements being undertaken to assess compaction, layer depth etc.
- Sample B inspections – undertaken within six months of the interim or permanent reinstatement being completed.
- Sample C inspections – undertaken within three months of the end of the guarantee period.

Sample A inspections are generated by the Symology system (Scottish Road Works Registration system) via the 'Daily Whereabouts' reports. Sample B and C inspections are generated randomly by Symology.

2.13 Where reinstatements are found to be defective, Defect Inspections may be carried out prior to, during and after the remedial work and fees can be charged to the undertaker concerned. The fees for both sample and defect inspections are currently set at £33 per inspection.

2.14 As part of the investigatory works, the Council can commission core samples to be taken. A specialist contractor undertakes the work by drilling out a 100mm circular core that identifies the materials and degree of compaction used in the completed reinstatement. The contractor charges £32 per core taken. This charge is met by the Roads Authority unless the core demonstrates a failure. If a core is found to be defective then a charge of £96 can be levied against the Utility Company. The Coring Programme for 2012/13 sets a target of 1000 cores to be taken and analysed.

- 2.15 As was reported to this Committee in June², since the start of the Council year Roadworks Support Team Inspectors are carrying out a 100% post inspection of all utility reinstatements within 21 months from their completion. Inspection resources have been switched to prioritise reinstatements at the expense of defective apparatus follow-up inspections. Routine Inspections, which are outwith the 30% Sample Inspection Programme, will be carried out at full cost to the Council. The cost will be contained within Road Services budgets.
- 2.16 The Edinburgh Road Works Ahead Agreement (ERWAA) was signed in April 2007 by the major Utility Companies and the Council. The Agreement was designed to go beyond the minimum statutory requirements then about to be introduced in Regulations as part of the Transport (Scotland) Act 2005. The stated ERWAA's objectives were to:
- Minimise the Impact of Road Works to the Public.
 - Improve the Quality of Reinstatements.
 - Measure and Report on the Service Performance.
 - Ensure Safety at Road Works.
 - Provide better Co-ordination of works throughout the City.
 - Create a mechanism for continuing improvements from the creation of a Council/Utility Company review team meeting monthly.
- 2.17 Some of these objectives have been achieved. Measures such as the creation of the City Wide Traffic Management Group have significantly improved the co-ordination of road works and reduced their impact on the travelling public. Some objectives such as those to improve guarding and information provision to members of the public must still be considered as work-in-progress.
- 2.18 Since June 2012, the Roadworks Support Team has included the Council's road works sites within the inspection regime for ERWAA inspections. The Scottish Road Works Commissioner has praised Edinburgh for introducing this initiative believing that it is important for Roads Authorities to lead by example.

² Item 5.16 Quality of Utility Company Reinstatements, Transport, Infrastructure and Environment Committee, 18th June 2012.

Defective Apparatus

2.19 Roads Authorities also have responsibility for inspecting Utility Companies apparatus such as Toby Covers, Manhole Covers etc. Defective Apparatus Inspections at £33/inspection can only be charged to the Utility Company where they result from a third party report ie from the Police or a member of the public. No charge can be made against a Utility Company where defective apparatus is found from any other source. The Council is required to carry out a defective apparatus follow-up inspection every 17 days until the defect is remedied but these follow-up inspections are not chargeable and have to be carried out at the Council's expense by routine inspections carried out by the Roads Authority. Where an item of defective apparatus has been found, the Council can carry out a Defective Apparatus Inspection every 17 days until the defect is remedied but these are not chargeable and have to be carried out at the Council's expense.

Customer Perceptions

2.20 The effective management and co-ordination of road works continues to be a very high priority for residents, businesses and other road users in Edinburgh. Delays and disruptions caused by road excavations are the subject of numerous letters and complaints to the Council. There is a perception that many road excavations appear, without warning or pre-knowledge, and the first that travellers know about them is when they experience the disruption to their journey. These works are often emergency or urgent works and as such have to be dealt with immediately. However there are also other related complaints that such works are often left closed off with barriers but without anyone working on them.

2.21 There is also a perception that signing to inform members of the public of the reason and likely duration of road works could be significantly improved. This was one of the key objectives set out in the Edinburgh Road Works Ahead Agreement.

Encouraging Greater Customer Involvement

2.22 Undoubtedly, many members of the public would like to be better informed about road works in their area and be more actively involved in the monitoring of such works. The Edinburgh Road Works Ahead Agreement was originally a bi-partite agreement between the Council and Utility Companies. Both of those groups feel that there is potential for a re-launch of the ERWAA to renew the emphasis and the focus on this important area of work.

- 2.23 A re-launch could provide the opportunity to make 'ERWAA 2013 ' a Tri-partite Agreement between the City Council, the Utility Companies and the public. Members of the public either individually or through Community Councils could become more involved in monitoring road works within there area (including those being undertaken by the City Council) to identify and promote good practice and to highlight where improvements are required poor practice.
- 2.24 The Roads and Transport Service Review, currently underway, is undertaking extensive stakeholder engagement including with Utility Companies, customers and Neighbourhood Partnerships. It is therefore proposed that the Review Team should take the lead in developing a revived Edinburgh Road Works Ahead Agreement, involving the wider community of Edinburgh for a potential launch in the summer of 2013.

Performance Monitoring

- 2.25 Performance is the subject of regular measurement and monitoring by management. A comprehensive report showing the performance for the first two Quarters of 2012/13 is attached at Appendix A. Performance charts are shown for:
- Roadworks Registration – Notification Failures for CEC and the major Utility Companies.
 - Fixed Penalty Notices per Utility Company etc.
 - Number of Inspections undertaken.
 - Statutory Inspections Pass/Fail performance for each of the major Utility Companies.
 - Core Sample Pass/Fail performance.
 - Defective Apparatus Inspections – Overall numbers and Pass/Fail rates for each of the major utility companies.
 - Inspection Recoverable Income.
- 2.26 Figures showing trend information over the last three years are also shown in Appendix B.
- 2.27 It is proposed to provide further quarterly performance reports to future meetings of the Committee.

3. Recommendations

3.1 It is recommended that the Transport and Environment Committee:

- instructs the Head of Transport to maintain and, where possible, enhance the scrutiny and monitoring of all road works, including the Council's own works, ensuring that accurate information about the reason for, 'ownership' and duration of the works is displayed in respect of each site.
- agrees that the Head of Transport takes the lead in developing a revived Edinburgh Road Works Ahead Agreement, involving the wider community of Edinburgh for a potential launch in the summer of 2013. Proposals for which must be brought back to this Committee for final agreement.
- notes the performance information shown in Appendix A.
- notes the trend information shown in Appendix B
- agrees that quarterly performance reports will be submitted to future meetings of the Committee.
- agrees to invite the new Scottish Road Works Commissioner, Elspeth King, to meet with the Transport and Environment Committee at the earliest opportunity.

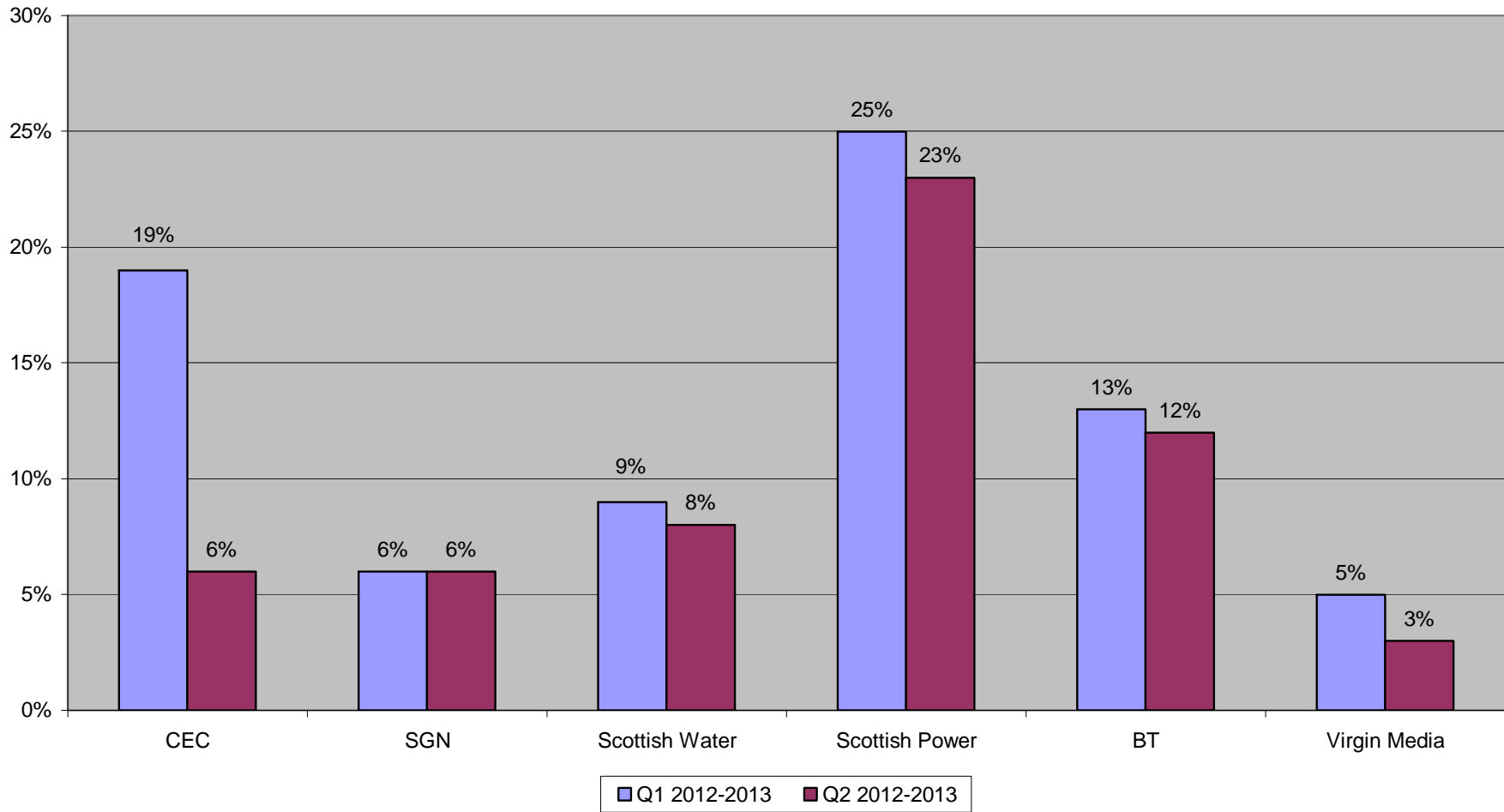
Mark Turley

Director of Services for Communities

4. Links

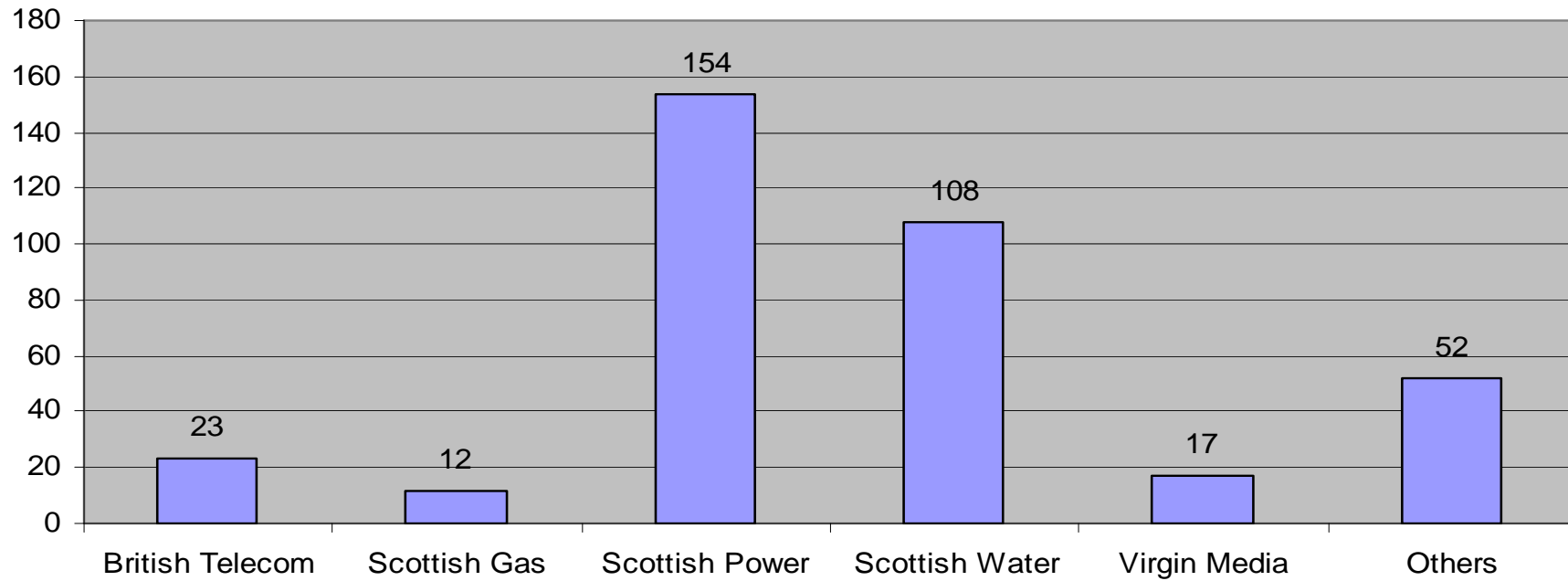
Coalition pledges	<p>P28 Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P33 Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p>
Council outcomes	<p>CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
Single Outcome Agreement	<p>SO4 Edinburgh’s communities are safer and have improved physical and social fabric</p>
Appendices	<p>A – Utility Company Performance 1st and 2nd Quarters 2012/13</p> <p>B - Utility Company Performance - 3 Year Trends</p>

Roadworks Registration - Notification Failures

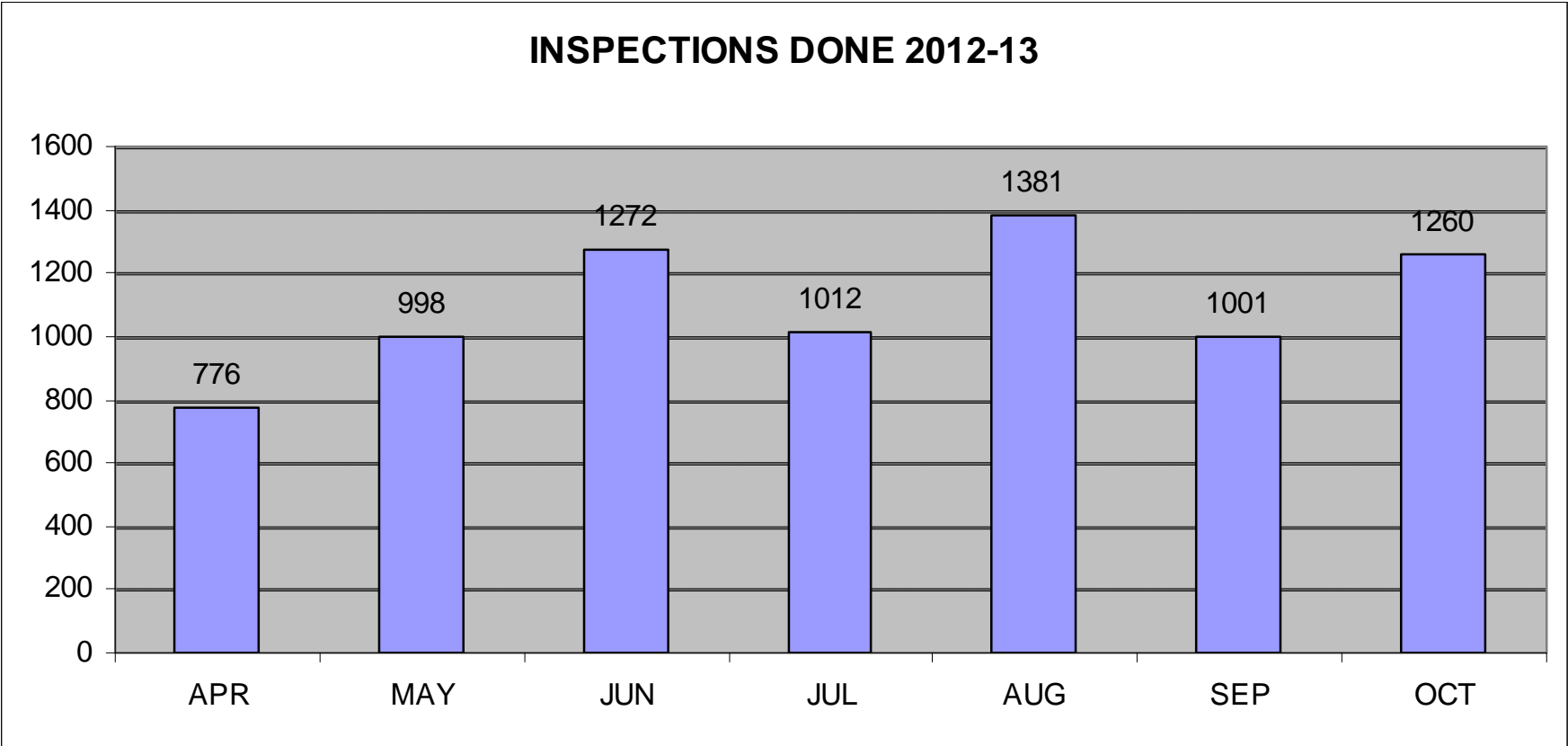


Fixed Penalty Notices per Utility Company, etc.

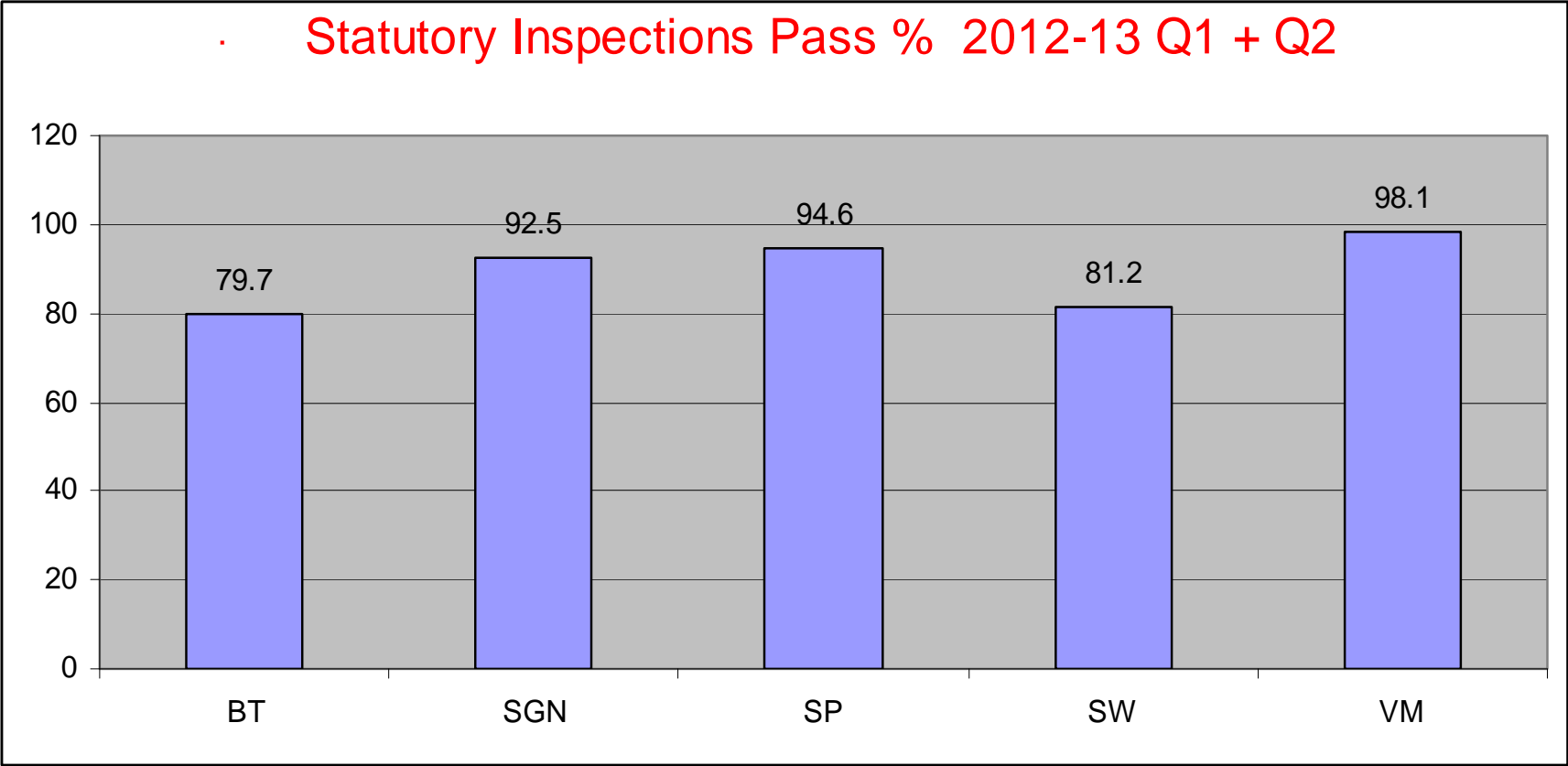
UTILITIES ACCEPTED FPNs APR-OCT 2012



Number of Inspections undertaken

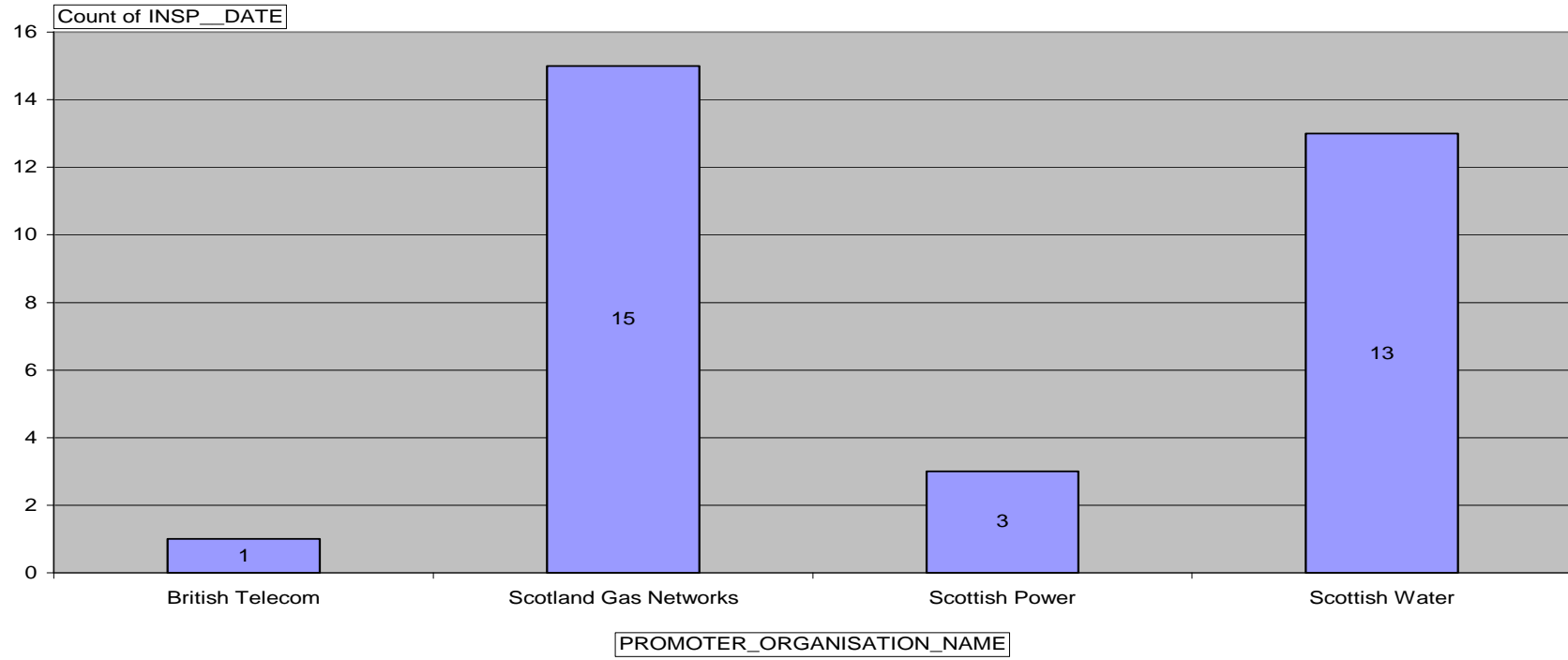


Statutory Inspections Pass / Fail performance for each of the major Utility Companies

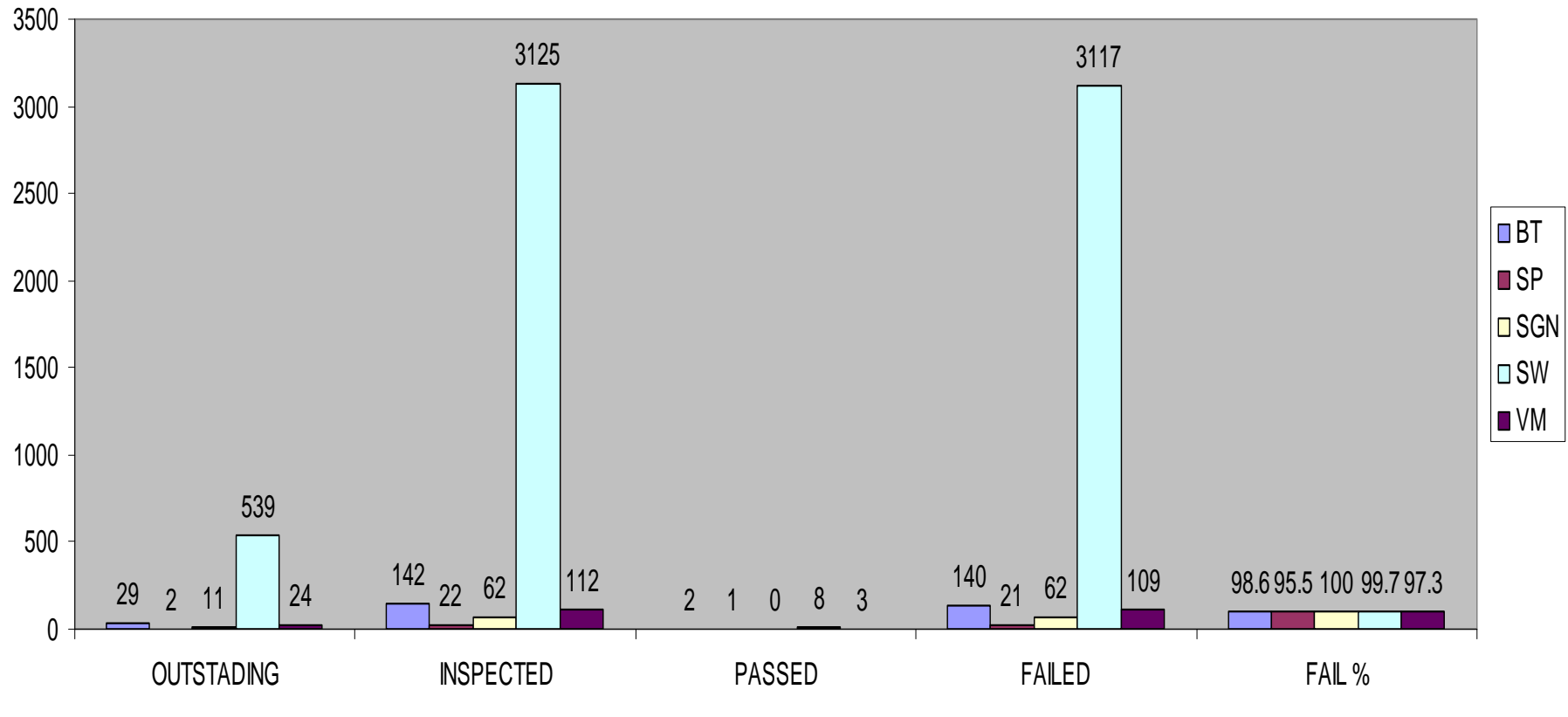


Core Sample Pass / Fail performance

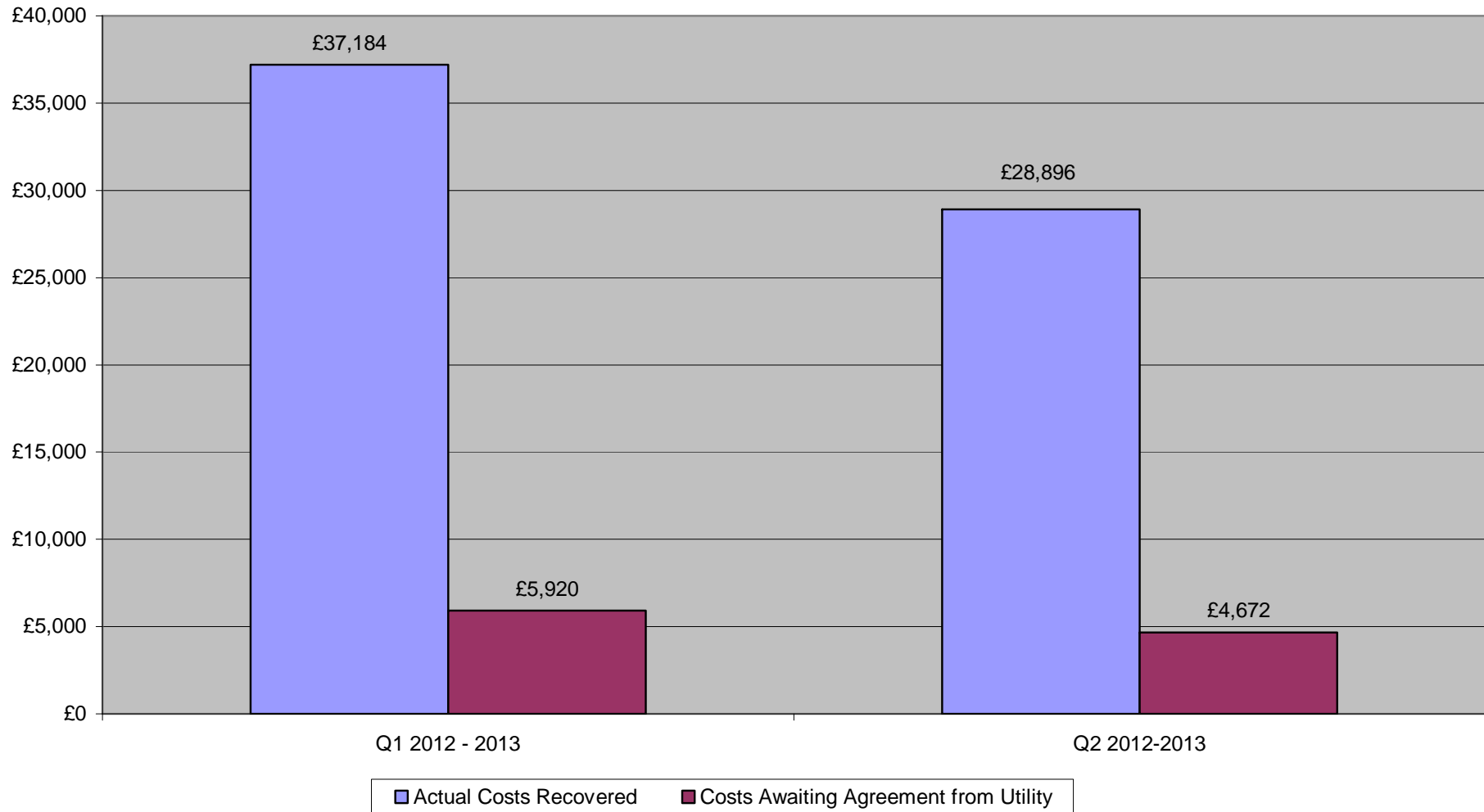
LOCAL CORE FAIL 2012-13



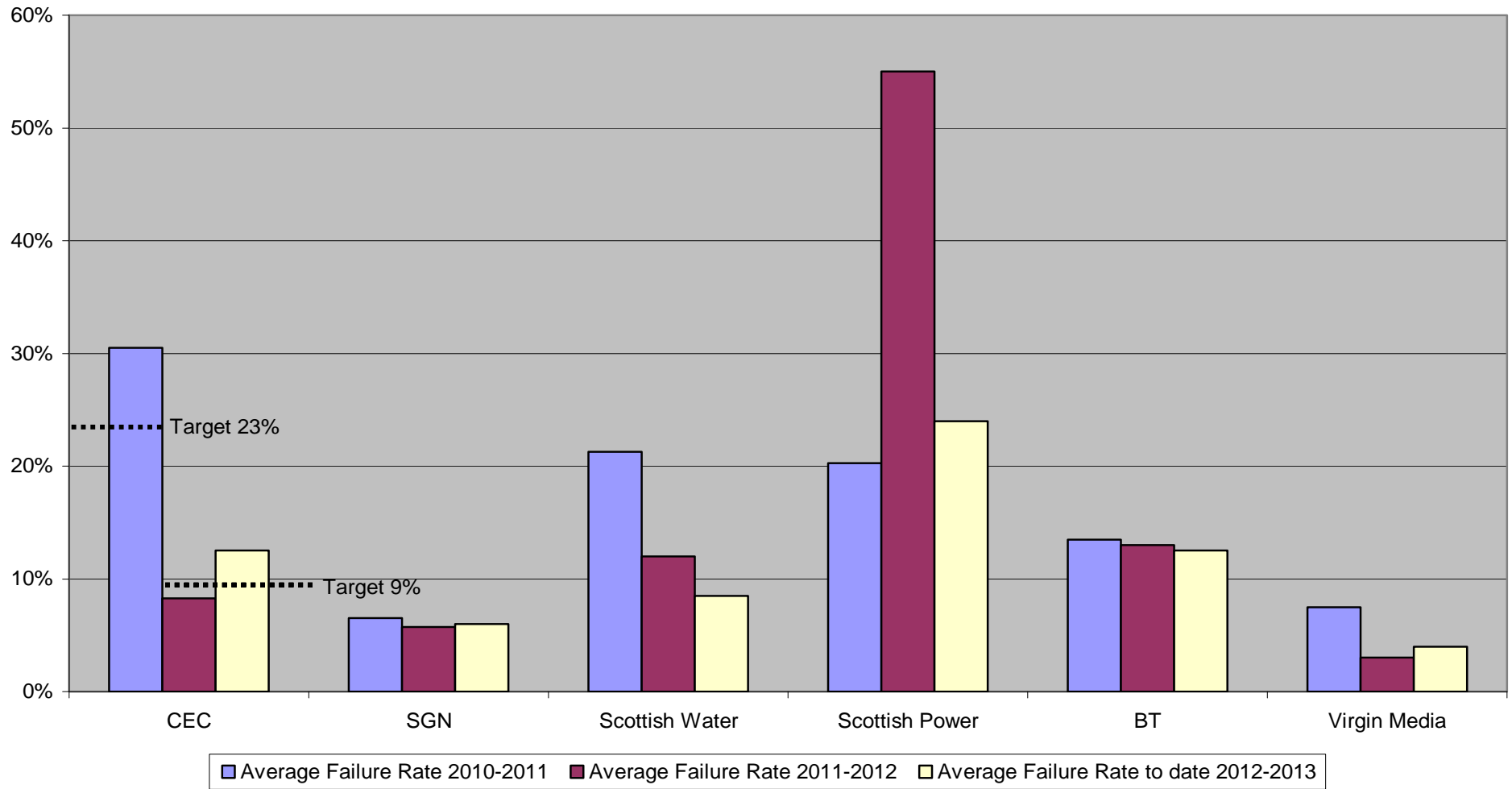
2012-13 DEFECTIVE APPARATUS AS ON 15 NOVEMBER 2012



Costs Recovered for NRSWA Inspections

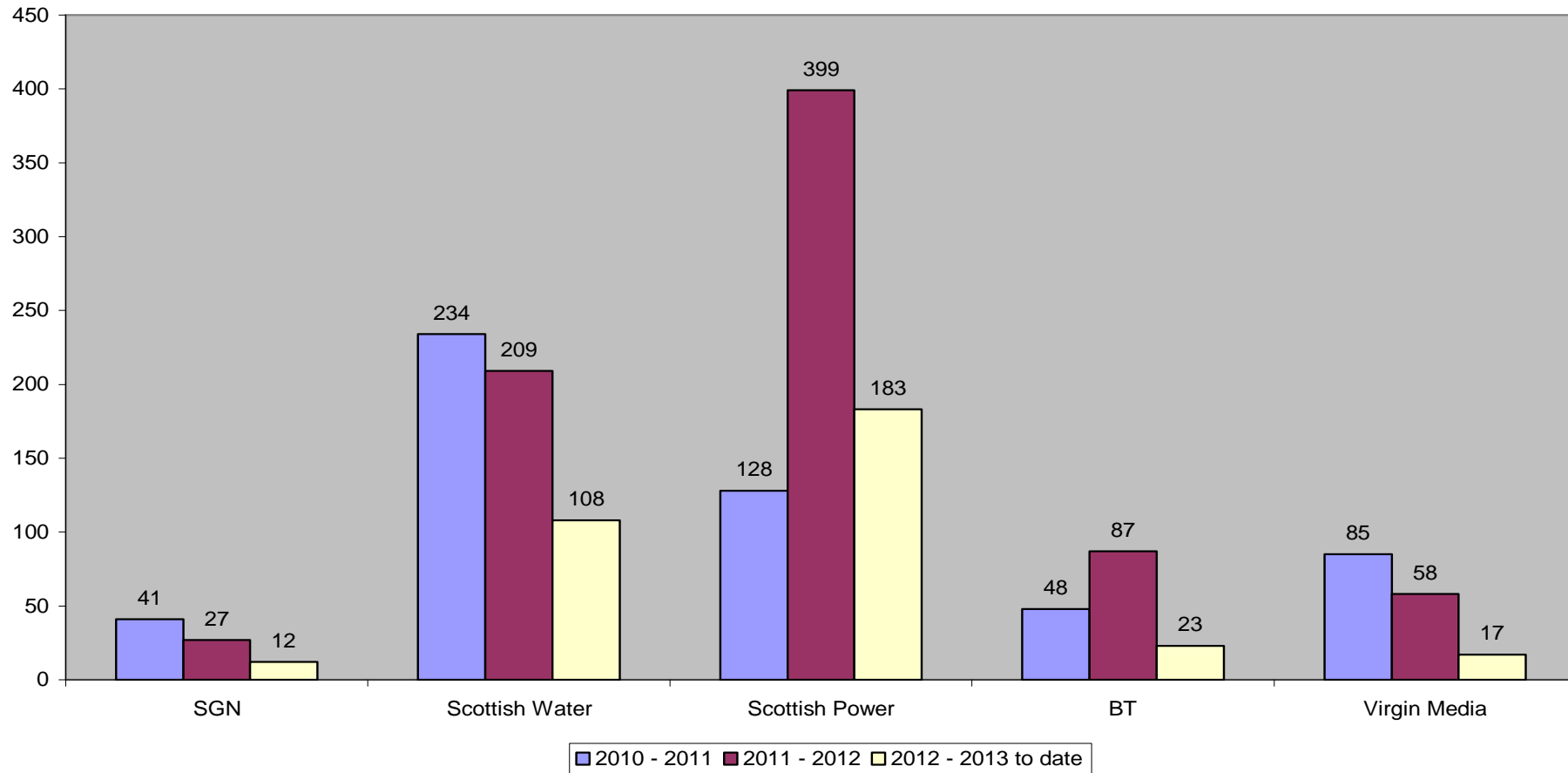


Roadworks Registration Failures



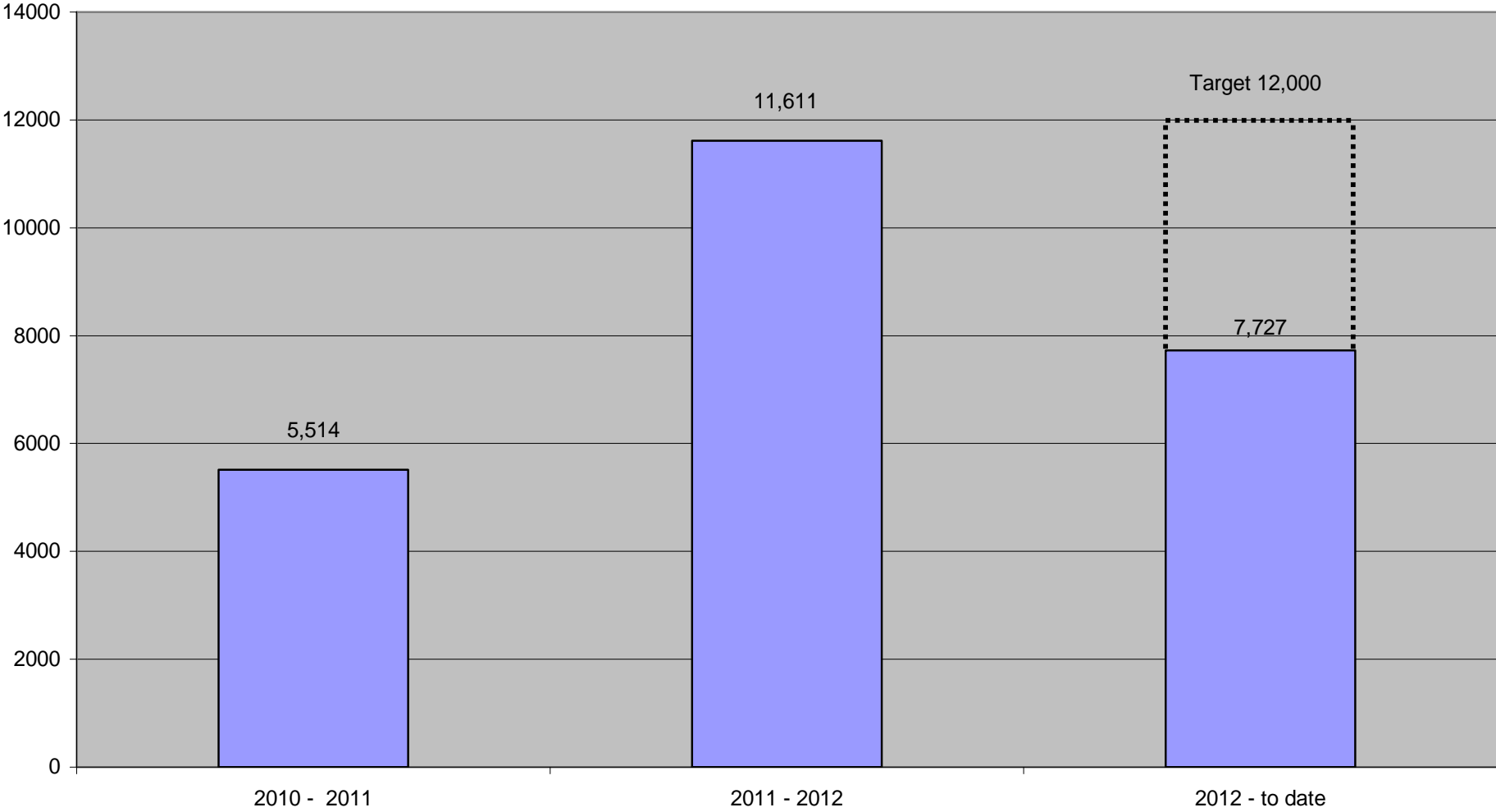
Fixed Penalty Notices per Utility Company, etc.

Number of Accepted FPNs per Utility



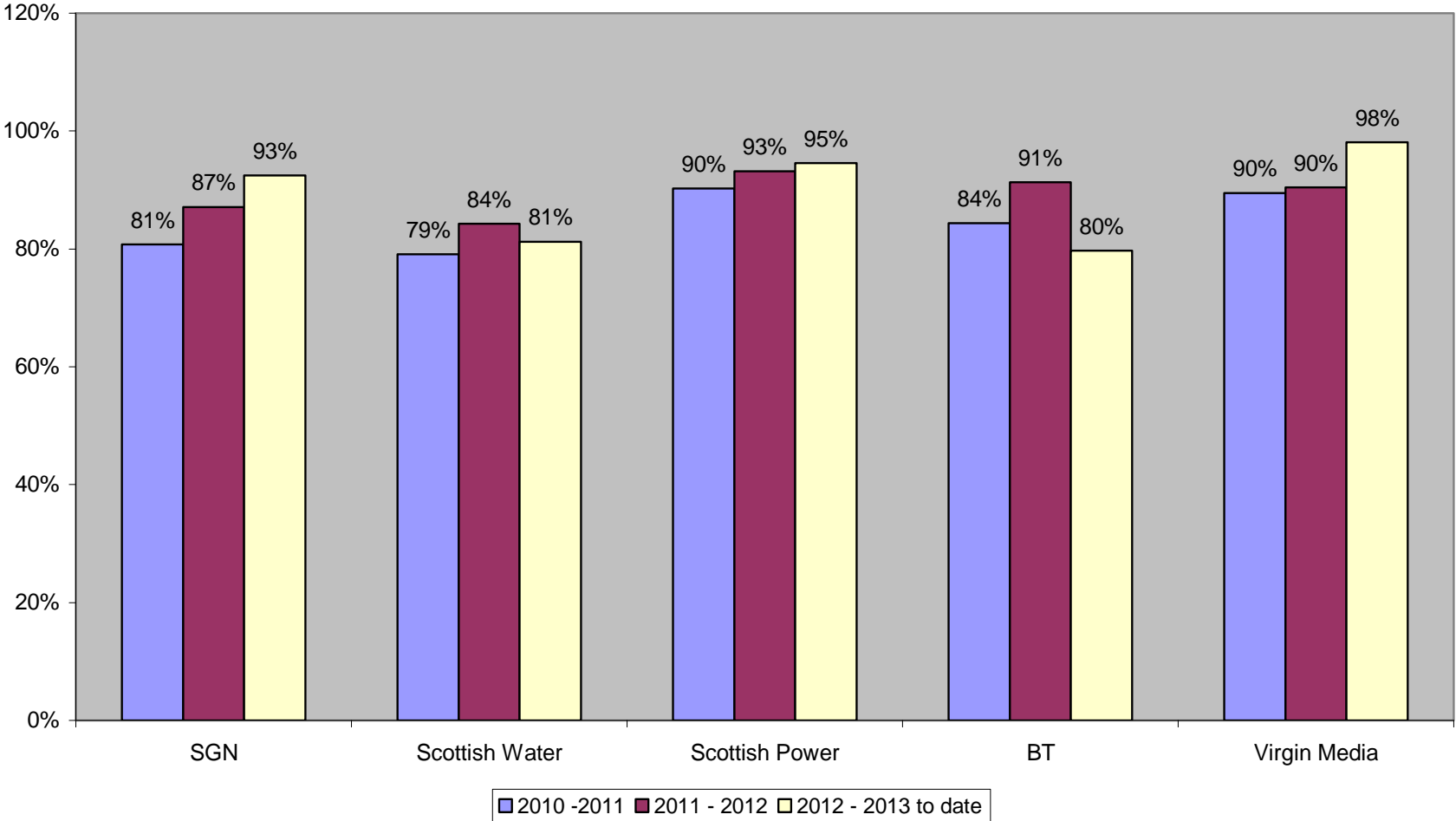
Number of Inspections undertaken

Number of Inspections Done



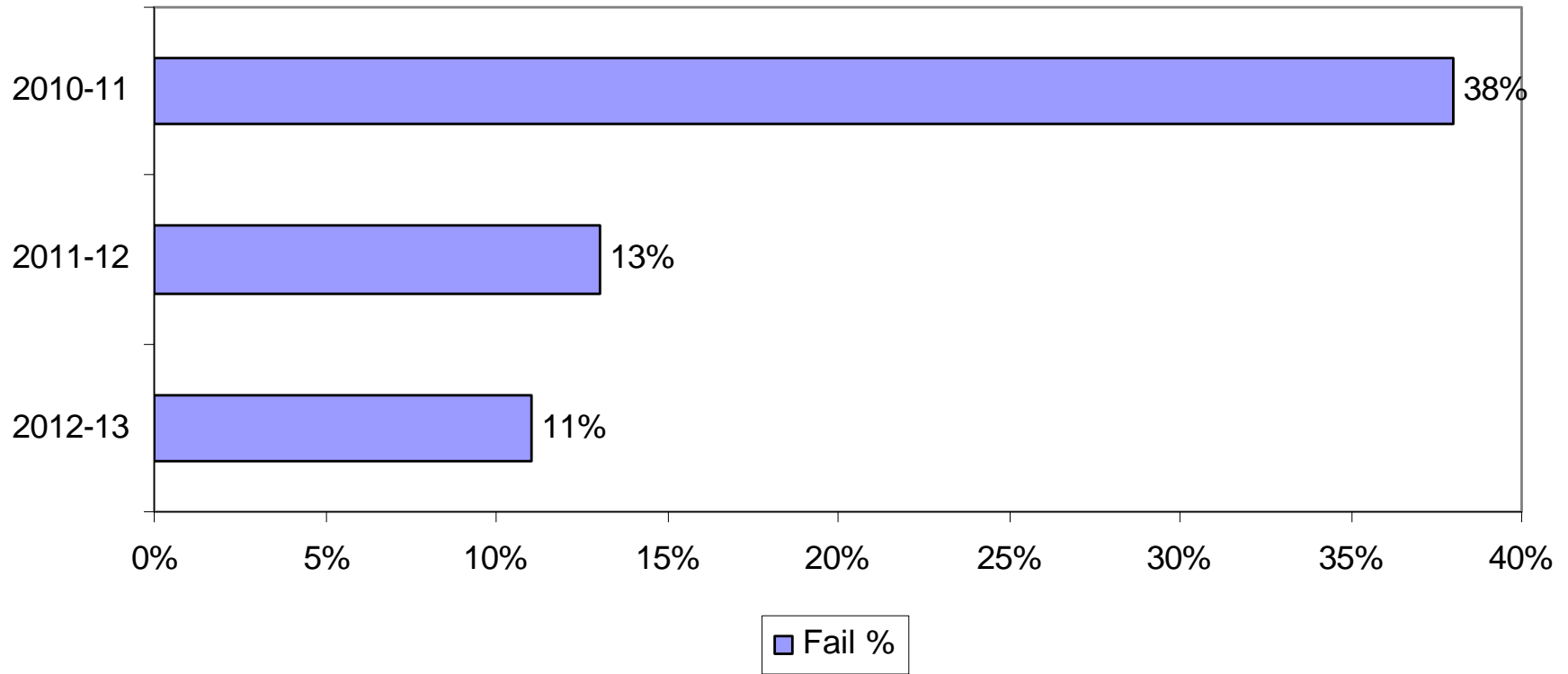
Statutory Inspections Pass / Fail performance for each of the major Utility Companies

Statutory Inspections Pass Rate



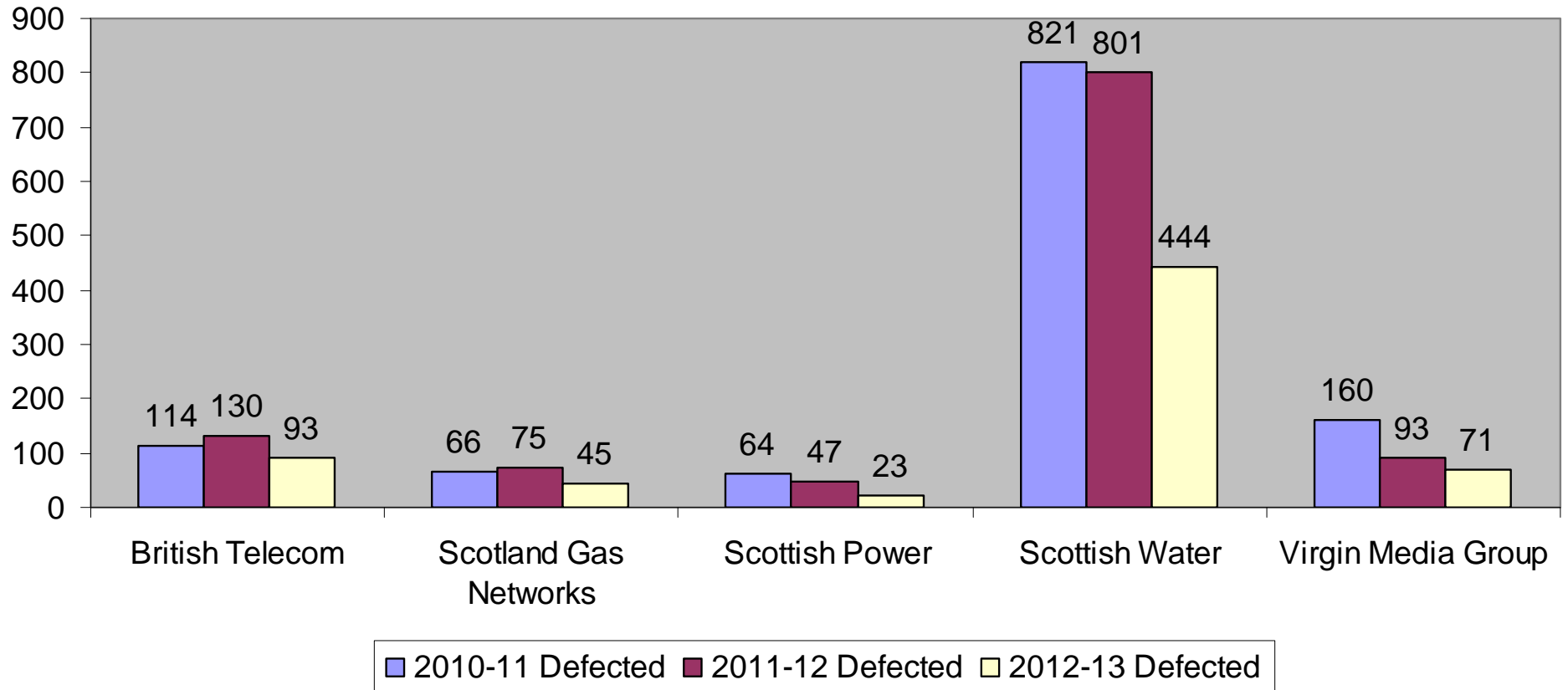
Core Sample Pass / Fail Performance for all Utilities

Core Fail %



Defective Apparatus each year for each Utility

Defective Apparatus



Transport and Environment Committee

10 am, Tuesday, 15 January 2013

Landfill Tax Consultation

Item number	7.11
Report number	
Wards	All

Links

Coalition pledges	P49 P50
Council outcomes	CO18
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

Landfill Tax Consultation

Summary

The report seeks approval for a draft response (see Appendix 1) to the Scottish Government Consultation on Landfill Tax .

From April 2015 the Scottish Parliament will assume responsibility for taxes on the use of landfill, in particular Landfill Tax. The Scottish Government has issued a consultation paper (www.scotland.gov.uk/Publications/2012/10/3524) which considers how the current regime should be replaced in Scotland with the introduction of a Scottish Landfill Tax.

Not all aspects of the consultation are relevant to the Council (e.g. the regulation of waste disposal and landfill facilities) and therefore responses are only made where relevant.

The main aspect of the consultation which is relevant to the Council is the purposes for which the income from Landfill Tax is used. It is proposed that the Scottish Government prioritises the use of proceeds to support the delivery of alternatives to landfill, and to support enforcement and education to prevent fly-tipping. In addition the response welcomes the proposal to increase the amount distributed to communities around landfill sites.

Recommendations

It is recommended that the proposed response be sent to the Scottish Government in line with the deadline of 15 January 2013.

Measures of success

Achieve a citywide recycling rate of 50% by 2014.

Financial impact

There is no financial impact as a result of this report.

Equalities impact

The content of this report is not relevant to the public sector equality duty of the Equalities Act 2010.

Sustainability impact

The impacts of this report in relation to the three elements of the Climate Change Scotland Act 2009 Public Bodies Duties have been considered and the outcomes are summarised below.

Measures to reduce the use of landfill support the achievement of Greenhouse Gas reduction targets, and reductions in local environmental impact.

The proposals in the report will help to build a sustainable Edinburgh, where reinvesting Landfill Tax in capacity building within local communities around landfill sites would support the local economy and increase social justice while reducing local environmental impacts.

Consultation and engagement

There are no consultation and engagement implications as a result of this report.

Background reading / external references

www.scotland.gov.uk/Publications/2012/10/3524

Report

Landfill Tax Consultation

1. Background

- 1.1 This report considers the proposed response to the Scottish Government consultation on Landfill Tax.

2. Main report

- 2.1 From April 2015, as a result of the Scotland Act 2012, the Scottish Parliament will assume responsibility for taxes on the use of landfill, in particular Landfill Tax. This consultation looks at how the current regime should be replaced in Scotland with the introduction of a Scottish Landfill Tax. Responses are required to be returned by 15th January 2013.
- 2.2 Landfill Tax is a tax levied at the United Kingdom level and was introduced in the 1990s as an environmental tax which aimed to act as a policy driver to encourage moves to find other ways to dispose of waste and to ensure that the wider societal costs were built into the cost of landfill. This tax is paid to HM Customs by the operators of the landfill sites but the costs are then passed on to the Council as part of the gate fee charged on every tonne of landfilled waste. The current rate of Landfill Tax is £64 per tonne but will increase by £8 per tonne each year for the next two years. The Council currently pays around £8.3-£8.4 million per annum in Landfill Tax.
- 2.3 The consultation considers a range of issues which relate to the transfer of powers to Scotland, in particular how the Scottish Government should use the funds raised. Not all of these are directly relevant to the Council which, while sending waste to landfill, is not responsible for the regulation or operation of landfill sites.
- 2.4 Of interest to the Council is how the funds are used and whether it should be used to support other strategic environmental objectives such as climate change mitigation. The draft response suggests that revenues from a Scottish Landfill Tax should be ring-fenced and primarily used to support measures which will result in the further diversion of waste from landfill. These include:

- investment in new infrastructure and technology that will provide alternatives to the landfilling such as the waste treatment facilities at Millerhill that the City of Edinburgh Council are procuring jointly with Midlothian Council;
 - funding to support the introduction of new services such as the funds being provided by Zero Waste Scotland to assist the initial introduction of food waste collections;
 - support for education and awareness campaigns (e.g. to encourage more uptake of recycling services or to prevent waste at source), and to support re-use projects.
- 2.5 The consultation asks if Landfill Tax should be used to tackle illegal dumping (i.e. the disposal of unsuitable materials at unlicensed sites often in an attempt to avoid paying the tax). The draft response supports this proposal and also suggests that some funding could be used to raise awareness of fly-tipping and littering, to fund research into the effectiveness of such strategies and to provide additional resources for enforcement against such activities.
- 2.6 The draft response supports the proposal in the consultation to continue to use Landfill Tax to provide funding to support communities situated near landfill sites (i.e. within a 10 mile radius). Funding for landfill communities can be used for a range of activities including land remediation, reduction of local pollution, provision or improvement of amenities (e.g. a park), to support a specific local habitat or species, or to restore religious or historic structures.

Conclusions

- 2.7 The aim of landfill taxes have been to encourage the development of alternatives to landfill and to ensure that the societal and environmental impacts are reflected in the costs of this method of waste disposal. The consultation paper seeks the views on how Landfill Taxes should be applied and used when responsibility for this tax is transferred to the Scottish Government. The draft response supports the continued use of Landfill Tax to support diversion of waste from landfill and the development of new infrastructure and services that will increase recycling and encourage behavioural change by the public and businesses.

3. Recommendations

- 3.1 It is recommended that the draft response is approved.

Mark Turley

Director of Services for Communities

Landfill Tax Consultation Transport and Environment Committee – 15 January 2013

Links

Coalition pledges	49. Continue to increase recycling levels across the City and reduce the proportion of waste going to landfill 50. Meet Greenhouse Gas targets, including the national target of 42% by 2020.
Council outcomes	18 Green- We reduce the local environmental impact of our consumption and production
Single Outcome Agreement	National Outcome 4- Edinburgh's communities are safer and have improved physical and social fabric.

Appendix 1: Draft Response to Landfill Tax Consultation

A LANDFILL TAX FOR SCOTLAND

Q1 In moving toward greater fiscal autonomy, what role do you see for environmental tax policy in contributing to the sustainable growth of Scotland's economy?

To date the use of Landfill Tax has been a key driver in supporting the delivery of enhanced levels of recycling. By ensuring that landfill costs better reflect the wider costs to society it has provided a level playing field to support the necessary investment to establish recycling schemes which divert waste from landfill.

Despite this in Scotland we are not yet at the point at which there are long term stable markets for all materials, and even more so the local markets for recyclable materials remain limited.

In parallel it is noted that the Scottish block grant is expected to decrease with the transfer of new fiscal responsibilities and notes that it may appear attractive to use Landfill Tax to fill any resulting gap.

This may result in the Government becoming reliant on income from Landfill Tax to fund other services, which would be contrary to the Government's overall policy which is to minimise the use of landfill.

A preferable alternative would be to ringfence Landfill Tax income to support the diversion of waste from landfill, e.g. to fund the introduction of service enhancements for households or businesses, to fund infrastructure improvements or to support education, community engagement, prevention or reuse projects.

This view appears to be in line with the principles set out in the consultation.

Q2 What issues and opportunities do you see for the Scottish Government should the Aggregates Levy be devolved?

Although the Council is not directly affected by the Aggregates Levy in the same way as by the Landfill Tax, the issues are largely analogous and it is suggested that similar opportunities would exist to support the desired behavioural changes.

Q3 Are there any refinements to the list of materials qualifying for the lower tax rate that should be considered for implementing the tax in Scotland?

The consultation considers the options to modify the system to support the longer term introduction of lower rates for stabilised materials or combustion residues such as bottom ash from incinerators.

In principle these seem logical, and it is believed similar approaches are adopted in other European countries, but where practicable the policy should still support initiatives to divert these materials for alternative uses such as aggregate replacement

in situations where these can be demonstrated to be safe and viable. For that reason it is felt to be premature to give a definitive response to this matter.

Q4 Looking beyond the initial introduction of the tax, are there any materials, or classes of materials, that could or should be charged at a different differential rate and, if so, on what basis?

In general the approach should be to support the *diversion* of waste from landfill, but the present policy provides a lower level of Landfill Tax for inert materials on the basis that they are easier to manage in landfill and have fewer environmental consequences. Most of this waste is not managed by the local authority sector, so the wider industry may have a view on this, but this approach does appear reasonable provided it does not prevent the diversion of these materials from landfill where opportunities are available.

It is agreed that an exemption for the disposal of asbestos (and indeed other hazardous minerals) to encourage the responsible use of landfill as there is no viable alternative. Similarly it would appear logical to have a lower level or exemption for energy recovery residues where no alternative exists.

If Landfill Tax differs substantially from that levied in England there is a possibility of creating a perverse incentive to export or import materials across the border (i.e. if taxes are lower in England it could potentially create a perverse incentive to send waste for disposal in England rather than treatment or recycling in Scotland).

Q5 Are there any changes to the list of exempt materials that would support the environmental outcomes of the tax and the Scottish economy?

See response to Q4.

Q6 Could the tax be used to help further our efforts to tackle illegal dumping and, if so, do you have any specific views on actions the Scottish Government should consider?

While the cost of disposal of waste will be cited as a driver for illegal disposal of waste, in fact it can be argued that those engaged in such activities are doing so to avoid paying ANY charge and so any reduction in Landfill Tax to reduce this is unlikely to be effective.

The Tax could however be used to support public awareness/behaviour change initiatives and enforcement activities. In particular there is a need to develop public awareness around the anti-social nature of fly-tipping and littering, and it would be desirable for the Scottish Government to work with Zero Waste Scotland to research and demonstrate cost effective approaches to this problem.

Q7 What benefits or issues do you see in linking the definitions of taxable activities more closely to environmental permitting through PPC and Waste Management Licensing?

In view of the likelihood that in future waste delivered to a landfill site may well go through a pre-treatment process, the views outlined in the proposal appear sensible to ensure that only non recyclable waste emerging from such a process is deemed liable.

Q8 What steps, if any, should the Scottish Government consider to improve clarity around taxable and non taxable activities on landfill sites. We are particularly interested in steps that can be taken to reduce any potential abuse of these allowances?

It is likely that SEPA as the regulator, as well as the waste management industry itself will be better placed than local authorities to advise on this.

Q9 What merits do you see in examining further the option of establishing an assessed system of tax returns?

No comments

Q10 What powers should the collection agent (SEPA) be given to audit landfill sites?

It is likely that SEPA as the regulator, as well as the waste management industry itself will be better placed than local authorities to advise on this.

Q11 Do you support maintaining a Landfill Communities Fund and extending the credit limit for contributions to the fund?

Yes. Although the Communities Fund does not directly encourage diversion of waste from landfill, and is a small proportion of the total, it does offer an opportunity to deliver projects of considerable benefit to those areas most directly affected by landfills. The Council has previously received funding for this purpose to enhance green spaces and we would be keen to ensure that this remains a source of funding in the future.

Q12 Could the money from the fund deliver similar or greater benefits through a different approach or delivery model? What alternative arrangement would you propose?

No comments.

Q13 What benefits would be obtained from retaining an independent regulator? What functions and responsibilities should the regulator have?

No comments.

Q14 Should the 10 mile eligibility radius from landfill sites be maintained or reviewed to ensure those most affected by landfill sites benefit from projects?

No comments.

Q15 Do you support using a proportion of the fund to support more strategic environmental objectives, including climate change and, if so, do you have views

on which organisations could play a role in identifying and channel funding toward of these strategic priorities?

There is a risk that adding additional objectives could dilute the fund and spread it too thinly. However some of the outputs listed in the consultation do relate directly to future direction of waste way from landfill (e.g. research to stimulate innovation in the use and management of secondary materials and resources, and waste prevention. Overall it seems reasonable to fund only projects which will result in a reduction of waste being land-filled, but not to support wider environmental objectives (beyond those already stated).

Q16 BUSINESS REGULATORY IMPACT ASSESSMENT: Do you have any comments on the draft Business Regulatory Impact Assessment?

No comments

Q17 EQUALITIES IMPACT ASSESSMENT: Do you have any comments on the draft Equalities Impact Assessment?

No comments

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Services for Communities: Financial Monitoring 2012/13 - Month 8 Position

Item number	7.12
Report number	
Wards	

Links

Coalition pledges	P30
Council outcomes	CO25
Single Outcome Agreement	SOA1

Mark Turley

Director of Services for Communities

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Executive summary

Services for Communities: Financial Monitoring 2012/13 – Month 8 Position

Summary

Services for Communities (SfC) is forecasting the following outturn positions against its approved 2012/13 revenue and capital budgets:

- General fund revenue budget – balanced.
- Housing revenue account (HRA) – surplus of £1.4m (1.4%).
- General fund capital – slippage of £17.2m (15.0%).
- HRA capital – slippage of £6.2m (12.9%).

Management of Services for Communities (SfC) general fund revenue budget presents significant challenges and risks in services such as Property Conservation, Edinburgh Building Services, Waste, Homelessness and Corporate Property. More general risks include severe weather and a high dependency on external sources of income.

Recommendations

It is recommended that the Transport and Environment Committee notes SfC's financial position.

Measures of success

General fund revenue expenditure for 2012/13 is within budgeted levels.

A balanced position or small surplus on the HRA.

Successful delivery of the SfC's capital investment programme within budget levels.

Financial impact

There are no direct financial implications arising from this report.

Equalities impact

The contents of this report, analysis and recommendations do not impact the Equality Act 2010 public sector general equality duty.

Sustainability impact

Successful delivery of SfC's budget will support continued improvement in environmental standards such as cleanliness and recycling

Consultation and engagement

Consultation on budget proposals was undertaken as part of the Council's budget process.

Background reading / external references

Services for Communities: Revenue Budget Position 2012/13: Month 5 Position – report to Transport and Environment Committee on 23 November 2012.

Services for Communities: Financial Monitoring 2012/13 – Month 8 Position

1. Background

1.1 The purpose of this report is to present SfC's financial position at month 8.

2. Main report

General Fund Revenue Budget Position

2.1 SfC is forecasting a balanced position against its net general fund revenue budget of £126.1m (gross expenditure budget - £369.2m).

2.2 This is based on an assumption that the transitional cost in delivering the Environment (imProve It) and Integrated Property and Facilities Management (iPFM) improvement programmes will be met from corporate funding the Council approved for this purpose in February 2012.

2.3 Other key assumptions include:

- Significant reductions in landfill for the remainder of the financial year.
- Winter weather related expenditure in line with budget.

2.4 SfC provides a very diverse range of services and budget management presents significant complexity, challenges and risks.

2.5 Material pressures this year include:

- Property Conservation (£0.9m) – current service costs are funded from a 15% “administration” charge added to the cost of works. The value of works undertaken in 2012/13 has fallen to around 20% of the level in 2011/12, which in turn was dramatically reduced on previous years.
- Edinburgh Building Services (£1.4m) – from a significant reduction in the number responsive repairs. Work continues to identify opportunities to deploy staff on other areas of work, but the impact this year is uncertain.

- Waste (£0.8m) – from a combination of additional resources deployed to assist with the introduction of managed weekly collections and a smaller reduction in landfill than previously assumed.

Savings Implementation Plans

- 2.6 SfC is currently forecasting 94% delivery against a savings target this year of £10.0m. As noted above, this assumes a significant reduction in landfill for the remainder of the year.

Risks and Issues

- 2.7 In addition to the pressures noted above SfC faces a number of significant financial risks, including:
- Winter weather – budget provision is insufficient to cover costs of any prolonged spell of severe weather.
 - Homelessness / temporary accommodation – demand levels are uncertain from January 2013 when housing entitlement for some homeless people changes.
 - Delivery of budgeted property rationalisation / energy savings.
 - Many SfC services are funded to a significant extent from external income which is under pressure from a range of economic factors.

Contingency Planning

- 2.8 SfC has established a contingency fund to help offset the impact of the pressures and risks noted above. This currently stands at £2.2m in 2012/13.
- 2.9 Further savings are forecast in a number of service budgets and steps are being taken to ensure that non-essential expenditure is controlled tightly until it is clear that a balanced budget position will be achieved.
- 2.10 It is anticipated that the combination of contingency and service budget savings will be sufficient to balance SfC's general fund revenue budget. However given the scale and nature of the risks and pressures faced, this is by no means certain.

Housing Revenue Account Budget Position

- 2.11 The HRA is the Council's ring fenced account for the management of 20,000 Council homes. The gross expenditure budget in 2012/13 is £97.6m.
- 2.12 The HRA is on target to deliver a surplus of £1.4m after meeting planned contributions towards voluntary debt repayment / capital investment of £8.8m. In

future years housing benefit reform and changes in the funding of temporary accommodation present very significant challenges.

Capital Budget Position

2.13 SfC's general fund capital budget in 2012/13 is £116.0m. Forecast expenditure is £98.6m or 85.0% of the approved budget. Projects showing the greatest slippage are:

- National Housing Trust – a five week delay at Lochend / Cityscape means £5.4m will slip into 2013/14
- Asset Management Programme – slippage of £5.5m (33%) is forecast on asset management projects compared with a budget for 2012/13 of £16.7m
- Leith Walk & Constitution Street – changes to this project's scope mean the bulk of work (£2.7m) will take place in 2013/14
- Water of Leith Phase 1&2 – on site complications mean £1.6m will slip into 2013/14.

2.14 SfC's HRA capital budget in 2012/13 is £47.7m. Forecast expenditure is £41.5m or 87.1% of the approved budget. Slippage relates principally to delay in awarding 21st Century Homes contracts (£5.3m).

3. Recommendations

3.1 It is recommended that the Transport and Environment Committee notes SfC's financial position at month 8.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P30 – Continue to maintain a sound financial position including long term financial planning
Council outcomes	CO25 – The Council has efficient and effective services that deliver on objectives
Single Outcome Agreement Appendices	SOA1 - Edinburgh's economy delivers increased investment, jobs, and opportunities for all

Transport & Environment Committee

10.00am, Tuesday, 15 January 2013

Transport & Environment Performance Report

October/November 2012

Item number	7.13
Report number	
Wards	All Wards

Links

Coalition pledges	P44 P48 P49
Council outcomes	CO7 CO17 CO18 CO19 CO22 CO25 CO26 CO27
Single Outcome Agreement	Edinburgh's communities are safer and have improved physical and social fabric

Mark Turley

Director of Services for Communities

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Executive Summary

Summary

This report sets out the relevant performance management information for October/November 2012.





The seventeen performance indicators are taken from a wider set used internally within Services for Communities.

Appendice 1 provides descriptions of each indicator, performance for the reporting period, targets and trend information and a summary explanation of the performance. Three of the indicators are Statutory Performance Indicators (SPIs) or contribute to the measurement of an SPI.

Key analysis:

Transport and Environment Performance – October/November 2012

Of the indicators:

-  Met or exceeded target for ten indicators
-  Missed target but within acceptable tolerance for four indicators
-  Missed, or is forecasting to miss, target for two indicators
-  Data only for one indicator

Recommendations

It is recommended that Transport and Environment Committee note performance for the periods October/November 2012.

Measures of success

Of the seventeen specified performance indicators eight are showing as met or exceeded target in October/November 2012.

Financial impact

The financial implications are set out in the relevant performance indicators and are contained within existing budgets.

Services for Communities report on sickness absence and financial performance to the Finance and Budget Committee.

Equalities impact

There are no equalities issues arising directly from this report.

Sustainability impact

There are no sustainability issues arising directly from this report.

Consultation and engagement

There is no requirement for consultation and engagement from this report.

Background reading / external references

Appendix 1 - Transport and Environment Performance Report for October/November 2012

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive P48 - Use Green Flag and other strategies to preserve our green spaces P49 - Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration. CO17 - Clean – Edinburgh's streets and open spaces are free from litter and graffiti. CO18 - Green – We reduce the local environmental impact of our consumption and production. CO19 - Attractive places and well maintained – Edinburgh

remains an attractive city through the development of high quality buildings and places and the delivery of high standards.
CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
CO25 - The Council has efficient and effective services the deliver on objectives.
CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
CO27 - The Council supports, invests and develops our people.


Single Outcome Agreement Appendices

Edinburgh’s communities are safer and have improved physical and social fabric






Transport and Environment Performance October – November 2012

Appendix 1





Services for Communities - Quarterly






Code	Indicator	Q2 2011/12	Q3 2011/12	Q4 2011/12	Q1 2012/13	Q2 2012/13	Target	Traffic Light	Latest notes and improvement actions
		Value	Value	Value	Value	Value			
SFCKPR01*	Cleanliness of streets (CIMS)	68	69	71	72	72	72		Figures relate to performance for September 2012 (2nd Quarter 2012/13).

Services for Communities - Bi-Monthly

Code	Indicator	Dec/Jan	Feb/Mar	Apr/May	Jun/Jul	Aug/Sep	Oct-Nov	Target	Traffic Light	Latest notes and improvement actions
		Value	Value	Value	Value	Value	Value			
SFCKPR02*	Net cost per premises of refuse collection (Projected EOY)	£66.29	£64.45	£70.33	£70.69	£71.82	£75.25	£70.33		The increase relates to the additional transitional costs of implementing managed weekly collections (MWC). It is anticipated these will reduce during final quarter of this financial year.
SFC-EWS-CR02b	No. of Refuse and Recycling Complaints received			2,980	2,578	7,413	10,384	3,284		Complaints about missed collections following the implementation of managed weekly collections and route changes reached a peak in October and reduced significantly in November. Action is being taken to address ongoing issues, including the monitoring of "hotspot" locations by officers.
SFCCR02	Number of complaints for task force services	668	655	680	1,076	980	910			

Code	Indicator	Dec/Jan	Feb/Mar	Apr/May	Jun/Jul	Aug/Sep	Oct-Nov	Target	Traffic Light	Latest notes and improvement actions
		Value	Value	Value	Value	Value	Value			
SFCWSKPRO03c	Amount of Waste Landfilled (tonnes Projected)			127635	129022	128971	134183	131222		Figures have been adjusted to include all municipal waste arisings instead of just household waste. Projections were made on the likely impact of the introduction of managed weekly collections (MWC). Tonnages were greater than anticipated in November but it is still too early to accurately predict the longer term impact of MWC.
SFCKPR03c	% of household waste collected during the year that was recycled or composted (Projected)			41.33%	41.67%	40.83%	38.31%	38%		
SFCKPR33	Number of landscape features meeting the agreed standard	N/A	N/A	11 (48%)	8 (32%)	11 (44%)	11 (50%)	22 (100%)		These results relate to October. Due to the low volume of feature assessments it is proposed to merge November and December assessments. Although there continues to be mixed performance across the city it is encouraging that teams are now pin-pointing where they are failing and initiating programmes of focused improvement. Use of the winter months to bring shrub and other beds up to standard will be particularly key to ensuring sustained improvement.
SFCKPR06	% of high risk food and health & safety inspections completed within target	97%	98%	95%	90%	94%	96%	96%		137/143
SFCKPR07*	% of trading standards consumer complaints completed within 14 days	89%	93%	88%	91%	91%	93%	91%		
SFCKPR08*	% of trading standards business advice requests completed within 14 days	100%	99%	99%	100%	99%	99%	99%		
CDBP4a	% of safety schemes achieving collision reduction targets	88%	85%	83%	83%	83%	83%	75%		
SFCKPR14	% road defect repairs completed within 3 working days	87.75%	91.11%	87.9%	90.9%	95.88%	97.34%	92%		Number of defects for October/November was 7073. From April to November was 33497.

Code	Indicator	Dec/Jan	Feb/Mar	Apr/May	Jun/Jul	Aug/Sep	Oct-Nov	Target	Traffic Light	Latest notes and improvement actions
		Value	Value	Value	Value	Value	Value			
SFCCR15	% of customers satisfied with Capital funded roads and pavement works	83.72%	89.33%	87.57%	86.21%	94.2%	92.5%	95%		Changes made in July based on customer feedback have seen customer satisfaction increase to over 90% in the last 4 months.
SFCKPR32	The number of Road Authority Registration Failures identified by the Scottish Road Works Register expressed as a % of works commenced	5%	11.3%	28.1%	16.3%	6%	12%	9%		For October/November 423 works commenced with 50 potential registration failures. April to November 1692 works commenced with 206 potential registration failures - 12% year to date. Communication links failure established as root cause so additional training being provided.
SFCKPR15	% of lighting repairs completed within 7 days	85.8%	93.3%	95.2%	96.5%	93.4%	85.9%	92%		Please note this is an interim performance figure. A backlog in data input currently exists and we are working to resolve issues surrounding electronic system failures and staff resourcing. An update will be posted in due course. The performance target is not linear therefore some months performance will be below the year end target of 92%, particularly during the busier winter months. The year to date performance is 92.2% which is currently above the year end target.
CDBP3	Average time taken to repair traffic signal from report of fault (hours)	7.55	7.47	7.98	7.78	8.43	5.52	8		273 Faults recorded In October/November.

PI Status	
	Alert
	Warning
	OK
	No Data
	Data Only

Transport and Environment Committee

10.00am, Tuesday 15 January 2013

Proposed Waiting Restrictions – Spylaw Bank Road

Item number	8.1
Report number	
Wards	8 – Colinton/Fairmilehead

Links

Coalition pledges	
Council outcomes	CO21
	CO22
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Dr Andy Edwards, Area Roads Manager

E-mail: andy.edwards@edinburgh.gov.uk | Tel: 0131 527 3852

Executive summary

Proposed Waiting Restrictions – Spylaw Bank Road

Summary

Proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in Spylaw Bank Road. (See [Appendix 1](#) for location plan).

Recommendations

The Transport and Environment Committee set aside the remaining objections to the TRO and approve the implementation of the parking restrictions.

Measures of success

Improved traffic flow.

Improved safety of residents as a result of Emergency Services access.

Financial impact

Financial implications include the cost of making the order, installing double yellow lines and signage at the location described. This can be met within the existing revenue budget and it is anticipated to be in the region of £2000.00.

Equalities impact

An Equality and Rights Impact Assessment has been carried out indicating that the negative impact on disabled access to local businesses due to removal of some parking amenity is mitigated by the enhancement of physical safety.

Sustainability impact

The recommendations within this report do not have any adverse carbon impacts, adaptation to climate change or sustainable development.

Consultation and engagement

During the formative stage of this proposal, a public meeting was arranged to address concerns before re-commencing the statutory procedure. The local residents chose two representatives to attend a further meeting where they presented their collated concerns to the Area Roads Manager who, in turn, presented the rationale for the proposed restrictions. The concerned members of the public remained vehemently opposed to the introduction of restrictions at this location, irrespective of the safety concerns that it is felt necessitate this proposal. The statutory consultation process then began and did not yield any further concerns that would justify amending the proposed order.

Background reading / external references

None

Proposed Waiting Restrictions – Spylaw Bank Road

1. Background

- 1.1 Representation was made in July 2009 by a local Councillor on behalf of a local resident regarding the passage of emergency vehicles, specifically fire appliances, from Dell Road onto Spylaw Bank Road, due to parked vehicles restricting the available width of carriageway.
- 1.2 Following assessments, proposals were drawn up for parking restrictions from 50 Spylaw Street to 20 Spylaw Bank Road. During the initial consultation period, support for the restrictions was received from the local Fire Station Commander.
- 1.3 TRO/09/48 was advertised for public consultation in April 2010. Fourteen objections were received to this proposal. These objections were not resolved and no committee report was presented to convey professional recommendations within the statutory time-frame. Accordingly, TRO/09/48 was annulled.

2. Main report

- 2.1 The same local Councillor re-iterated his constituent's concerns in October 2011 and the issues at this location were re-examined and traffic-modelling software was used to assess where restrictions were required and plans were drawn up to reflect this requirement.
- 2.2 A public meeting was arranged to address concerns before re-commencing the statutory procedure. At this meeting, two residents asserted that a fire appliance was unable to attend their property in response to a recent fire. This was then discussed by the attendees. The local residents then chose two representatives to attend a further meeting where they presented their collated concerns to the Area Roads Manager who, in turn, presented the rationale for the proposed restrictions.
- 2.3 This meeting did not yield any compromise as the proposed restrictions were as minimal as possible, as indicated by Auto-Track, the transportation analysis and design programme used to model the passage of a fire appliance at this

location. The residents' representatives maintained that the restrictions were unnecessary and unwanted.

- 2.4 This TRO was advertised in June 2012 and 96 objections and a petition containing a further eight objections were received to the proposals.
- 2.5 The objections were broadly similar, being based on a document produced by a local resident and circulated throughout the community. The main concerns were that:
- Access to the local parish church would be adversely affected. [83% of the objections made reference to this issue]
 - The concerns of one person outweighed the concerns of the whole community. [15% of the objections made reference to this issue]
 - The fire service does not support the proposals. [11% of the objections made reference to this issue]
 - Traffic speeds will increase [10% of the objections made reference to this issue]
 - There is no footway on Spylaw Bank Road to facilitate pedestrian traffic from alternative parking areas. [10% of the objections made reference to this issue]
 - Road markings would be unsightly. [4% of the objections made reference to this issue]
 - Road markings would not be enforced. [4% of the objections made reference to this issue]
 - The traffic modelling exercise was flawed. [3% of the objections made reference to this issue]
- 2.6 A specific request was also made to have community representation at the Transport and Environment committee meeting.
- 2.7 A response was sent to the objectors addressing the above points and asking if, on the basis of the explanation contained therein, the objections might be withdrawn. See [Appendix 2](#). Three objectors wrote to withdraw their objection.
- 2.8 The current local Elected Members for ward 8 were notified in writing of our intention to introduce double yellow line parking restrictions and no objections to this course of action have been received.
- 2.9 It is not considered that the objections to the proposed waiting restrictions are sufficient to ignore the safety implications of no proceeding with this order.

3. Recommendations

- 3.1 It is acknowledged that a high number of objections based on loss of parking amenity have been received. However due to the reasonable risk of fire appliances being obstructed should the situation remain unchanged, we suggest that the mitigation of this safety risk is paramount and therefore recommend that the objections be set aside and the order implemented.

Mark Turley

Director of Services for Communities

Links

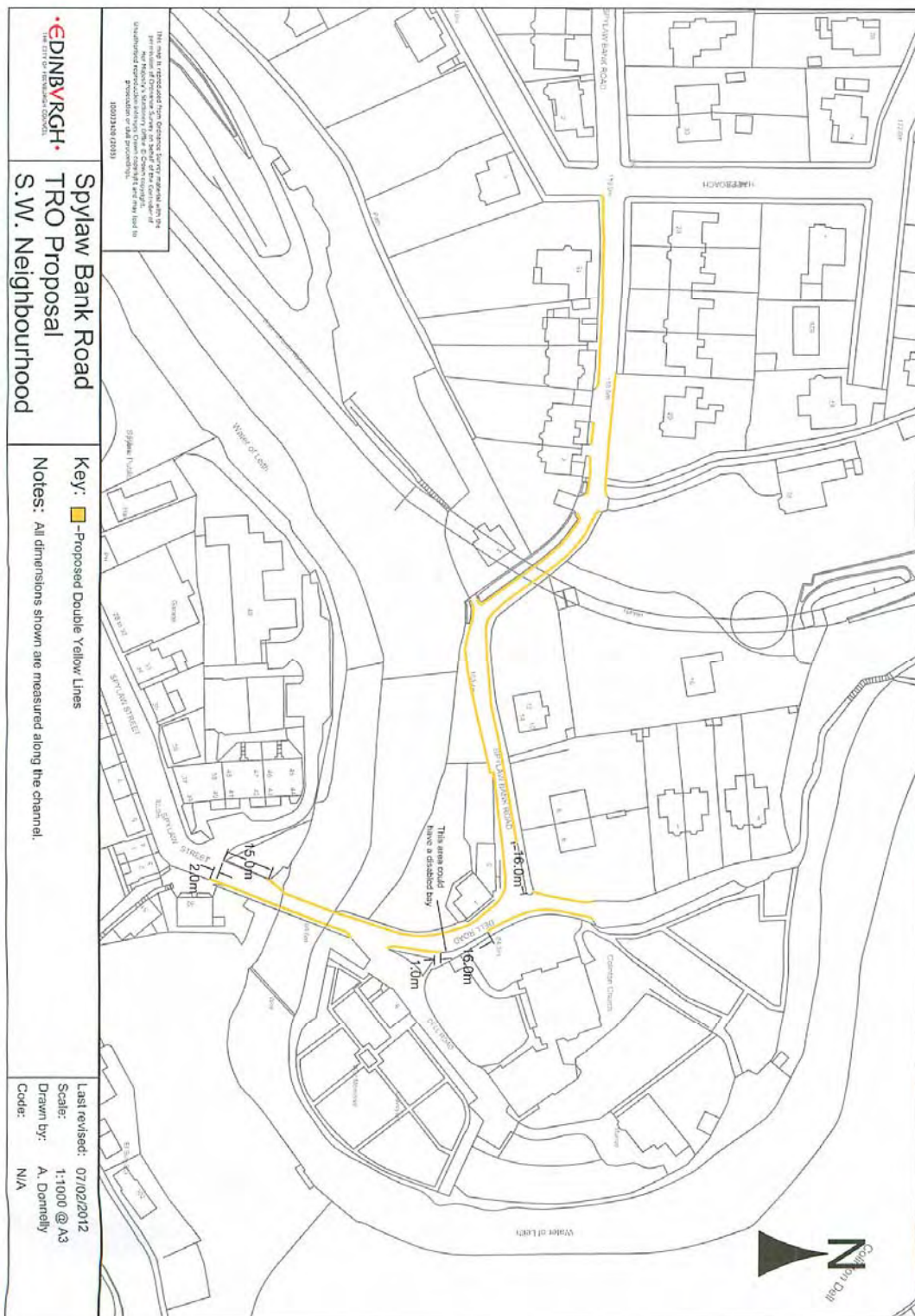
Coalition pledges

Council outcomes CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city
CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible

Single Outcome Agreement SO4 - Edinburgh's communities are safer and have improved physical and social fabric

Appendices Appendix 1 – Location Plan
Appendix 2 – Objection Response

Appendix 1 – Location Plan



EDINBURGH
 THE CITY OF EDINBURGH COUNCIL
Spylaw Bank Road
TRO Proposal
S.W. Neighbourhood

Key: ■ -Proposed Double Yellow Lines
Notes: All dimensions shown are measured along the channel.

Last revised: 07/02/2012
 Scale: 1:1000 @ A3
 Drawn by: A. Donnelly
 Code: N/A

This map is prepared from Ordnance Survey material which is the copyright of the Controller of Her Majesty's Stationery Office and is reproduced here with the permission of the Controller of Her Majesty's Stationery Office. EDN/2011/01/0130

Date 31 July 2012

Your Ref n/a

Our ref SR431265

Dear Mr & Mrs A

OBJECTION TO TRAFFIC REGULATION ORDER TRO/12/30 – INTRODUCTION OF PARKING RESTRICTIONS – SPYLAW BANK ROAD

I acknowledge receipt of your correspondence regarding the above which has been passed to me for response. Due to the volume of objections, I can not respond to each specific concern, but have read through all the objections submitted for this issue and have identified eight common concerns. I will address each of these and hope to convince you of the merit of the proposed Traffic Regulation Order (TRO) and to withdraw your objection.

Origins of request:

With reference to the allusion that this TRO is at the request of only one person I would advise that it is not considered relevant who or how many people raise a safety concern with this department. If the concerns are considered to have merit, it is the local Roads Team, with the devolved responsibility of the Roads Authority, which promotes the proposed restrictions. With regard to the corollary argument that the views of the wider community are being ignored, the statutory process of advertising a proposed TRO for public objection provides a forum for the wider community to formally register its opinions. These are then considered in the context of the proposal and a decision made to continue with the proposals or not.

A large community consultation was also carried out with regard to these proposals, followed by subsequent meetings and correspondence with the chosen representatives of the local residents. This is not an obligatory part of the statutory process.

Access to the Church

The proposed parking restrictions allow for three areas of unrestricted parking on the public road for church visitors. Parking at these locations, for approximately 10-12 cars, is considered to represent no obstruction to safe vehicular passage of the sections of road at which they are located. Vehicles will still be able to drop off passengers at appropriate locations near to the church but it is realised that they may not be able to

remain parked in the immediate vicinity. It is of no consequence to the decision-making process that the parking issue appears to arise from attendees of the church. The pertinent matter is the parking issue itself.

It is not the intention of this department for the proposed restrictions to prohibit anyone from attending the church for any purpose. The proposed restrictions are being promoted to mitigate a safety risk that exists at this location and it is unfortunate that this will reduce the parking space on the public road, but it is felt that the benefit of this TRO outweighs the inconvenience its introduction is perceived to potentially cause.

No support from Fire Service

When representation was made to the emergency services, we were advised in writing by Lothian & Borders Fire Service that they supported the proposed parking restrictions. I would also advise that the representative of Lothian & Borders Police Traffic Management Section wrote to us to confirm that both causing an unnecessary obstruction (narrowing of the roadway whereby vehicles could not freely pass) and obstructing/driving on the footpath were offences and these could not be condoned.

Validity of Traffic Modelling

Reference has been made to a parking survey that indicated that there was no problem at this location. I would like to clarify that we surveyed the parking practises on both Spylaw Bank Road and Spylaw Street. This showed that there was an enforcement issue with double parking on Spylaw Street. We will be looking into how we can deal with this with our colleagues in the Parking section. The survey also showed that, if the TRO was introduced on Spylaw Bank Road, only 3 to 5 spaces would be lost. This could be a result of the residents self managing their parking but we believe that the survey provides a good representation of the current practise.

Questions were also raised regarding the validity of Auto-Track, a transportation analysis and design programme to model the passage of a large Fire Appliance at this junction. This nationally-recognised design tool accurately models the type of appliance used in Edinburgh and identifies the parameters within which the vehicle could safely operate and therefore where parked vehicles impede this.

Will speed up traffic

There is no evidence to suggest that the introduction of parking restrictions at this location would lead to an increase in the average speed of through traffic on Spylaw Bank Road. The nature of the road itself at this location is not conducive to an increase in vehicle speed, and parking restrictions can not be said to be responsible for any reckless driving.

No footway down Spylaw Bank Road

This is an historical arrangement, and unlikely to change. While it is realised that alternative parking locations will need to be found, it does not follow that we would

recommend the nearest unrestricted public roads from which motorists would then have to walk on the carriageway to reach their ultimate destination.

Unsightly road markings

In areas such as this, it is possible to paint narrower yellow lines to minimise the visual impact of parking restrictions. Should this TRO go ahead, this will be recommended by the Environmental Assessment.

Representation at Transport Infrastructure and Environment (TIE) Committee

The TIE committee meeting is not public and therefore not open to community groups. Should a report go to this committee regarding this TRO it will refer to the number and nature of any remaining objections for the committee to consider. Such a report would be publicly available a week prior to the committee meeting.

It is still felt by this department that the TRO should be implemented for safety reasons. To that end, and in light of the information provided above, I would be grateful if you could advise me, in writing, if you are willing to withdraw your objection. If I do not receive a response to this letter within 14 days, I will assume that you wish to maintain your objection.

If any objections are maintained, I will draft a report for the TIE committee containing details of objections and this department's recommendations regarding the future of the TRO. At this stage, submission for September's TIE committee meeting is closed, so this matter would likely be before the committee at the end of the year.

If you would like any further assistance or would like to discuss this in more detail then please contact me on 527 3878.

Yours sincerely

David Virgo

Customer Service Officer

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Objections to Nine Hour Parking Places Traffic Regulation Order

Item number	8.2
Report number	
Wards	5 - Inverleith, 6 - Corstorphine/Murrayfield, 9 - Fountainbridge/Craiglockhart, 10 - Meadows/Morningside, 11 - City Centre and 12 - Leith Walk

Links

Coalition pledges	
Council outcomes	CO22 , CO23 and CO26
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Gavin Sherriff, Traffic Orders & Project Development Assistant

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Executive summary

Objections to Nine Hour Parking Places Traffic Regulation Order

Summary

At its meeting on 10 May 2011 the Transport, Infrastructure and Environment Committee approved the recommendations in the '[Nine Hour Parking in the Extended Controlled Parking Zone](#)' report.

Committee approved the start of the legal process to amend the charging structure of the nine hour parking places in N1, N5, S2, S3 and S4. A map showing the locations of these parking places is included in Appendix Three. The effect of the Order would be to remove the three hours minimum charge period, allow pro-rata payments and to introduce a maximum charge of £3.00 for nine hours of parking.

Recommendations

It is recommended that the Transport and Environment Committee:

- repels the three objections and that the Council proceeds to make the Order; and
- notes that the usage of all nine hour parking places will be monitored during the first six months after the charges have been changed and that a report on the results of the monitoring process will be reported to a future meeting of this Committee.

Measures of success

These changes aim to provide more parking opportunities for motorists who need to park on-street for longer periods of time during the day in the Extended Zones of the Controlled Parking Zone (CPZ). This has the potential to reduce commuter parking pressures in adjacent residential streets on the fringes of the CPZ. It is also considered that increasing the flexibility of the controls will make more parking places available for motorists who only need to park for short periods of time.

The changes may also help residents in, for example, the Shandon area, who live outside of the CPZ and on occasion need to park in the nine hour parking places near their homes. The proposals will successfully address their concerns regarding paying the minimum charge period when they only park for a short period of time before the end of the controlled hours.

Once the changes are introduced the six months monitoring period will commence. Should that review find that the proposed charge, of £3.00 per day, is not reasonably managing the demand for the parking places then it would be recommended to Committee that the parking charge is increased.

Financial impact

Experience from other nine hour parking places in S1, N2 and N3 (the locations of these spaces can be found in Appendix Three) where similar changes have already been introduced, has suggested that there is more flexibility in the controls and the new parking charges better reflect the needs of road users (more information regarding the usage of these parking places can be found in Appendix Two). As a result, there may be a small increase in parking income from the nine hour parking places.

There is a small cost to modify the ticket machines and make the Traffic Order and these will be met from within the current Transport budget in the financial year 2012/13.

Equalities impact

Consideration has been given to the relevance of the Equalities Act 2010 and it is not considered that a full Equalities Impact Assessment (EqIA) is required.

Sustainability impact

There are no adverse environmental impacts arising from this report.

Consultation and engagement

A public consultation was carried out between 20 January and 14 February 2012 as part of the Traffic Regulation Order (TRO/11/27) process. This included informing 'statutory consultees' such as; the emergency services, utility companies, Community Councils and public transport operators. In addition, street notices were placed on lamp and sign posts next to the relevant parking places and an advert was placed in The Scotsman on Friday 20 January 2012. Information was also put on the Council's website and the national public information notices portal, Tell Me Scotland. Three objections were received during the public consultation.

Unfortunately, a number of incorrect media articles during September 2012 suggested residents still had the opportunity to object to the proposals but this was not the case.

However, it was ascertained that while Merchiston Community Council (MCC) was informed of the proposals on 19 January 2012, its electronic mailbox was full and the Council's e-mail was returned undelivered. Therefore, further consultation was conducted with MCC to seek their comments on the plans and this included feedback from discussions with local residents. The consideration of those remarks can be found in Appendix One: Detailed Analysis of Objections and Further Consultation.

A briefing note was circulated to all Councillors on the proposals and a briefing session was attended by eight Councillors, including the Convener of the Transport and Environment Committee, in October 2012. The aim was to better explain the reasons behind the proposals, to answer questions and to discuss any concerns.

Background reading/external references

[Nine Hour Parking in the Extended Controlled Parking Zone](#). Transport, Infrastructure and Environment Committee Report, 10 May 2011.

Appendix One: Detailed Analysis of Objections and Further Consultation.

Appendix Two: Results of Nine Hour Parking Places Monitoring.

Appendix Three: Locations of Nine Hour Parking Places.

Appendix Four: Map of Nine Hour Parking Places.

Objections to Nine Hour Parking Places Traffic Regulation Order

1. Background

- 1.1 At its meeting on 10 May 2011 the Transport, Infrastructure and Environment Committee approved a report which recommended amending the charging structure in certain nine hour parking places in the CPZ.
- 1.2 The purpose of that report was to seek approval to start the legal process to harmonise the regulations across all nine hour parking places in Edinburgh. Similar bays in S1, N2 and N3 have already changed to the new charging structure.
- 1.3 Nine hour parking places allow motorists to pay to park for a full day's controlled period, 8.30am to 5.30pm, Monday to Friday in the Extended Zones of the CPZ.
- 1.4 This report aims to inform Committee of the representations made when the TRO to amend the conditions of nine hour parking places in N1, N5, S2, S3 and S4 was advertised for public comment. There are no nine hour parking places in N4.

2. Main report

- 2.1 The proposals were advertised for public comment between 20 January and 14 February 2012. During this period three objections to the proposed changes were received.
- 2.2 A report on the content of those three objections was submitted to the Transport, Infrastructure and Environment Committee at its September 2012 meeting. Committee decided to continue consideration of the matter to the next meeting to allow an additional members' briefing to take place.

- 2.3 There was also, at this time, a number of local press articles regarding the proposals and these helped to reveal that while MCC had been sent details of the proposals they had not received them as their electronic mailbox was full. As a result, further consultation took place with MCC and a submission was received representing the views of some local residents. These views are presented in Appendix One.
- 2.4 Since the next Committee was less than one month away in October, it was considered that this was too short a period to provide a comprehensive briefing for members, consider their feedback and investigate any additional comments properly. Therefore, it was considered appropriate to submit the report to the first Committee meeting in 2013.

The Proposals

- 2.5 The nine hour parking places provide an opportunity for motorists who need to park for longer periods of time within the CPZ. The minimum stay period, of three hours, was intended to prevent all the spaces being used by motorists who only need to park for short periods of time. Thereby, removing the opportunity to park for longer if the parking place was full of short-term parking vehicles.
- 2.6 However, there is little evidence to suggest that such demand exists under the current charges or conditions. While motorists were expected to stay for longer periods of time at these locations, it has been ascertained that, in some locations, there is a greater demand from those who only need to park for brief periods. Therefore, rather than helping customers as intended, the minimum stay requirement has actually become a barrier for many people.
- 2.7 The removal of the minimum charge to a pro-rata structure will increase the flexibility of the parking controls.
- 2.8 There are commuter parking pressures in many areas around the boundaries of the CPZ. It is unsustainable for the Council to continue to propose more parking controls in each area where problems exist with the expectation that commuters will or can change their mode of travel.
- 2.9 There is an opportunity for the current nine hour parking places to provide an alternative parking solution for motorists who already park in unrestricted residential streets in Edinburgh. Priority Parking consultations around the edges of the CPZ, have consistently elicited requests from residents for previous extensions of controlled parking to be repealed, as they consider many of their own parking problems were created by the previous actions of the Council.

- 2.10 The proposals in this report have the potential to address residents' concerns and help tackle parking pressures in these streets with a reasonable and managed approach. It is also easier to regularly monitor the use of public parking places as opposed to intrusive non-residential parking in uncontrolled streets.
- 2.11 It remains a priority to encourage motorists to choose more environmentally friendly transport solutions and to minimise their need to travel by car. To support these policies, the Council has introduced measures that include Park and Ride sites, improved bus priority measures, bus lane camera enforcement to help reduce bus journey times and the first Quality Bike Corridor from King's Buildings to George IV Bridge.
- 2.12 However, it is recognised that there are occasions when there is no reasonable alternative to car travel and that part of this demand is reflected in the continuing commuter parking presence in Edinburgh. With this in mind the Council's new Priority Parking areas, were designed to help residents park closer to their homes by spreading pressures over a wider area but without removing all non-residential parking.
- 2.13 Nine hour parking places have a role to play in supporting this approach by helping to accommodate existing parking pressures. The intention of the proposals is not to increase the number of car journeys into the city but to spread the existing pressures over a wider area. Monitoring of any changes will include on-street observations, interrogation of transactional data, monitoring accident statistics and listening to feedback from motorists and residents to ensure that demand is appropriately managed.
- 2.14 This proposal aims to harmonise the parking charges and conditions at all nine hour parking places throughout the CPZ. Nine hour parking places in S1, N2 and N3 have already changed to the new charging structure and are considered to be operating successfully. Motorists are happy that the changes have again allowed them to access local amenities such as allotments, dentists, visiting the city's parks as well as finding appropriate parking for school visits.
- 2.15 The three hour minimum payment is a barrier to some motorists and penalises those who only need to park for a short period. The removal of the minimum payment has made parking fairer, easier to understand and now better meets the needs of residents, visitors, shoppers and business users.
- 2.16 It also appears to have reduced the number of complaints received from motorists. Many considered that the rules were confusing, designed to maximise income and penalise those who did not want to park all-day; removing the minimum payment has made parking easier for all road users.

Results of Monitoring

- 2.17 The first flat rate daily charge of £2.00 per day was introduced in Zone S1, in Dick Place and Lauder Road, in January 2010. The level of usage of these parking places was monitored over a period of several months, during which time it was noted that the usage level had risen significantly. That monitoring resulted in a report to Committee, in July 2010, containing a recommendation that the daily charge should be increased to £3.00. That same report recommended creating additional nine hour parking places in Grange Loan, Hope Terrace and Beaufort Road, all of which would operate with a daily charge. In the case of Beaufort Road, the daily charge would be set £5.00, in recognition that, due to its location in proximity to local shops, businesses and cafés there may be higher demand for those spaces.
- 2.18 Those changes were introduced in September/October 2011, which provides, at the time of writing, approximately one year of data for all of the nine hour parking places with a flat rate daily charge. The month of August was chosen to compare the parking usage before and after the introduction of the flat-rate charge. It is also reasonable to consider this month as demand is likely to be higher due to Edinburgh's festivals.
- 2.19 In the majority of instances the number of transactions made increased only slightly after the introduction of a flat-rate charge. The exceptions to this are Grange Loan, where transactions reduced in number and Fettes Avenue/Carrington Road, where there were previously no charges for parking.
- 2.20 While historical data is not available for individual transactions, it is possible to make certain assumptions based on the available information.
- 2.21 The number of transactions and the level of income from Beaufort Road indicate that the majority of users are parking for short periods of time. While the average payment has risen (from approximately £0.90 to £1.60), it would be difficult to conclude that there were more than six or seven users, on a daily basis, paying the £5.00 charge.
- 2.22 Conversely, while the number of transactions in Dick Place has remained relatively constant since the daily charge was introduced, an analysis of the data indicates that the average payment has remained close to the maximum amount that could be paid. When the daily charge was £2.00, the average payment was £1.71, rising to £2.71 once the daily charge increased to £3.00. While this information indicates that there is a high level of all-day payments, it also indicates that there are still spaces within these parking places that are being used for shorter lengths of stay.

- 2.23 The same scenario is repeated in Hope Terrace, Arboretum Place, Inverleith Place, East Fettes Avenue and Fettes Avenue. In each case the average payment indicates that all-day usage does not prevent the use of these parking places for other, short term parking. The data for Lauder Road, Inverleith Terrace and Carrington Road indicates that usage levels are relatively high and that there is unlikely to be any significant availability of space during the hours of control.
- 2.24 What can generally be taken from this information is that there are different usage levels depending on the location of the parking places. The parking places that are the busiest are those closest to the city centre or are the most conveniently located to bus routes, local shops or business areas. These parking places are also where there is the greatest use of the all-day facility. The exception to this is Beaufort Road, where the usage strongly suggests that the £5.00 charge is too high to attract all-day users.
- 2.25 Clearly, the desired level of usage for all-day parking can be managed by modifying parking charges. This could mean an increase in the parking charges at locations that are already well used, or a slight reduction in the charge in other, underused areas as a means to encourage better use of those parking places.

The Proposed Charging Level

- 2.26 The Council will no longer be able to accept five and 10 pence coins due to their forthcoming design changes. Therefore, the minimum parking time that can be purchased is £0.20 for 12 minutes. This equates to £1.00 per hour and is the same as all public parking places in the Extended Zones of the CPZ. Parking time up to three hours can be purchased on a pro-rata basis, while a payment of £3.00 will allow motorists to park for the full nine hours.
- 2.27 Monitoring of the usage of the S1, N2 and N3 nine hour parking places has revealed that there is a general availability of parking places. The charge levels will continue to be reviewed to ensure the correct balance is reached and that long-stay parking does not impact upon the flexibility of these parking places. More information regarding the results of the monitoring exercise is available in Appendix Two.

Conclusions

- 2.28 The proposals intend to harmonise the regulations across all nine hour parking places in Edinburgh, increase the flexibility of the parking controls and make paying for parking simpler for all road users.

- 2.29 Encouraging car drivers to use more environmentally friendly and healthier travel options remains a priority but it, along with proposing more parking controls, can not be the only solution available to address commuter pressures in residential areas. Investigating the use of nine hour parking places to spread pressures across a wider area and in streets with lower residential demand is an option that should be considered.
- 2.30 While it is proposed to introduce a maximum charge of £3.00 per day, there is scope for this charge level to increase in the future. Part of the approach includes a monitoring and review procedure so that an appropriate level can be found for all-day parking. The aim must be to ensure that longer term parking opportunities are available but that they are not used excessively.
- 2.31 Should occupancy levels increase considerably and be maintained at a level that does not ensure a general availability of parking space, then the parking charge can be raised incrementally in order to find its natural level. Once Committee has given its approval, by notice procedure, within four to six weeks.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee:
- repels the three objections and that the Council proceeds to make the Order; and
 - notes that the usage of all nine hour parking places will be monitored during the first six months after the charges have been changed and that a report on the results of the monitoring process will be reported to a future meeting of this Committee

Mark Turley

Director of Services for Communities

Links

Coalition pledges

Council outcomes

CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.
CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

Single Outcome Agreement

SO4 - Edinburgh's communities are safer and have improved physical and social fabric.

Appendices

- 1: Detailed Analysis of Objections and Further Consultation.
- 2: Results of Nine Hour Parking Places Monitoring.
- 3: Locations of Nine Hour Parking Places.
- 4: Map of Nine Hour Parking Places.

Appendix One

1. The first objection received was from the Cyclists' Touring Club (CTC) Lothians. They object as they consider the proposals will encourage more cars into the city, cause congestion and increase the risks to cyclists with more traffic on the road. In addition, they have concerns regarding additional CO² emissions and a loss of revenue for the Council with reduced daily charges.
2. The aim of these changes is not to encourage commuters to bring their vehicles into the CPZ, but to provide more parking opportunities for those who already park either in the city centre or in uncontrolled streets surrounding the CPZ. All-day commuter parking in residential areas inconveniences residents and prevents them from parking close to their homes.
3. The nine hour parking places were originally located in streets where there were lower levels of residential demand. Simplifying the charging structure has the potential to encourage those who already park in uncontrolled areas to use these places and spread parking pressures over a wider area, thereby reducing their overall impact.
4. By allowing both short-term users and encouraging long-term users from other areas to use these spaces, there is the potential to reduce congestion and the impact of pollution. Providing more parking opportunities elsewhere for those already competing for limited parking space, will help to prevent commuter vehicles circling an area waiting for a resident to vacate a parking space in the morning. There will also be another area for motorists to park in so everyone is not driving toward the same destination.
5. It is not considered that these proposals will have a negative impact on road safety or significantly increase CO² emissions in the city. Accident data will also be considered as part of the review process to ascertain if there are any identifiable trends due to the proposed changes.
6. Income generation is not the main priority behind these changes. It is based upon increasing the flexibility of the controls and managing demand.

7. The second objection was received from the Cockburn Association. They object to all-day parking within the CPZ being priced at a level below a Lothian Buses (LB) DAYticket. Furthermore, they do not consider this complements the Council's sustainable transport objectives of increasing the use of public transport, cycling and walking around the city. They suggest that the current parking charges should continue and another solution should be found for any commuter parking pressures in residential areas.
8. While it is the case that a LB DAYticket (currently £3.50) is priced higher than the proposed nine hours parking charge, this is not a true comparison. The price of a DAYticket has also increased since this parking charge level was initially proposed. Plus, the aim of an LB DAYticket is to provide better value for its customers who intend to make three or more journeys in one day.
9. Conversely, nine hour parking places only offer better value to drivers if their vehicle is parked for the entire day. If a vehicle leaves the place and returns later in the day, additional parking time should be purchased or the vehicle may be issued with a parking ticket.
10. If motorists use their vehicle on several occasions throughout the day, then they are likely to pay more for parking than they would for a LB DAYticket.
11. In addition, if a motorist wants to park their vehicle for the whole nine hours it is still cheaper to purchase two SINGLEtickets and make use of the Council's free Park and Ride facilities, than using a nine hour parking place. In the longer-term LB fares are cheaper when compared to parking charges. There are of course other operating costs that need to be considered when driving a car.

	Charges for on-street parking			
	One Day	1 Week	4 Weeks	Annual
Cost as per Proposed Parking Charges	£3.00	£15.00	£60.00	£780

	Charges on Lothian Buses				
	Daily		Ridacard		
Type	(two singles)	(One day ticket)	Weekly	4 – weekly	Annual*
Cost	£2.80	£3.50	£17.00	£51.00	£576

*Paid by Direct Debit.

12. Increased use of public transport and encouraging active travel remain priorities for the Council. It is not considered that this minor change in traffic management arrangements contradicts those aims. Any changes will continue to be monitored and reviewed, so that an appropriate charge level is set.
13. While it is preferable to tackle commuter parking pressures through other methods, such as changing driver behaviour, the continuing financial situation faced by this Council indicates that all available solutions must be considered. This option is just one of the solutions being considered and it is a low-cost option that has the potential to help make an immediate improvement for local residents.
14. The third objection was received from SPOKES, the Lothian cycle campaign. Their main concerns are that the Order proposes to increase the number of nine hour parking places, encourage more vehicles into the city centre particularly during rush hour periods. SPOKES argue that this is against Council travel policies and will discourage bicycle use as there will be an increase in traffic volumes.
15. This Order does not propose any increase to the number of nine hour parking places in Edinburgh. The intention is to amend the conditions of the current nine hour parking places to make them more flexible and to better manage existing demands from motorists who need to park all day.
16. The removal of the minimum stay requirement has the potential to help spread parking pressures, currently experienced on the fringes of the CPZ, across the road network, thereby lessening their overall impact. Evidence gained from Zone S1 shows that there is a demand for such parking places within the CPZ and they can encourage commuters who normally park their vehicles in nearby residential streets to use these places.
17. Therefore, the intention is not to encourage more people to commute by private car but to provide more parking opportunities for existing levels of demand.
18. This Order is only one slight change to the parking regulations and active travel, such as walking and cycling, continues to be a priority for the Council.

Further Consultation

19. The submission from MCC revealed a number of reasons why they were opposed to the amendment of the parking charge level to £3.00 per day. It has been suggested that congestion will increase, streets will become car parks and the proposals will have a negative impact on both air quality and road safety.

20. MCC has indicated its support for a reduction in the minimum stay requirement as they see some potential benefits in allowing this.
21. They have also raised their dissatisfaction with the public consultation process and consider that letters should have been sent to all households within the CPZ. The Council does not have any powers to vary the Traffic Regulation Order process and leafleting each household within the CPZ would not guarantee that all relevant parties, who may be interested in the proposed changes, would be reached.
22. It is unfortunate that, in this case, there appears to have been a number of isolated errors in relation to the original consultation letter while the replacement letter and e-mail were both undelivered.
23. This has led to an impression that information was being withheld from residents, that their views were being disregarded and that more nine hour parking places were being introduced. This is not the case on each of these three matters.
24. The TRO process itself requires the Council to inform 'statutory consultees' of the proposals twice. Community Councils are considered as a statutory consultee in this regard. The first stage of consultation is intended to identify any functional reason for a proposal not to proceed. However, formal objections cannot be accepted at that time. It is unfortunate that this suggests a mixed message from the Council, although it should be explained that the inclusion of bodies such as Community Councils in this initial stage is considered to be a means of ensuring that such groups are kept informed of changes proposed in their area. While there is no legal requirement to consult such groups, it must be considered appropriate and worthwhile to do so.
25. It is not the case that the Council are encouraging more commuter vehicles into the city centre or failing to support policies which promote public transport. Commuter parking pressures continue to persist on the boundaries of the CPZ and pricing any parking place at an unaffordable level is clearly counter productive. The aim of this proposal is to start a process which naturally finds a suitable price for all-day parking in the CPZ where parking opportunities are available but at a reasonable level, while the Council will continue to invest in active and healthier modes of travel and public transport.

26. Turning to the specific points regarding the TRO raised by MCC:
27. **(1) MCC opposes the introduction of a £3.00 per day parking charge in residential streets where nurseries and schools are present. They consider that this goes against Council policies on promoting public transport and will increase congestion to pre-CPZ levels. It is stated that these proposals will prevent any solution being found in the Shandon area.**
28. Whilst not ideal, commuters already park in uncontrolled residential streets where nurseries and schools are present around Edinburgh. The £3.00 daily rate will be kept under review and can be increased relatively quickly should parking demand increase to a point where other users can be shown to have been disadvantaged by an extensive increase in parking volumes.
29. A previous proposal from the Council to include the Ashley/Harrison area within the S4 CPZ was recently rejected by residents. Elected members, resident representatives and Council officers from the south-west neighbourhood office and from Parking Operations are working together to investigate possible solutions to address parking problems in the Shandon area. Nine hour parking is a separate issue from those parking problems and would not therefore, prevent any potential solution for Shandon from being considered.
30. **(2) The majority of the parking places in question are shared-use and are in areas of high density housing where residents need to park on-street.**
31. The aim is to provide more parking opportunities in areas where there is lower residential demand and the locations of the nine hour parking places were chosen for this reason.
32. **(3 & 4) Parking opportunities may be reduced for parents dropping off and collecting children from George Watson's College, the Steiner School and nurseries in Spylaw Road.**
33. It is not the intention of the proposals to permit commuter occupancy levels to reach 100% of capacity. In addition, more spaces will be available and at a much reduced rate for parents who need to park for short periods to drop off and collect their children from local educational establishments.
34. **(5) The proposals will result in a negative visual impact as there are currently no parked cars in the area. Bikes and cars share the same road space making it safer.**

35. It is not considered that changing the regulations of current parking places on-street will negatively impact on Edinburgh's World Heritage Site status. While it is safer for pedestrians, especially young and older people, to cross the road where there are no parked cars, a balance must be found that is suitable for all road users. For instance, removing parking places favours pedestrians but it is unlikely to be in the interests of residents' permit holders in the street. There are many streets in Edinburgh where parked cars, cyclists, pedestrians and moving vehicles share the same road space safely and there is little to suggest this will not be the case in the streets in question.
36. MCC have indicated, from the recent 20mph pilot scheme consultation, that residents consider Spylaw Road to be one of the most dangerous roads in the area due to the speed of the traffic. Often motorists will perceive streets with parked vehicles by the side of the road to be narrower and as a result reduce their speed, making it safer for cyclists. Therefore, the absence of parked cars and increased visibility could make it more likely that motorist's drive with excessive speed in Spylaw Road.
37. **(6) The Order has two proposals rolled into one; removing the minimum charge period and allowing all day parking for £3.00 per day.**
38. It is considered appropriate to introduce these two proposals at the same time, as they both relate to the nine hour parking places. If demand for the nine hour parking places becomes excessive, then the daily price can rise to increase short-term parking opportunities.
39. **(7) Parking charges will be as cheap as bus travel and so dis-incentivises the use of public transport, reducing LB income.**
40. A LB four week bus pass is £51.00, while the cheapest payment option is £48.00 a month by Direct Debit. Therefore, taking the bus still offers the best value for commuters. Furthermore, this comparison does not take into account other motoring costs which must be considered when driving a car. There is no evidence available to suggest that amending parking charges directly affects LB income, or specifically that these proposals will reduce LB income by nearly £400,000 per year. There is little to suggest that commuters who currently take the bus will start to use their cars instead due to the proposed changes.
41. **(8) What evidence suggests that commuters will move to areas where all-day parking is available for £3.00 per day? Commuter traffic should remain in Craiglockhart and if they block drives then the Police should take action or double yellow lines should be introduced.**

42. The proposals aim to offer an alternative parking location for motorists who already park in residential streets. The intention is to offer another option to help residents in these areas, who live with uncontrolled commuter parking. Parking in a CPZ can be managed better with marked parking places and restrictions to prevent inconsiderate parking across driveways. There are no plans to introduce double yellow lines across private accesses in the city.
43. In addition, should MCC be correct in their report that commuters do not want to pay anything for their parking and will continue to park in unrestricted streets where there is no charge, then it is likely that the proposals will have little impact and the parking places will not be full of commuter vehicles.
44. **(9) There will always be pressure on the boundaries of the CPZ but the Council is pandering to the commuter lobby who have not yet changed their behaviour to use active travel or public transport. Introduce 'soft CPZs' on the fringes of the CPZ which run from 9.30am to 4.30pm.**
45. The Council has previously decided that further extensions to the CPZ are not viable due to the financial considerations and the impact of moving commuter parking pressures to other areas. However, Priority Parking aims to tackle commuter pressures by giving residents a better chance to park nearer their homes during the day without completely removing non-residential vehicles from the area.
46. The 'soft CPZ' suggestion includes two significant assumptions; one, that all commuters have an alternative choice to using their car and secondly that the local residents who do not buy parking permits to park in the street during the day are themselves not commuters going to other parts of the city or choosing to park outside of the CPZ.
47. **(10) Motorists from outside the CPZ and Edinburgh are being treated with more favourably by the Council than residents within its area.**
48. The Council is considering the views of MCC and residents within the CPZ, but it also needs to think of residents living just outside the CPZ. As roads authority, the Council must find an equitable balance on the use of kerb side space to ensure that parking opportunities are available for all motorists, such as residents, visitors, shoppers and business users, using Edinburgh's roads. With recent changes to bus services in East and Midlothian there are fewer accessible options open to many commuters than before.
49. There are also 13 individuals whose comments to MCC were appended to the submission. Most of these comments formed the basis of the above arguments, but several additional observations will now be reported.

50. There is an assumption that resident permit holders will be competing with out-of-town commuters for the shared-use parking places while paying the same amount for their permit but with less parking opportunities. Full occupancy of nine hour parking places by visitors using the pay and display facility will not be permitted and the pricing will be adjusted to manage demand.
51. It is the case that residential demand for parking places falls during the day within the CPZ. It is considered that this excess capacity could be put to better use by other motorists if the minimum charge was removed and the daily rate was reduced.
52. Some residents view the proposals as a return to pre-CPZ which is not the aim nor is it likely to be the result. The limited number of parking places included in the plans are already in locations where there are lower demands for residential parking and pricing will continue to be reviewed to ensure there are parking opportunities available for residents.
53. Additionally, a number of criticisms were raised regarding the public notification procedures. Letters were not sent to every household in the streets with the nine hour parking places as this does not guarantee each interested person would be notified, for example MCC have received comments from residents in streets where no changes are being proposed. Street notices were erected adjacent to the parking places in legible print on laminated A4 pieces of paper. The language that is used on the notices must conform to legislation and the Council has no powers to amend this.
54. It has been suggested that the current price must be increased to encourage more use of public transport. The parking places are not used excessively at this time and this does not indicate that a price rise is necessary.
55. There are additional concerns that an increase in parked vehicles will have a negative impact on road safety, for pedestrians, cyclists, residents exiting their drives and for vehicles manoeuvring to park. While these are genuine concerns, there are many other streets in Edinburgh where similar circumstances occur both inside and outside of the CPZ. This does not necessarily result in an increase in collisions.
56. The CPZ was not extended with the aim to 'return the streets to residents' but to provide those who needed to park on-street during the day with better parking opportunities nearer their homes.

Current 9 Hour Parking Places Working at £3.00 Maximum Charge

Zone	Street	Type	Spaces	Aug-09		Aug-10		Aug-11		Aug-12	
				Income	Transactions	Income	Transactions	Income	Transactions	Income	Transactions
				S1	Dick Place	Shared-Use	10	£152.30	125	£616.65	361
S1	Lauder Road	Shared-Use	20	£1,422.90	409	£1,341.05	658	£1,378.80	659	£1,734.30	604
S1	Grange Loan	Shared-Use	19	£43.80	82	£61.55	82	£85.60	108	£62.20	52
S1	Hope Terrace	Shared-Use	13	£238.35	184	£189.15	140	£309.90	187	£559.60	228
S1	Beaufort Road	Public	18	£789.50	1106	£901.15	936	£865.90	916	£1,679.60	1041
N2	Arboretum Place	Shared-Use	24	£871.15	424	£2,523.20	796	£3,427.80	1196	£2,948.30	1423
N2	Inverleith Place	Shared-Use	51	£2,772.55	1736	£318.60	89	£646.95	200	£900.90	387
N2	Inverleith Terrace	Shared-Use	65	£2,675.75	793	£2,932.60	609	£3,770.20	882	£4,290.70	1498
N3	Carrington Road	Public	169	*	*	*	*	*	*	£6,884.90	2403
N3	East Fettes Avenue	Shared-Use	60	£1,667.65	1311	£596.10	152	£624.85	176	£1,402.70	520
N3	Fettes Avenue	Public	142	*	*	*	*	*	*	£8,531.90	3599
Total Spaces			591								

KEY **Bold**

*

Not nine hour parking places at this time

No charges at these nine hour parking places

£2 All day charge

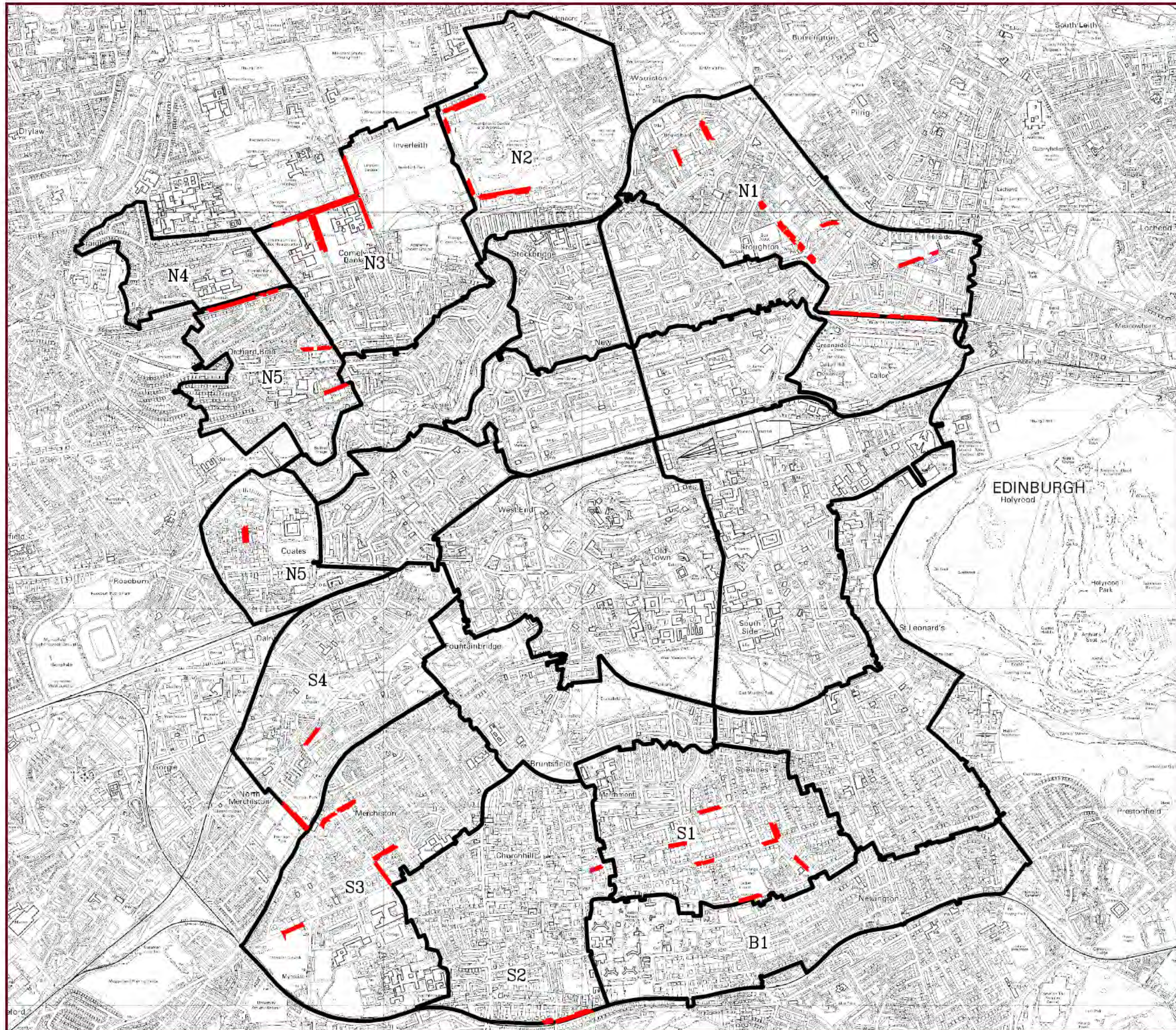
£3 All day charge

£5 All day charge

East Fettes Avenue It was ascertained in 2009 that nine hour parking places were not in the correct locations as so ticket machine data relates to income based on a four hour maximum stay

Appendix 3 - Locations of 9 Hour Parking Places

Zone	Street Name	Type	Number of Spaces	Proposed Daily Rate of Charge
N1	Annandale Street	Shared-use	76	£3.00
N1	Beaverbank Place	Shared-use	12	£3.00
N1	Beaverhall Road	Shared-use	24	£3.00
N1	Brunswick Road	Shared-use	26	£3.00
N1	Hopetoun Crescent	Shared-use	12	£3.00
N1	London Road	Public	74	£3.00
N5	Craigeith Road	Public	46	£3.00
N5	Orchard Brae Avenue	Shared-use	17	£3.00
N5	Ravelston Terrace	Public	20	£3.00
N5	Wester Coates Road	Shared-use	22	£3.00
S2	Cluny Avenue	Shared-use	30	£3.00
S3	Colinton Road	Shared-use	18	£3.00
S3	Polwarth Terrace	Shared-use	43	£3.00
S3	South Etrick Road	Shared-use	20	£3.00
S3	Spylaw Road	Shared-use	30	£3.00
S4	Dundee Terrace	Shared-use	16	£3.00
S4	Harrison Road	Shared-use	46	£3.00
Total number of spaces proposed			532	



NOTES

KEY:



9hr PARKING PLACES

APPENDIX 4 : MAP OF 9hr PARKING PLACES

The material contained in this plot has been reproduced from an Ordnance Survey map with the permission of the Controller of HMSO, Crown Copyright.



Scale: 1:14027



Date: 09/11/12

Drawn By:

Drawing No:

Transport and Environment Committee

10.00am, Friday, 15 January 2013

Part Time 20mph Speed Limits at Schools – Stewart's Melville College

Item number	8.3
Report number	
Wards	05 - Inverleith

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

Part Time 20mph Speed Limits at Schools – Stewart’s Melville College

Summary

Road Safety are progressing a puffin crossing scheme on Queensferry Terrace which is proposed for construction in 2013/14. This crossing is based around the pedestrian entrance to Stewart’s Melville College which clashes with the existing part time 20mph limit signage on Queensferry Terrace. It is therefore proposed to extend the part time 20pmh limit to include the new puffin crossing area.

- It is proposed to extend the existing order at the north of Queensferry Terrace by 44.0m northwards – refer to Appendix 1.
- It is also proposed to introduce a part time 20mph speed limit on Belford Gardens at its junction to Queensferry Terrace for a length of 30m.

Recommendations

It is recommended that the Committee authorises the commencement of the statutory procedures to amend and introduce the Traffic Regulation Orders required for the part time 20mph speed limits as indicated on:

- Queensferry Terrace; and
- Belford Gardens.

Measures of success

The alteration of the 20mph limit around Stewart’s Melville College, coupled with the new puffin crossing, will improve child safety around the pedestrian entrance to the school on Queensferry Terrace.

Financial impact

It is anticipated the total cost associated with the Traffic Regulation Order and changes to the signage on site will be approx £4,000.00. These costs will be included in the capital costs of the associated Puffin Crossing scheme which has an estimated total cost of £60,000.

Equalities impact

The introduction of 20mph speed limits to roads near schools positively impacts on the Council's duty in respect of the protected characteristics relating to age.

Sustainability impact

Potential for positive impact on the environment by providing improved pedestrian facilities. This should encourage walking, reduce vehicle use and lower carbon emissions.

Consultation and engagement

Statutory consultation will be carried out as part of the Traffic Regulation Order process. This will include all relevant local stakeholders and the emergency services.

Background reading/external references

- Appendix 1 – Plan of part time 20mph amendment
- Appendix 2 – Current part time 20mph sign on Queensferry Terrace

Links

Coalition pledges

Council outcomes

CO21: Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.

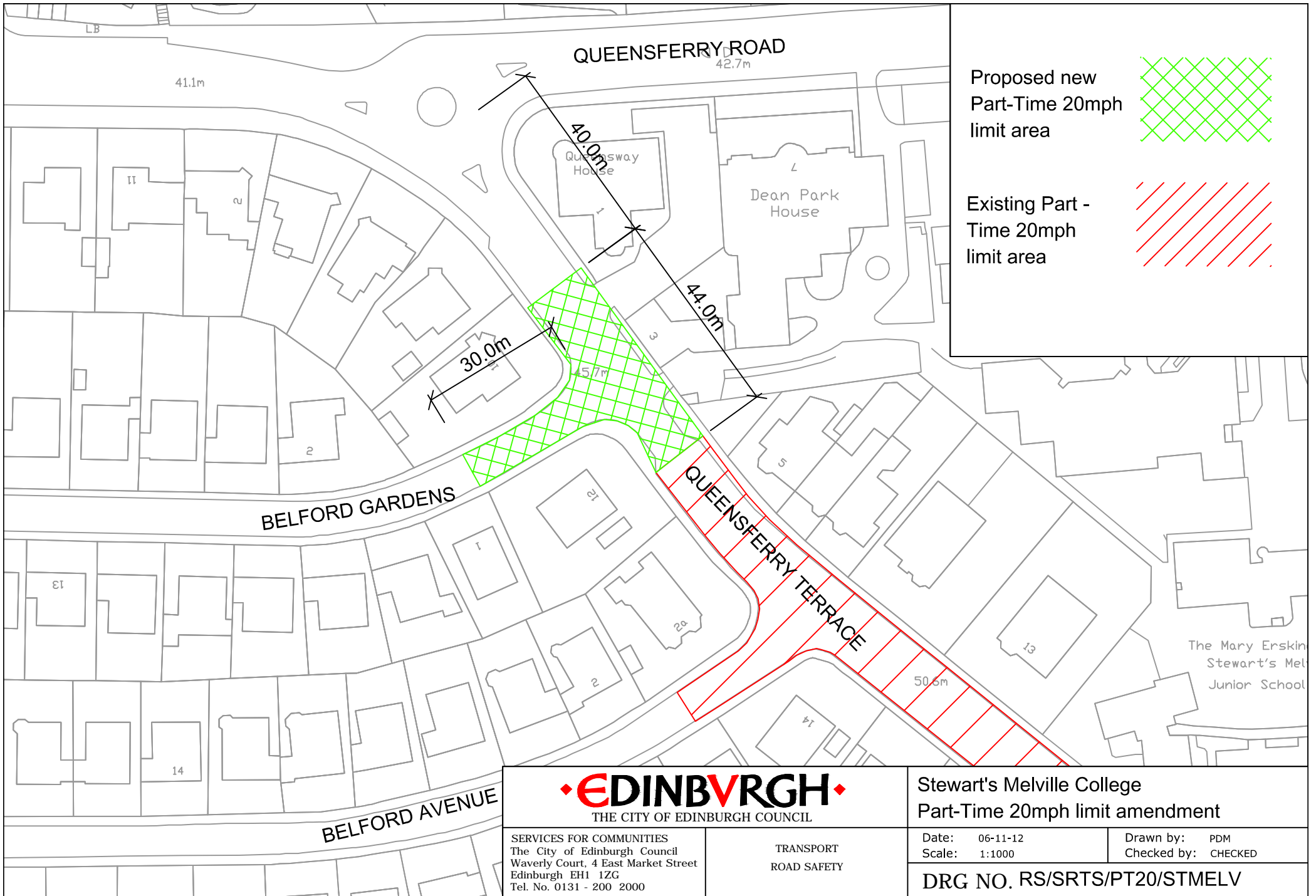
Single Outcome Agreement

SO4: Edinburgh's communities are safer and have improved physical and social fabric.

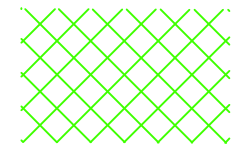
Appendices

1 – Plan of part time 20mph amendment

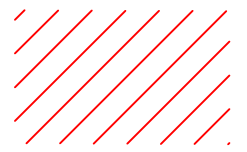
2 – Current part time 20mph sign on Queensferry Terrace



Proposed new
Part-Time 20mph
limit area



Existing Part -
Time 20mph
limit area



EDINBURGH
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
The City of Edinburgh Council
Waverly Court, 4 East Market Street
Edinburgh EH1 1ZG
Tel. No. 0131 - 200 2000

TRANSPORT
ROAD SAFETY

Stewart's Melville College
Part-Time 20mph limit amendment

Date: 06-11-12
Scale: 1:1000

Drawn by: PDM
Checked by: CHECKED

DRG NO. RS/SRTS/PT20/STMELV



12.09.2012 16:49

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Polwarth Gardens – Objections to Traffic Regulation Order

Item number	8.4
Report number	
Wards	9 – Fountainbridge/Craiglockhart

Links

Coalition pledges	P19
Council outcomes	CO22
Single Outcome Agreement	SO4

Mark Turley

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Executive summary

Polwarth Gardens – Objections to Traffic Regulation Order

Summary

This Traffic Regulation Order is required to create a bus boarder whereby buses are able to stop adjacent to the kerbside (see Appendix 1 for details). This will allow those with mobility impairments and passengers with prams/pushchairs to board/alight a bus safely and easily.

Part of the statutory Traffic Regulation Order process includes a formal consultation period, where any interested party can comment on or object to an Order. All objections received during this time must either be addressed or considered by the Council.

The Traffic Regulation Order was advertised between 12 October 2012 and 2 November 2012 and one objection was received (see Appendix 2 for details).

This report considers the objection received and the proposed course of action in response to this.

Recommendations

It is recommended that the Transport and Environment Committee:

- repels the objection received to the proposals which are associated with the bus boarder on Polwarth Gardens; and
- makes the Traffic Regulation Order as advertised.

Measures of success

The Traffic Regulation Order is made and the bus boarder is constructed improving access to bus services for those with mobility impairments and passengers with prams/pushchairs.

Financial impact

The costs to construct the bus boarder will be approximately £15,000 including the costs of the Traffic Regulation Order. These costs will be met from the block funding allocation for bus infrastructure improvements within this year's Transport Capital Investment Programme.

Implementing the proposals will reduce shared use (Permit Holder/Pay & Display) facilities by one parking space and this would result in an estimated annual reduction in parking revenue of £800.

Equalities impact

This bus boarder will have a positive equalities impact and contribute towards The Equality Act (2010) by improving access to public transport for those with mobility impairments, the elderly and passengers with prams/pushchairs.

Sustainability impact

There is no direct sustainability impact arising from this report.

Consultation and engagement

As part of the statutory Traffic Regulation Order process, the proposals were formally advertised to allow any interested party to comment or object to the Order. In this instance, one objection was received. Local members have been sent a notification of the report's submission to the Transport and Environment Committee and no comments or queries have been received.

Background reading/external references

Polwarth Gardens – Commencement of Statutory Procedures for Traffic Regulation Order, Report authorised by the Head of Transport under Delegated Powers (14 May 2012).

Polwarth Gardens – Objections to Traffic Regulation Order

1. Background

- 1.1 It is proposed to alter waiting and loading restrictions adjacent to the westbound bus stop on Polwarth Gardens (see Appendix 1 for details).
- 1.2 These proposals are recommended as they will allow those with mobility impairment and passengers with prams/pushchairs to board/alight a bus safely and easily.
- 1.3 The proposals will result in the loss of one shared use (Permit Holder/Pay & Display) parking space on Polwarth Gardens.
- 1.4 The Traffic Regulation Order was advertised between 12 October 2012 and 2 November 2012 and one objection was received (see Appendix 2 for details).

2. Main report

- 2.1 The current parking arrangements adjacent to the westbound bus stop on Polwarth Gardens mean buses are unable to stop at the kerbside. The presence of parked vehicles means buses are forced to stop on the road and passengers have to negotiate the kerb and parked vehicles whilst boarding/alighting.
- 2.2 This bus access is in contravention to The Equality Act (2010) which aims to protect those with mobility impairments and prevent disability discrimination. The Act provides legal rights for those with mobility impairments in many areas including access to public transport.
- 2.3 In order to address the unsatisfactory current situation, it is proposed to create an arrangement which will allow buses to stop at the kerbside by creating a bus boarder and introducing double yellow lines to replace the existing clearway markings. This will allow those with mobility impairments and passengers with prams/pushchairs to board/alight a bus safely and easily.

Proposals

- 2.4 To make this provision, it is proposed to move three existing permit holder parking bays west by five metres. The impact of this would be the loss of five metres or one car length of shared use parking.
- 2.5 The current parking provision on Polwarth Gardens is approximately 300 metres of shared use parking on both sides of the road. Although demand for these spaces is high, it is not anticipated that the loss of one car parking space will cause significant parking problems.

Objection to the Order

- 2.6 The one objection to the order is that one shared use bay will be removed as a result. The objector states that if one shared use bay was removed, it will decrease the access to medical and dental facilities in the area.
- 2.7 The objector would however have no objection if one residents' space was removed or a residents' space elsewhere in the street was made into a shared use bay.
- 2.8 The proposal, as put forward in the TRO, however was to remove one shared use bay as opposed to a residents' parking bay. This decision was based on the contrasting availability of the two types of parking bay. On Polwarth Gardens, within 150 metres of the scheme, there are 41 shared use parking bays and 12 resident only parking bays.
- 2.9 It was felt that the loss of one of the 41 shared use parking bays would have significantly less of an impact than the loss of one of the 12 residents' only parking bays. The decision was, therefore, taken to remove one shared use bay rather than a resident's bay to accommodate the bus boarder.
- 2.10 This report recommends repelling the objection and making the Traffic Order as advertised.

3. Recommendations

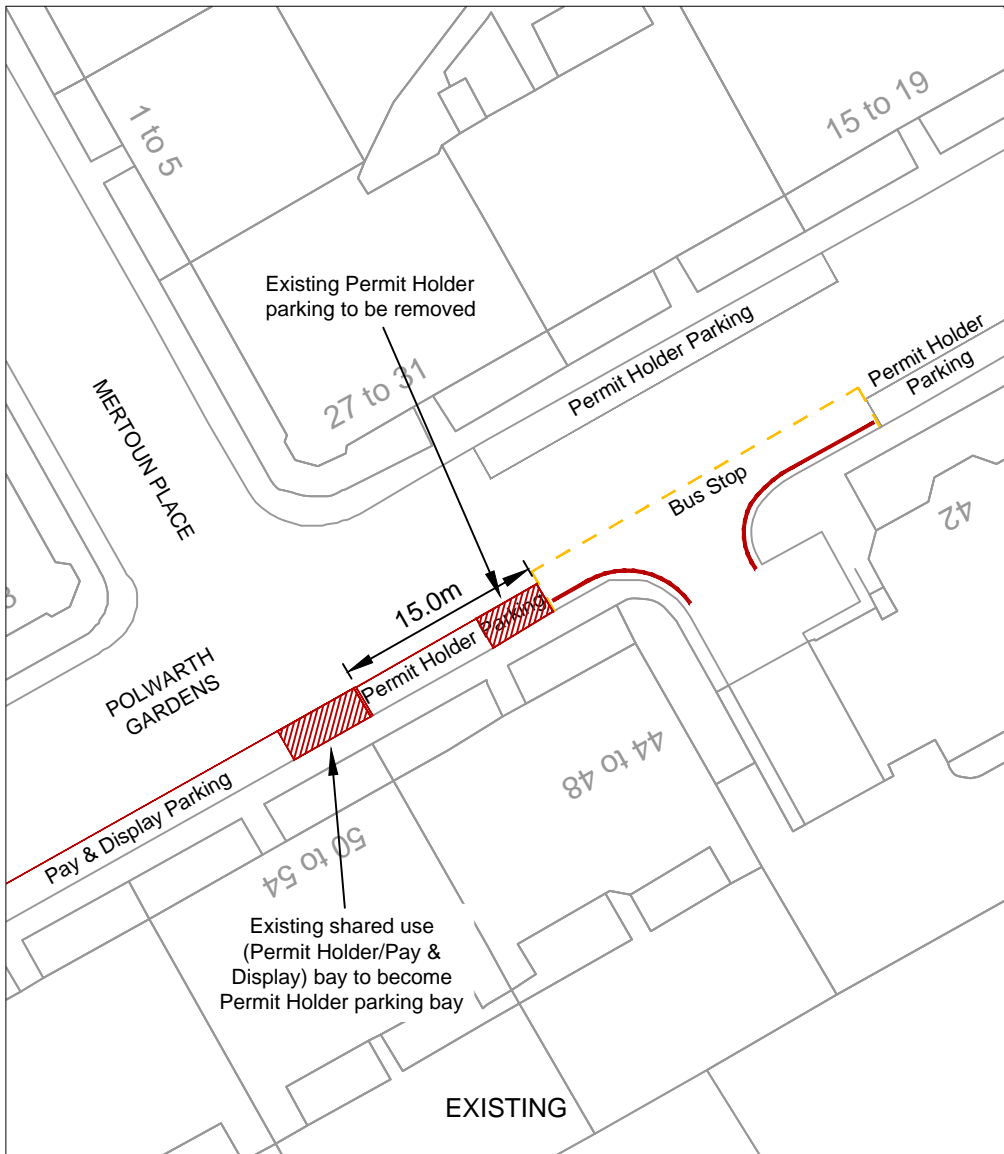
- 3.1 To recommend that the Committee repels the one objection and proceed to make the Traffic Regulation Order as advertised.

Mark Turley

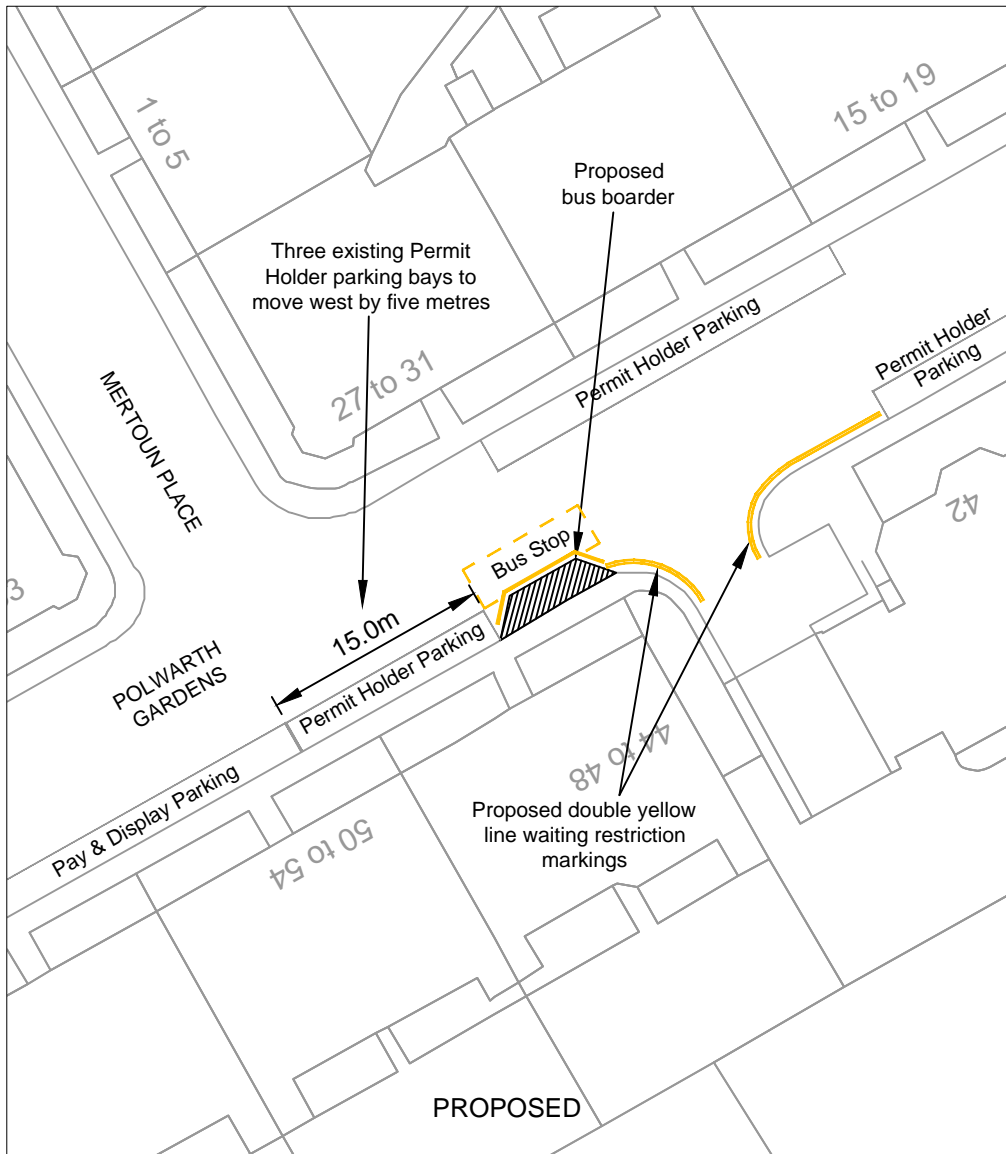
Director of Services for Communities

Links

Coalition pledges	P19 - Keep Lothian Buses in public hands and encourage the improvement of routes and times.
Council outcomes	CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric

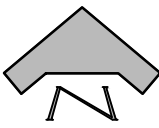


EXISTING



PROPOSED

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• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ
Tel No 0131 200 2000

TRANSPORT
TRAFFIC & ENGINEERING

NEW WORKS
Roads & Transport Design

**Polwarth Gardens Bus Boarder
Traffic Regulation Orders**

Date: 13 November 2012
Scale: 1:500 @ A4

Drawn by: A Parkinson
Checked by: M Trotter

DRG NO. RTD/636119/1/3/011A

Appendix 2

Polwarth Surgery
72 Polwarth Gardens
Edinburgh
EH11 1LL

1st November, 2012

Traffic Department
Edinburgh City Council
City Chambers
High Street
Edinburgh

Dear Sir,

TRAFFIC ORDER : POLWARTH GARDENS

I am writing with a complaint in respect of the Traffic Order to extend the bus stop into the street outside 42 and 44 Polwarth Gardens. I have no objection to this taking place, however my objection is to the fact that 1 shared use bay will be removed as a result. I would have no objection if one residents' space was removed or a residents' space elsewhere in the street was made into a shared use bay.

The Polwarth Surgery has approximately 4,500 patients, a lot of whom are elderly and unfit and unfortunately do need to travel to the Surgery by car. As the S3 controlled parking district is a very narrow area and nearby streets, even as close as Watson Crescent, are in another area, it is essential that adequate shared use bays for patients are provided.

In addition there are two Dentist Surgeries and a Pharmacy in the street which will require shared use bays as well.

If you remove one shared use bay, it will decrease the access to medical and dental facilities in the area and I presume this is not the intention so I would be grateful if you would change a residents' space into a shared use bay.

The Surgery closes at 6.30 p.m. at the latest and there would certainly be no overnight or early morning use of the shared bays by patients.

Yours faithfully,

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Warriston Gardens – Amendment to Parking Charges

Item number	8.5
Report number	
Wards	5 – Inverleith

Links

Coalition pledges	P31
Council outcomes	CO20
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: John Richmond, Senior Professional Officer, Traffic Orders

E-mail: john.richmond@edinburgh.gov.uk | Tel: 0131 469 3765

Executive summary

Warriston Gardens – Amendment to Parking Charges

Summary

Representations have been received from the Goldenacre Bowling Club and a local elected member requesting that the maximum period of stay at the parking places situated at the eastern end of Warriston Gardens be extended from four hours to nine hours.

Recommendations

To recommend that the Transport and Environment Committee commence the statutory procedure to vary the Traffic Regulation Order governing the Controlled Parking Scheme to amend the parking charges on Warriston Gardens.

That parking in this section of Warriston Gardens is monitored and a report on the information gathered is presented to the Transport and Environment Committee within 12 months of the change to the parking charge coming in to effect.

Measures of success

The proposed change in parking charges will improve accessibility for users of the Goldenacre Bowling Club, providing a wider range of options for parking in the vicinity of their facility. It will allow visitors to the club to park on-street for the entire duration of matches, many of which last longer than the current parking arrangements allow.

Financial impact

The parking charge at one ticket issuing machines will have to be amended and this cost can be accommodated from within this financial year's Parking Budget.

Equalities impact

Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed, as there will be no increase to the hourly rate and no impact on those covered by the Protected Characteristics.

Sustainability impact

It is expected that there will be no adverse environmental impacts as a result of this report.

Consultation and engagement

The Variation Order will be the subject of an obligatory statutory procedure which will involve consultations, with bodies representing persons likely to be affected, and will necessitate the advertising of the proposal in The Scotsman newspaper and by notices on-street.

Local members were consulted by email on 13 November 2012.

The decision of the Committee will be passed to the bowling club.

Background reading/external references

The following background reading is available:

- Plan of the parking places on Warriston Gardens.
- Correspondence with the bowling club.

Warriston Gardens – Amendment to Parking Charges

1. Background

- 1.1 Goldenacre Bowling Club wrote to Service for Communities, via Councillor Whyte, who supports the proposal, asking for the maximum stay period at the shared-use parking places adjacent to their premises on Warriston Gardens to be increased to allow members and visitors to be able to park for longer periods.
- 1.2 The Traffic Regulation Order governing parking on Warriston Gardens allows for shared use parking places to be located along the north side of the road. The parking places are split into two blocks either side of an access to George Heriot's School Recreation Grounds. Those to the west accommodating 40 vehicles and the eastern accommodating 20 vehicles. Non permit holders parking in these bays are restricted to a maximum stay of four hours. The charge applying is 20p for 12 minutes (minimum) to £4.00 for four hours (maximum).
- 1.3 Members and visitors to the Goldenacre Bowling Club have asked if some of these parking places can be changed to nine hours maximum stay. In line with other nine hour parking places in the N2 area of the Controlled Parking Zone, the tariff will change to 20p for 12 minutes (minimum) up to £3.00 maximum charge.
- 1.4 Observations of the parking in the shared use areas on Warriston Gardens show that at no time were all the parking places occupied. It is therefore considered that reducing the parking charge in the eastern section of parking places will not affect the ability to park in the area and that the Variation Order to the Traffic Regulation Order governing the Controlled Parking Scheme to make the necessary amendments should be commenced.

2. Main report

- 2.1 Parking on Warriston Gardens currently consists of permit holder parking places adjacent to residences on the south-east side and shared-use parking places adjacent to Heriot's playing fields on the north-west side. The length of stay permitted in all shared-use parking places in Warriston Gardens is currently set at four hours. With charges currently set at 20p for 12 minutes, the maximum amount payable is £4.00.
- 2.2 Goldenacre Bowling Club have indicated that, while many of their members and visitors to the club already use the shared-use parking places, many of their matches last longer than four hours. This leaves players with the option of either meter feeding to extend their stay beyond the maximum period allowed, which is considered a contravention, or moving their vehicles to another parking place to avoid receiving a penalty charge notice.
- 2.3 Members and visitors to the Goldenacre Bowling Club have asked if some of the shared-use parking places can be changed to nine hours maximum stay. If the maximum stay period is extended the parking charge would change to 20p for 12 minutes (minimum) up to £3.00 maximum charge. All existing nine hour parking places within the N2 zone operate at this charging level.
- 2.4 Observations of the parking in the shared use areas on Warriston Gardens show that at no time were all the parking places occupied. Furthermore, our records show that there are 115 permit holders in the Warriston area, with approximately 200 spaces available to those permit holders. On that basis it is considered that it would be possible to amend both the length of stay and the parking charge in the eastern section of shared-use parking places in Warriston Gardens. This initiative would support the needs of the bowling club without affecting the ability of residents or of other visitors to park in the area.
- 2.5 It is therefore proposed to commence the legal process to make the necessary changes to the Traffic Regulation Order governing the Controlled Parking Scheme.
- 2.6 There can be no guarantee that these parking places will be only used by persons going to the bowling club. However, it is considered that these parking places are located in an area, ie a cul-de-sac on the edge of the Controlled Parking Zone that will not be attractive to commuters. The new parking charge will be monitored to ensure that it is providing the intended benefits to the bowling club and other road users. Should it be found that the parking place is being used for commuter parking further consideration will be given to introducing a charge which will deter them.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee commences the statutory procedure to make the Variation Order to the Traffic Regulation Order governing the Controlled Parking Scheme, which will amend the parking charges on Warriston Gardens.
- 3.2 That parking in this section of Warriston Gardens is monitored and a report on the information gathered is presented to the Transport and Environment Committee within 12 months of the change to the parking charge coming into effect.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P31 - Maintain our City's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure.
Council outcomes	CO20 - Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens.
Single Outcome Agreement	SO4 – Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Plan of the parking places on Warriston Gardens

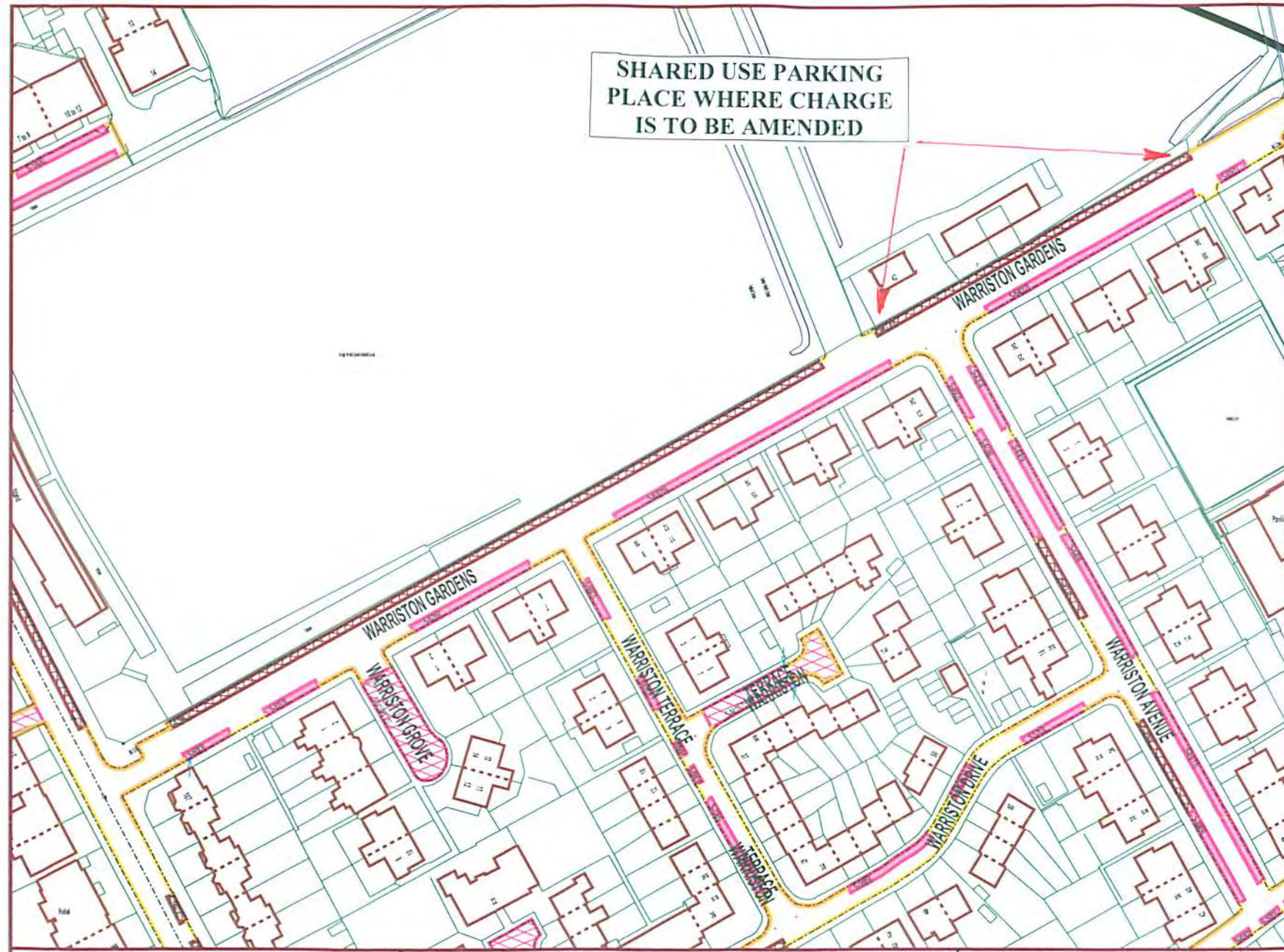
NOTES

EXISTING PARKING CHARGE
 (min 20p for 12 mins
 max £4.00 for 4 hours)

PROPOSED PARKING CHARGE
 (min 20p for 12 mins
 max £3.00 for 3 hours
 or more up to 9 hours)

Shared Use
 Parking Places 
 Permit Holders
 Parking Places 

SHARED USE PARKING
 PLACE WHERE CHARGE
 IS TO BE AMENDED



Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Lower Granton Road Realignment: Objections to Traffic Regulation Orders TRO/09/40A and TRO/09/40B

Item number	8.6
Report number	
Wards	4 - Forth

Links

Coalition pledges	P45
Council outcomes	CO19 , C022
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Raymond Preston, Senior Professional Officer

E-mail: raymond.preston@edinburgh.gov.uk address | Tel: 0131 469 3676

Executive summary

Lower Granton Road Realignment: Objections to Traffic Regulation Orders TRO/09/40A and TRO/09/40B

Summary

To inform the Committee of the objections received to Traffic Regulation Orders TRO/09/40A and TRO/09/40B, promoted to support the Lower Granton Road realignment proposals and to seek approval to repel the objections for the reasons contained in Appendix 1.

The Traffic Regulation Orders were advertised to the public from 24 August 2012 to 14 September 2012 and five objections have been received.

While the total funding for Lower Granton Road Realignment proposals are as yet to be secured, it is considered appropriate to progress the Traffic Regulation Orders at this time to allow the realignment works to proceed should all the required funding become available.

Recommendations

1. It is recommended that the Committee:
 - notes that five separate objections to the Lower Granton Road Realignment Traffic Regulation Orders were received; and
 - repels the objections, for the reasons given in this report, in order that the Traffic Regulation Orders may progress.

Measures of success

The measures of success shall be:

- Reduced queue lengths on Lower Granton Road and Trinity Crescent.
- Reduced delays to traffic.
- Reduced waiting times for pedestrians crossing the road.

- Reduce parking in the vicinity of the junction will increase visibility and improve safety.

Financial impact

The financial implications of promoting and making the Traffic Regulation orders is minimal and can be contained within the existing Transport budgets for 2012/13.

The current estimated cost of implementing the related Lower Granton Road Realignment proposals is £790,000 of which £190,000 is in place. The shortfall in funding will be considered as part of future budget setting consideration.

Equalities impact

Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and it is considered that a full Equalities Impact Assessment (EqIA) is not required in relation to the Traffic Regulation Orders being promoted.

Sustainability impact

There are significant benefits to pedestrians, cyclists and the environment, as detailed in paragraph 2.8 of this report.

Consultation and engagement

The Traffic Regulation Orders were advertised in the Scotsman Newspaper on 24 August 2012 and notices placed on-street. The notices were maintained on-street for the statutory three week period. In addition letters regarding the proposals were passed to 29 organisations representing persons likely to be affected by the proposals (statutory consultees).

Consultation has been undertaken with the relevant elected members.

The decision of the committee will be passed to the objectors.

Background reading / external references

Appendix 1: Summary of objections received and responses to objections.

Appendix 2: Copy of plan detailing extents of TRO/09/40A and TRO/09/40B.

Appendix 3: Copy of plan showing Lower Granton Road Realignment proposals.

[Transport, Infrastructure and Environment Committee report, dated 4 May 2010.](#)

[Transport, Infrastructure and Environment Committee report, dated 5 May 2009.](#)

[Transport, Infrastructure and Environment Committee report, dated 6 May 2008.](#)

[Transport, Infrastructure and Environment Committee report, dated 27 November 2007.](#)

Lower Granton Road Realignment: Objections to Traffic Regulation Order TRO/09/40A and TRO/09/40B

1. Background

- 1.1 In 2009 Traffic Regulation Orders were advertised to prohibit motor vehicles travelling through the west end of the proposed cul-de-sac that will be created outside Nos 1-7 Lower Granton Road and to restrict waiting and loading in the vicinity of the junction of Trinity Crescent/Trinity Road and Lower Granton Road (These are shown in Appendix 2). These Traffic Regulation Orders are required to support the Lower Granton Road Realignment proposals. Details of the proposals are shown in Appendix 3.
- 1.2 At the Transport, Infrastructure and Environment Committee of 4 May 2010 the Committee repelled the related objections to allow the realignment of the junction to proceed.
- 1.3 Due to the necessary funding not becoming available in the intervening period, the traffic orders have subsequently lapsed and have therefore had to be re-advertised.
- 1.4 The objections arising from re-advertising the orders require to be repelled to allow the orders to be progressed.

2. Main report

- 2.1 A Section 75 agreement was in place between the Council and Forth Ports plc, under which the cost of undertaking the proposed realignment of Lower Granton Road at its junction with Trinity Crescent was to be wholly/substantially met from a Developer's Transport Contribution. Specifically the planning consent for the Western Harbour Development (partly constructed) was granted on the condition that Forth Ports enter into a Section 75 agreement that Forth Ports 'shall contribute up to £1 Million towards the realignment of Lower Granton Road'.

- 2.2 The necessary Traffic Orders were therefore promoted and related objections referred to the Transport, Infrastructure and Environment Committee on 4 May 2010 and repelled.
- 2.3 Unfortunately, when the Council attempted to obtain the monies from Forth Ports, to implement the realignment proposals, Forth Ports refused to pay.
- 2.4 As a consequence funding to undertake the realignment works could not be secured and the related Traffic Orders lapsed. This resulted in the need to re-advertise the orders to allow the Lower Granton Road proposals to proceed should funding become available.
- 2.5 The Orders were re-advertised to the public from 24 August 2012 to 14 September 2012.
- 2.6 Five separate objections were received during this period. The points raised within each objection were investigated and responses compiled. These are detailed in Appendix 1.
- 2.7 To enable the realignment proposals to be implemented should funding become available the objections require to be repelled by Committee.
- 2.8 It should be noted that the Lower Granton Road Realignment proposals are considered to provide a number of significant benefits for pedestrians, cyclists and the environment including:
- The proposed upgraded pedestrian facilities at the junction and elsewhere on Lower Granton Road will incorporate facilities for blind and partially sighted pedestrians.
 - As part of the proposals, existing narrow footways in the vicinity of the junction at Trinity Crescent/Trinity Road will be widened, dropped crossings will be provided at controlled and uncontrolled crossing points and instances of pavement parking should be reduced, all of which will be of benefit to wheelchair users.
 - The proposals will reduce the level of queuing traffic, congestion and stopping/starting traffic at this location.
 - The reduction in congestion that will result from the proposals will improve the reliability of the Lothian Buses 16 service, which serves areas of low car ownership in north Edinburgh.

- Realigning the junction further away from the residential properties than at present, alongside the reduction in traffic queues, is likely to result in an improved situation for residents living adjacent to the junction in terms of reduced pollution and traffic noise.
- 2.9 As a consequence of a compromise agreement being reached between the Council and Forth Ports a contribution of £190,000 has been secured. Based on current estimates a further £600,000 of funding would need to be secured to allow the realignment works to proceed. Services for Communities has therefore identified the Lower Granton Road Realignment as a 'shovel ready' project to the Scottish Government in an attempt to secure the necessary funding. If this is unsuccessful the shortfall will be considered as part of future budget setting consideration.
- 2.10 It is considered appropriate to progress the necessary Traffic Regulation Orders to facilitate the implementation of the Lower Granton Road Realignment proposals should funding become available.

3. Recommendations

- 3.1 It is recommended that the Committee:
- notes that five separate objections to the Lower Granton Road Realignment Traffic Regulation Orders were received; and
 - repels the objections, for the reasons given in Appendix 1, in order that the Traffic Regulation Orders may progress.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P45 – Spend 5% of the transport budget on provision of cyclists
Council outcomes	CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1: Summary of objections received and responses to objections. Appendix 2: Copy of plan detailing extents of TRO/09/40A and TRO/09/40B. Appendix 3: Copy of plan showing Lower Granton Road Realignment proposals.

Appendix 1 – Objections and responses to Traffic Regulation Order TRO/09/40A and TRO/09/40B

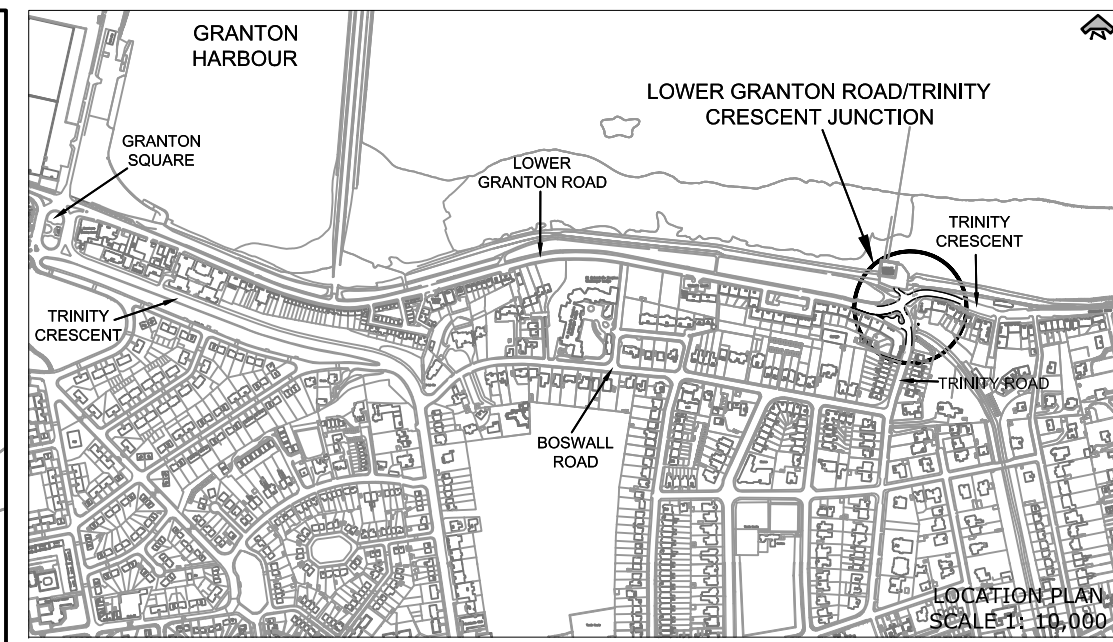
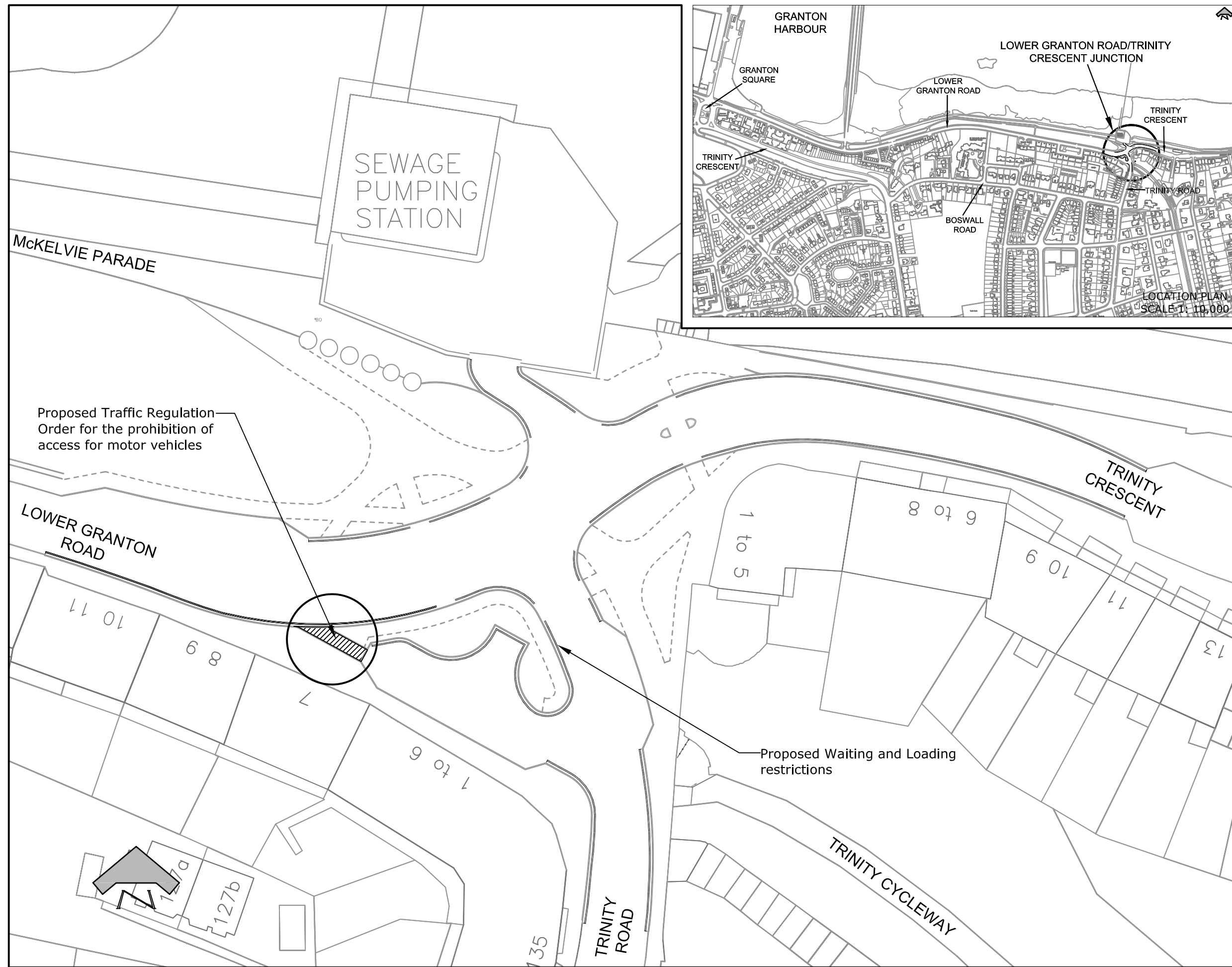
No.	Objector	Nature of Objection	Response
1.	Resident	<p>The Section 75 funds for this work were for the Lower Granton Road re-alignment, not the alteration of this road junction. This is a misuse of these funds.</p> <p>These works will inevitably lead to greater traffic using both Lower Granton Road and Trinity Crescent. These streets are incapable of handling additional traffic and Trinity Junction alterations should be postponed until these roads have been re-aligned and suitably upgraded.</p> <p>No traffic impact analysis has been carried out on your proposals. There has been no analysis published which justifies these proposals in terms of the expected reduction in queuing times of traffic at the junction.</p> <p>Proposals do not comply with the forthcoming national roads design guidance 'Designing Streets'.</p>	<p>The funding available under the Section 75 Agreement was insufficient to undertake the complete realignment of Lower Granton Road. It was therefore decided to progress the junction realignment separately to maximise the value of the funding secured under the terms of the agreement. This recommendation was approved by the Transport, Infrastructure and Environment Committee on 27 November 2007.</p> <p>Lower Granton Road is an A class distributor road which carries high volumes of traffic at peak periods. It has been acknowledged previously that there may be an increase in traffic using the junction but modelling has indicated that queues and delays will be reduced on the approaches to the realigned junction.</p> <p>Traffic Impact Analyses usually form part of a Transport Assessment. Transport Assessments are often required as part of the planning process for major new developments. A road improvement such as Lower Granton Road realignment is classed as permitted development by the Roads Authority and does not require Planning Consent. It is therefore not necessary to carry out a Transport Assessment for such schemes, nor is it usual practice to do so.</p> <p>Designing Streets is a relatively new document published by the Scottish Government for guidance only. The current proposals have been produced after extensive negotiation with local residents and other groups such as Spokes. This project represents the best compromise for all road users given the limited nature of the scheme.</p>


		<p>There will be considerable loss of on-street car parking as a result of these proposals. This will lead to a lot of inconvenience to local residents and an increase in the amount of parking on pavements and the grass of McKelvie Parade.</p>	<p>The parking that currently takes place in the vicinity of the junction is illegal parking which occurs mainly on the footway and the grassed area adjacent to the McKelvie Parade. It is anticipated that the proposed waiting restrictions will ensure this practice does not continue and the junction is kept clear of parked vehicles. It is accepted that there will be a net loss in parking but this has been mitigated through the provision of new lay-by parking to accommodate approximately 13 cars. In addition there will still be sufficient unrestricted on street parking nearby, in Trinity Road and Lower Granton Road to accommodate the displaced vehicles.</p>
2.	Resident	<p>The Section 75 funds for this work were for the Lower Granton Road re-alignment, not the alteration of this road junction. This is a misuse of these funds.</p> <p>These works will inevitably lead to greater traffic using both Lower Granton Road and Trinity Crescent. These streets are incapable of handling additional traffic and Trinity Junction alterations should be postponed until these roads have been re-aligned and suitably upgraded.</p> <p>No traffic impact analysis has been carried out on your proposals. There has been no analysis published which justifies these proposals in terms of the expected reduction in queuing times of traffic at the junction.</p>	<p>The funding available under the Section 75 Agreement was insufficient to undertake the complete realignment of Lower Granton Road. It was therefore decided to progress the junction realignment separately to maximise the value of the funding secured under the terms of the agreement. This recommendation was approved by the Transport, Infrastructure and Environment Committee on 27 November 2007.</p> <p>Lower Granton Road is an A class distributor road which carries high volumes of traffic at peak periods. It has been acknowledged previously that there may be an increase in traffic using the junction but modelling has indicated that queues and delays will be reduced on the approaches to the realigned junction.</p> <p>Traffic Impact Analyses usually form part of a Transport Assessment. Transport Assessments are often required as part of the planning process for major new developments. A road improvement such as Lower Granton Road realignment is classed as permitted development by the Roads Authority and does not require Planning Consent. It is therefore not necessary to carry out a Transport Assessment for such schemes, nor is it usual practice to do so.</p>

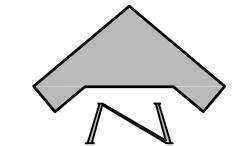
		Proposals do nothing to address issues of pedestrians trying to cross Lower Granton Road towards Granton Square.	The proposals incorporate two puffin crossings along Lower Granton Road, at No.113 and also at St. Columbas Hospice. Proposals for Granton Square are being considered separately from the current road realignment proposals.
3.	Resident	The objection summary is exactly the same as Resident No 1.	The response is exactly the same as that compiled for resident No 1.
4.	Resident	<p>Lower Granton Road and Trinity Crescent cannot cope with the volume of traffic which is already on the road. As this volume is likely to increase as a result of the TRO, the road will only get worse. There has been no published research into the impact such an order will have.</p> <p>The inevitable increase in traffic which will follow the TRO allowing simultaneous traffic East-West along the road will make it even more difficult for pedestrians to cross the road safely. It will also make it impossible for cyclists to cross safely at the Trinity Crescent Junction.</p> <p>The Introduction of a constant stream of traffic East-West along the road will make it extremely difficult for anyone who lives here to get into a parked car on the road.</p> <p>Our lives are already significantly affected by the state of the road and the speed and volume of the traffic. Damage is done on a nearly daily basis to our cars due to careless drivers. To put more cars on this route risks doing serious harm to the health and welfare of the residents.</p>	<p>Lower Granton Road is an A class distributor road which carries high volumes of traffic at peak periods. It has been acknowledged previously that there may be an increase in traffic using the junction but modelling has indicated that queues and delays will be reduced on the approaches to the realigned junction</p> <p>Cycling and pedestrian facilities will be provided as part of the junction realignment proposals. This will include a Toucan Crossing at the junction to provide access for cyclists from McKelvie Parade to the Trinity Cycleway and two remote puffin crossings in Lower Granton Road, to the west of the junction and at the former Wardie Hotel.</p> <p>A combination of the traffic signal operation at the realigned junction and the two puffin crossings in Lower Granton Road will provide gaps in the traffic at regular intervals to facilitate access to vehicles.</p> <p>The new pedestrian crossings should reduce traffic speeds due to increased awareness of the related signals and the need to stop when these crossings are called. Two recently installed vehicle activated electronic speed signs are serving to remind drivers of the 30 mph speed limit in place.</p>

5.	Resident	<p>I believe these streets are incapable of taking additional traffic until the roads are re-aligned.</p> <p>No traffic analysis has been carried out for the Councils proposals therefore there is no evidence or understanding of the impact the changes will have on the surrounding area.</p> <p>I object because of loss of on street parking.</p>	<p>Lower Granton Road is an A class distributor road which carries high volumes of traffic at peak periods. It has been acknowledged previously that there may be an increase in traffic using the junction but modelling has indicated that queues and delays will be reduced on the approaches to the realigned junction.</p> <p>Traffic Impact Analyses usually form part of a Transport Assessment. Transport Assessments are often required as part of the planning process for major new developments. A road improvement such as Lower Granton Road realignment is classed as permitted development by the Roads Authority and does not require Planning Consent. It is therefore not necessary to carry out a Transport Assessment for such schemes, nor is it usual practice to do so.</p> <p>The parking that currently takes place in the vicinity of the junction is illegal parking which occurs mainly on the footway and the grassed area adjacent to the McKelvie Parade. It is anticipated that the proposed waiting restrictions will ensure this practice does not continue and the junction is kept clear of parked vehicles. It is accepted that there will be a net loss in parking but this has been mitigated through the provision of new lay-by parking to accommodate approximately 13 cars. In addition there will still be sufficient unrestricted on street parking nearby, in Trinity Road and Lower Granton Road to accommodate the displaced vehicles.</p>
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		<p>I object because the Section 75 funds for this work were for Lower Granton Road re-alignment. This is a misuse of these funds.</p> <p>I object because your proposals do not comply with the forthcoming national roads design guidance 'Designing Streets'.</p> <p>Proposals do nothing to address issues of pedestrians trying to cross Lower Granton Road towards Granton Square.</p> <p>Proposals do nothing to address the speed of traffic along Lower Granton Road.</p> <p>The proposals reduce the amount of green space.</p>	<p>The funding available under the Section 75 Agreement was insufficient to undertake the complete realignment of Lower Granton Road. It was therefore decided to progress the junction realignment separately to maximise the value of the funding secured under the terms of the agreement. This recommendation was approved by the Transport, Infrastructure and Environment Committee on 27 November 2007.</p> <p>Designing Streets is a relatively new document published by the Scottish Government for guidance only. The current proposals have been produced after extensive negotiation with local residents and other groups such as Spokes. This project represents the best compromise for all road users given the limited nature of the scheme.</p> <p>The proposals incorporate two puffin crossings along Lower Granton Road, at No.113 and also at St. Columbas Hospice. Proposals for Granton Square are being considered separately from the current road realignment proposals.</p> <p>The new pedestrian crossings should reduce traffic speeds due to increased awareness of the related signals and the need to stop when these crossings are called. Two recently installed vehicle activated electronic speed signs are serving to remind drivers of the 30 mph speed limit in place.</p> <p>The realignment of the junction does not materially affect the amount of green space at the junction.</p>
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NOTES:
 Area of prohibition of access for motor vehicles



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 100023420 (2012)

A	Waiting & Loading Restrictions added	SM	Nov 2012	RIP
REV	DETAILS	BY	DATE	CHECK

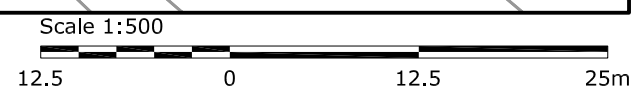
• EDINBURGH •
 THE CITY OF EDINBURGH COUNCIL

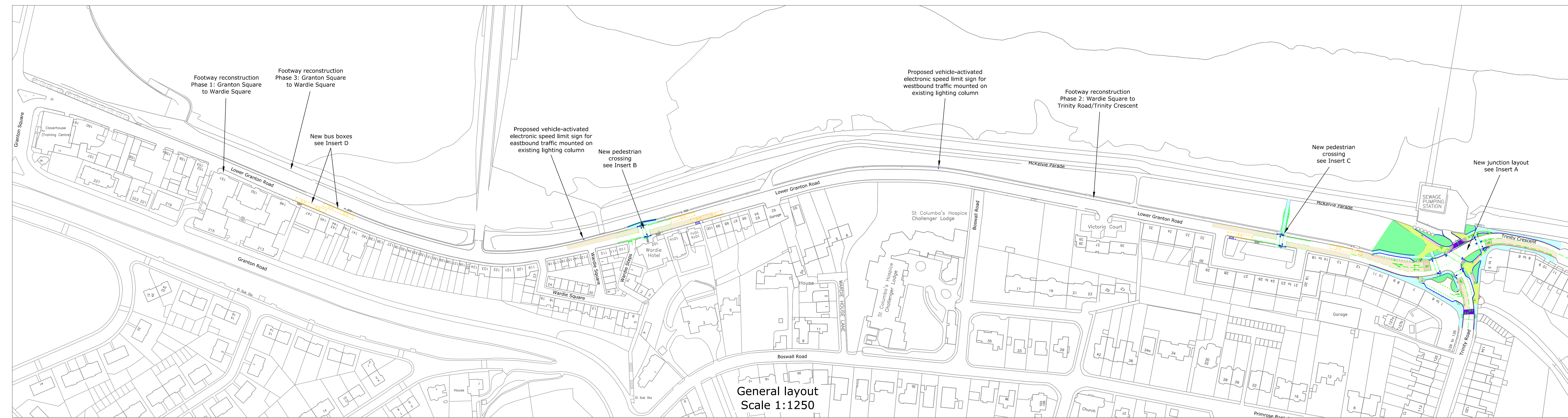
SERVICES FOR COMMUNITIES
 The City of Edinburgh Council
 City Chambers, High Street
 Edinburgh EH1 1YJ
 Tel No 0131 200 2000

TRANSPORT
 TRAFFIC & ENGINEERING
 NEW WORKS
 Roads & Transport Design

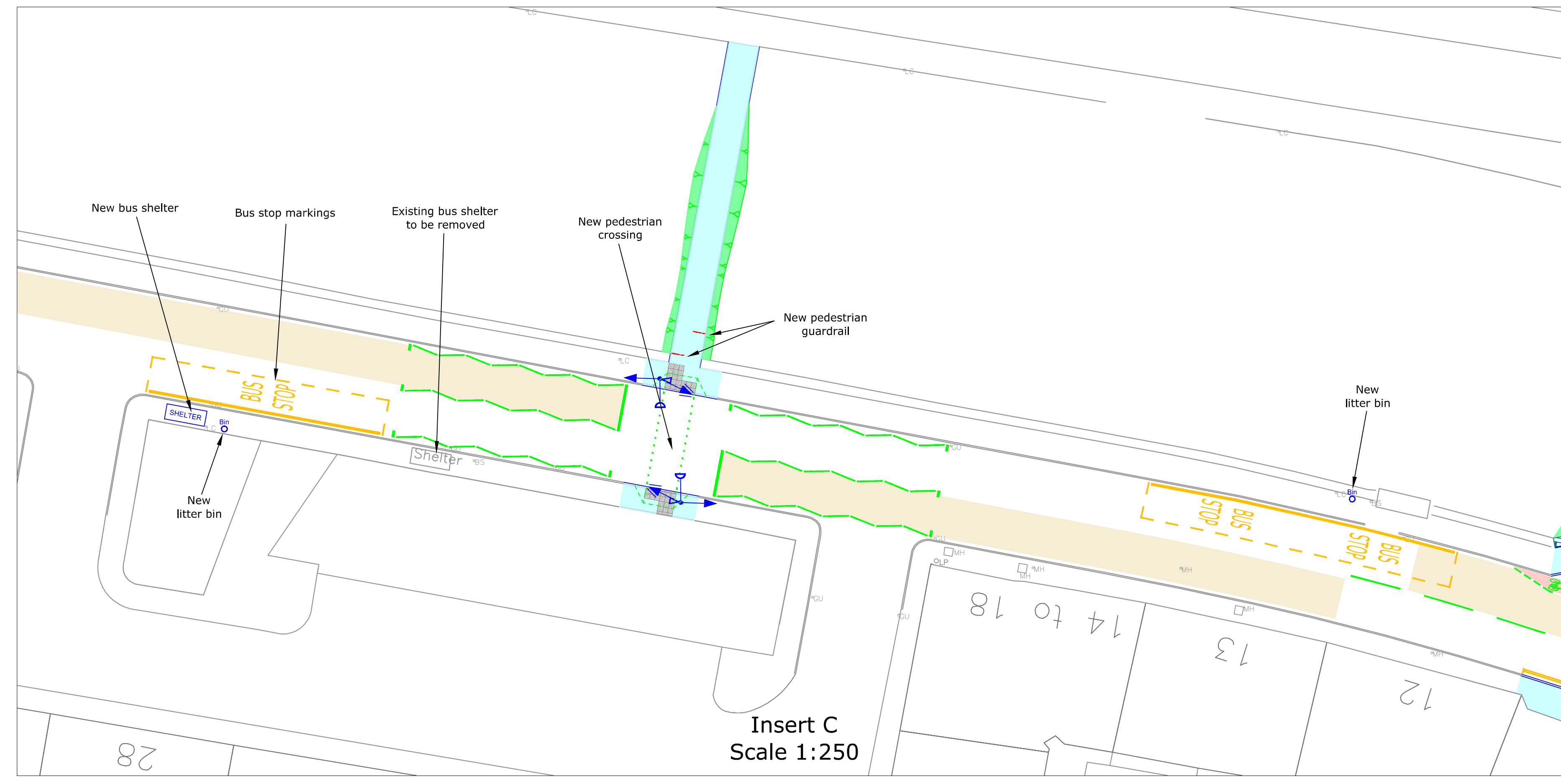
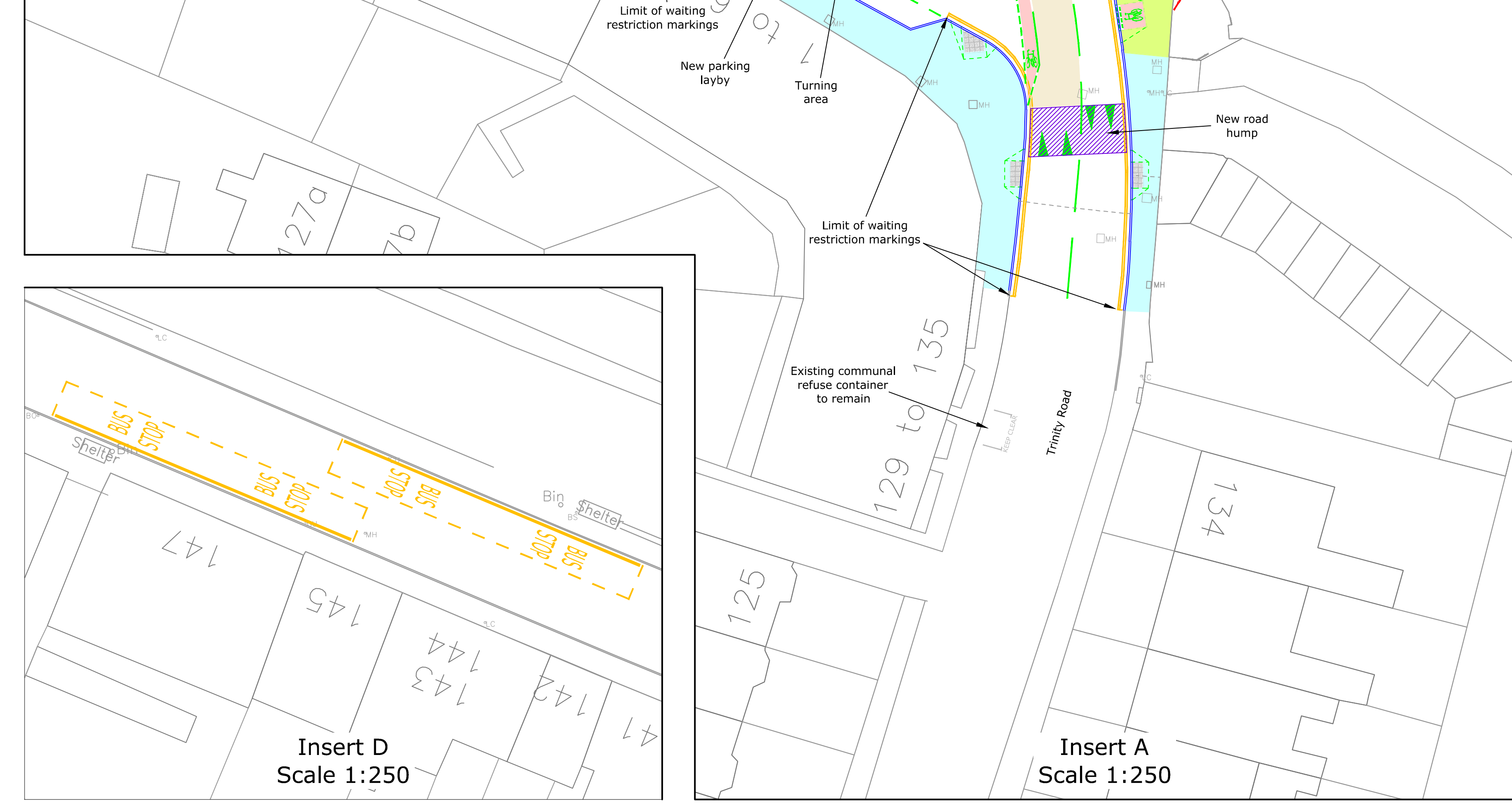
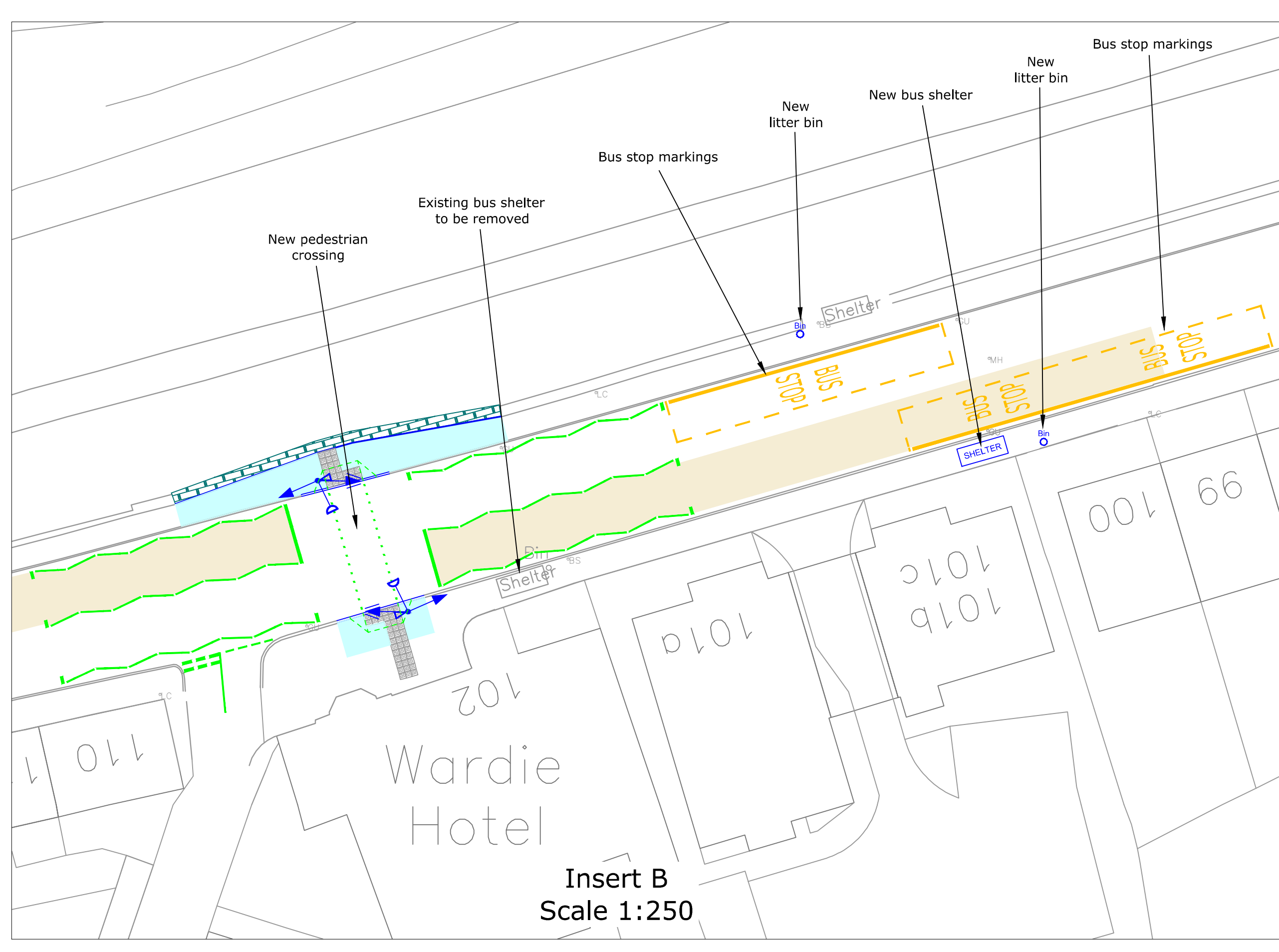
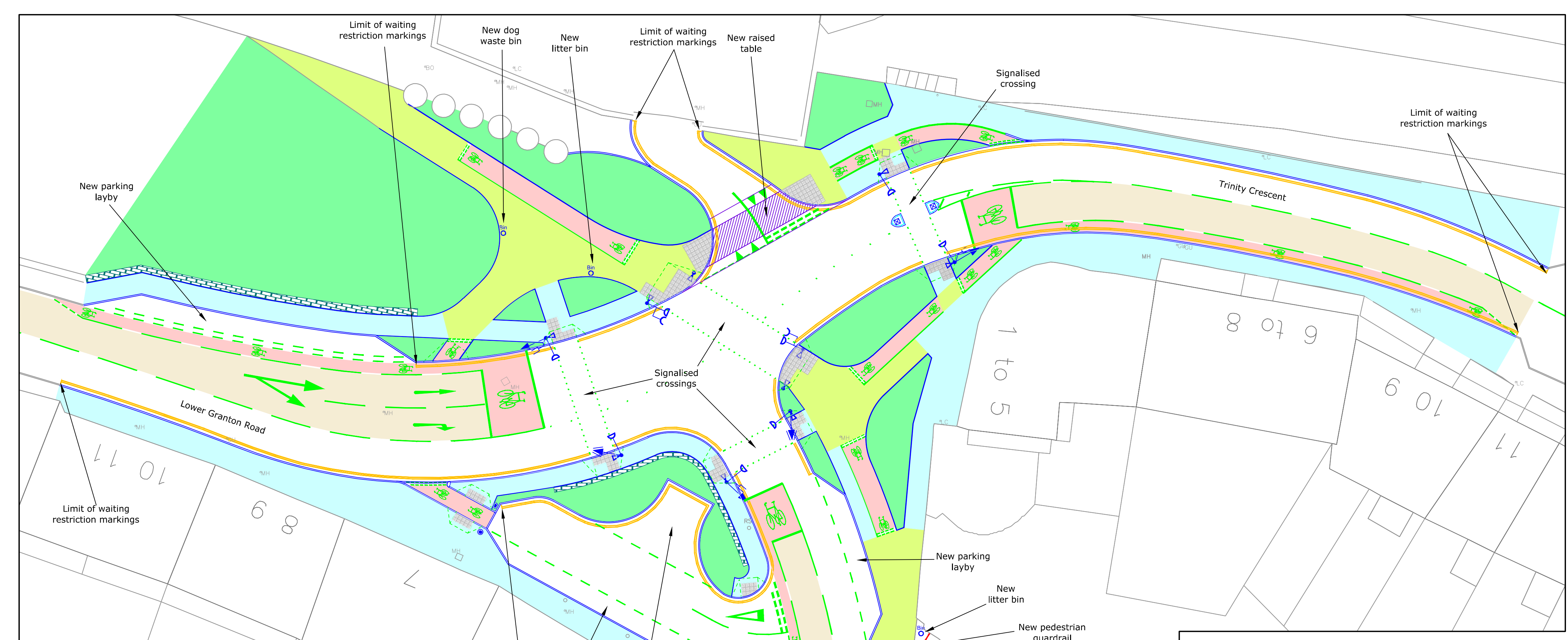
**LOWER GRANTON ROAD
 TRAFFIC REGULATION ORDER
 PROHIBITION OF ACCESS
 FOR MOTOR VEHICLES**

Date: 22 April 2009 Job. No. 634981 Drawn by: P Lee
 Scale: 1:500 at A3 Checked by: J Hay





- NOTES:**
- Existing layout
 - New kerbline
 - Footway
 - Cycle path/cycle lane
 - Shared cycle/footpath
 - Soft landscaping (grass & shrubs/bushes)
 - Grey-coloured anti-skid surfacing
 - Re-aligned stone wall
 - White markings
 - Yellow & traffic regulation markings
 - Traffic sign & post
 - Footway bollard
 - Drop kerb crossing to St Drg 11313 (Type 1, with 900mm transitions) and grey coloured tactile paving to Std Drg 11502
 - Primary traffic signal head
 - Secondary traffic signal head
 - Pedestrian signal head
 - Pedestrian & cycle signal head
 - Pedestrian push button
 - Microwave vehicle detector
- Appropriate traffic signs will be erected for cycle paths and shared cycle/footpaths but are not shown on this drawing



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100023420 (2005)

REVISION	DETAILS	BY	DATE	CHECKED
B	Amendments to crossing position, realignments to shared surfaces, new refuge island & raised table	AP	06/04/09	AE
A	Revisions following consultation	AP	25/02/09	AE

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

CITY DEVELOPMENT DEPARTMENT
The City of Edinburgh Council
City Chambers High Street
Edinburgh EH1 1YJ
Tel. No. 0131 200 2000

TRANSPORT
ENGINEERING SERVICES
New Works

**LOWER GRANTON ROAD
GENERAL LAYOUT
FOLLOWING CONSULTATION**

Date: 26 November 2008 Job No.: 634981 Drawn by: A Parkinson
Scale: AS SHOWN at A0 Checked by: A Easson

Drawing name: C:\2008\Transport\Projects\Edinburgh\031041\Lower Granton Road Re-alignment\CAD\2\Lower Granton Road.dwg
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Transport and Environment Committee

10am, Tuesday 15 January 2013

Traffic Regulation Order Proposal - Abbeyhill Crescent

Item number	8.7
Report number	
Wards	11 – City Centre

Links

Coalition pledges

Council outcomes [CO15](#), [CO19](#), [CO21](#) and [CO23](#)

Single Outcome Agreement [SO4](#)

Mark Turley

Director of Services for Communities

Contact: Ivar Christensen, Roads Technician

E-mail: ivar.christensen@edinburgh.gov.uk | Tel: 0131 529 3446

Executive summary

Name of report: Traffic Regulation Order Proposal - Abbeyhill Crescent

Summary

Abbeyhill Crescent is a small residential street adjacent to Calton Road and Abbeyhill. At busy times of the day, and in particular during peak periods significant numbers of drivers turn from Calton Road on to Abbeyhill Crescent to avoid queuing at the Calton Road junction. Residents of Abbeyhill Crescent have complained about this issue and requested the City of Edinburgh Council take necessary measures to improve road safety on this narrow residential street.

The City Centre and Leith Neighbourhood roads team recommends prohibiting vehicles from entering Abbeyhill Crescent from Calton Road (No Entry) to stop cut-through traffic in that direction. In addition to the prohibition of entry, it would be necessary to introduce loading and waiting restrictions at the junction of Calton Road and Abbeyhill Crescent due to the narrower road width. Abbeyhill Crescent and Calton Road fall within the Controlled Parking Zone area and require the relevant restrictions to be revised to control parking, waiting and loading/unloading.

The proposals are shown in detail in Appendix (1).

Recommendations

It is recommended that committee:

- agree to commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and parking restrictions.

Measures of success

The proposal is a response to requests and complaints from the residents of Abbeyhill Crescent. Local consultation ensures the proposal meets the requirements of local community and stakeholders.

The above Traffic Regulation Order alterations would increase the safety of pedestrians.

Financial impact

The cost of making the Traffic Regulation Order, installing the footway build-out, signs and road markings is anticipated to cost £5000 and will be funded from the SfC revenue budget for 2013/14.

Equalities impact

Consideration has been given to the Equalities Act 2010. The proposals will advance equality of opportunity as reducing through traffic will have positive benefits for people with mobility issues, wheelchair users and carers with prams and buggies.

Sustainability impact

This proposal will help achieve a sustainable Edinburgh by reducing the likelihood of conflict between vehicles and by improving pedestrian access through the area. It should encourage walking, reduce vehicle use and lower carbon emissions.

Consultation and engagement

The City Centre and Leith Neighbourhood team carried out consultation with residents in May 2010. The residents preferred alternative was to close the road to through traffic. However, as there is no adequate turning area this option could not be supported by the local roads team on safety grounds.

The residents of Abbeyhill Crescent identified a secondary preference of preventing vehicles from entering via Calton Road. This would permit vehicles to exit the area while reducing the number of vehicles travelling within the residential area. This restriction would be introduced by placing “prohibition of entry” signs (No Entry) at the junction of Abbeyhill Crescent with Calton Road. This option is supported by the local roads team.

Statutory consultation will be carried out as part of the Traffic Regulation Order process. This will include all relevant local stakeholders and the emergency services.

The elected members have been consulted and no comments have been received.

Background reading / external references

- Appendix 1 – Proposed Layout – Abbeyhill Crescent and Calton Road

4. Links

Coalition pledges

Council outcomes

CO15 - The public are protected.

CO19 - Attractive places and well-maintained – Edinburgh remains an attractive city through the development of high quality buildings and the delivery of high standards and maintenance of infrastructure and public realm.

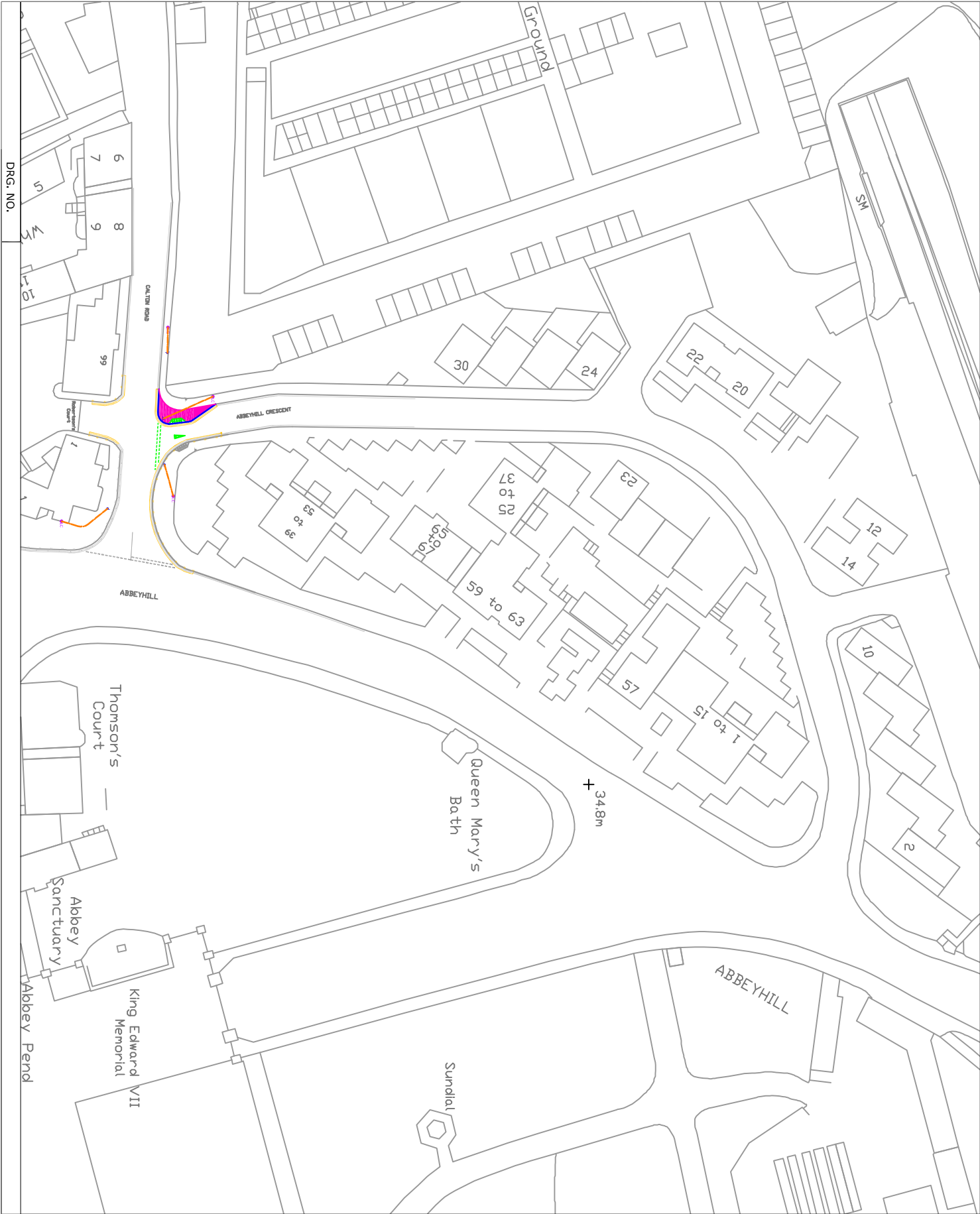
CO21 - Residents, visitors and businesses feel that Edinburgh is a safe city.

CO23 - Well engaged and well informed – communities and individuals are empowered and supported to improve local outcomes and foster a sense of community

Single Outcome Agreement

SO4 - Edinburgh's communities are safer and have improved physical and social fabric

Appendices



- NOTES:**
- Existing layout
 - Site clearance items
 - New / renewed white markings
 - New / renewed yellow markings
 - New asphalt footway
 - Resurfaced footway
 - New wheelstone kerb
 - New drop kerbs crossing with built coloured kerble paving
 - New traffic signal duct(s) with concrete surround
 - New traffic sign & post

<p> EDINBURGH THE CITY OF EDINBURGH COUNCIL </p>		<p> CITY Centre & Leith Neighbourhood Team Environment Tel. No. 0131-200 2000 </p>	
<p> ABBEYHILL CRESCENT PROHIBITION OF ENTRY </p>	<p> Date: 12/2011 Scale: NTS </p>	<p> Job No. </p>	<p> Prepared by: J.C. Checked by: C.McG. </p>
<p> REV. </p>	<p> DETAILS </p>	<p> BY </p>	<p> DATE </p>
<p> CHECK </p>	<p> DATE </p>	<p> BY </p>	<p> CHECK </p>