

Notice of meeting and agenda

Transport and Environment Committee

10 am, Tuesday, 19 March 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

Contacts

Email: morris.smith@edinburgh.gov.uk or veronica.macmillan@edinburgh.gov.uk

Tel: 0131 529 427 / 0131 529 4283

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 Moray Feu Residents – in regard to item 7.2 (Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders) – e-mail request (circulated)
- 3.2 Kirkliston Community Council – in regard to item 7.3 (Kirkliston Public Transport Issues) – e-mail request (circulated)
- 3.3 Merchiston Community Council – in regard to item 7.7 (The 2012 Merchiston Gulls De-nesting Pilot Project) – e-mail request (circulated)
- 3.4 Braidwood Neighbourhood Association – in regard to item 7.4 (Dumbiedykes: Public Transport Access: Response to Petition) – e-mail request (circulated)
- 3.5 Essential Edinburgh – in regard to item 8.11 (George Street Festival Traffic Management) – e-mail request (circulated)

4. Minutes

- 4.1 Transport and Environment Committee 15 January 2013 (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 Transport and Environment Committee Business Bulletin (circulated)

7. Executive decisions

- 7.1 Policy Development and Review Sub-Committee Work Programme (circulated)
- 7.2 Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders – report by the Director of Services for Communities (circulated)

- 7.3 Kirkliston Public Transport Issues: Response to Petition – report by the Director of Services for Communities (circulated)
- 7.4 Dumbiedykes: Public Transport Access: Response to Petition – report by the Director of Services for Communities (circulated)
- 7.5 Water of Leith Phase 2 – the Director of Services for Communities to report
- 7.6 The Leith Programme: Consultation and Design – report by the Director of Services for Communities (circulated)
- 7.7 The 2012 Merchiston Gulls De-nesting Pilot Project – report by the Director of Services for Communities (circulated)
- 7.8 Improving Air Quality in Edinburgh – Low Emissions Zone (LEZ) Options – report by the Director of Services for Communities (circulated)
- 7.9 Powderhall and Hopetoun: Update Report – report by the Director of Services for Communities (circulated)
- 7.10 Road Safety Plan: Progress Update – report by the Director of Services for Communities (circulated)
- 7.11 Review of Experimental Traffic Regulation Order – Business Parking Permits – report by the Director of Services for Communities (circulated)
- 7.12 Waste and Recycling Update – report by the Director of Services for Communities (to follow)
- 7.13 Review of Provision of Scientific Services in Scotland – report by the Director of Services for Communities (circulated)
- 7.14 Response to SEPA Statement on Consultation Arrangement for Flood Risk Management Planning – report by the Director of Services for Communities (circulated)
- 7.15 Scottish Water Environment Consultations – report by the Director of Services for Communities (circulated)
- 7.16 Achieving Excellence Performance Report to October 2012 – report by the Head of Legal, Risk and Compliance (circulated)
- 7.17 Tackling Dog Fouling in Edinburgh – report by the Director of Services for Communities (circulated)
- 7.18 Emergency Water Ingress Charges – report by the Director of Services for Communities (circulated)
- 7.19 ECOSTARS Edinburgh – report by the Director of Services for Communities (circulated)

- 7.20 Building a Vision for the City Centre – report by the Director of Services for Communities (circulated)

8. Routine decisions

- 8.1 Cleanliness of the City (CIMS) Report – report by the Director of Services for Communities (circulated)
- 8.2 Proposed Waiting Restrictions Spylaw Bank Road – report by the Director of Services for Communities (circulated)
- 8.3 Objections to Proposed Waiting Restrictions – Coltbridge Terrace – Traffic Regulation Order – report by the Director of Services for Communities (circulated)
- 8.4 Services for Communities Revenue Budget Monitoring 2012-2013 – Month 10 Position – report by the Director of Services for Communities (to follow)
- 8.5 Scottish Water Consultation: Shaping the Future of Water and Waste Water Services in Scotland 2013-2040 – report by the Director of Services for Communities (circulated)
- 8.6 Crewe Toll Roundabout – Safety Monitoring – report by the Director of Services for Communities (circulated)
- 8.7 Seafield Street and Arboretum Place/Arboretum Avenue/Inverleith Terrace – Commencement of Statutory Procedures to Permit Use of Footway by Cyclists – report by the Director of Services for Communities (circulated)
- 8.8 Cycling – Invitation for visit to the Netherlands – report by the Director of services for Communities (circulated)
- 8.9 Heritage Fund Lottery Application – Saughton Park & Gardens – report by the Director of Services for Communities (circulated)
- 8.10 Priority Parking in Craigleith and Blinkbonny/Ravelston – Results of Formal Consultation – report by the Director of Services for Communities (circulated)
- 8.11 George Street Festival Traffic Management – report by the Director of Services for Communities

9. Motions

- 9.1 By Councillor Bagshaw – Dropped Kerb Access

“Committee:

1. Notes the common problem of dropped kerbs without appropriate road markings to keep them free, which allows access to them to be blocked

by parked vehicles to the detriment of pedestrians with prams, wheelchair users, other less mobile people and cyclists.

2. Notes that the Responsible Parking (Scotland) Bill is seeking to address this problem but that it has yet to pass through the Scottish parliament and may not take effect for a number of years.
3. Recommends that the city's Neighbourhood Partnerships carry out an audit, to be completed by the end of 2013, of dropped kerbs and the extent to which there are measures in place to protect access to them; and develop an action plan to ensure access is protected.
4. Agrees that all new dropped kerbs should be accompanied by an appropriate traffic regulation order or other appropriate measure to keep them clear and open for use."

Carol Campbell

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 Morris Smith or Veronica MacMillan, Committee Services, City of Edinburgh Council, City Chambers, High Street, Edinburgh EH1 1YJ, Tel 0131 529 4227/0131 529 4283, e-mail: morris.smith@edinburgh.gov.uk or veronica.macmillan@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.

Item No 3.1

From: Ashley Lloyd
Sent: Tuesday, November 20, 2012 12:05 AM
To: Alan Bowen
Cc:
Subject: Re: FW: Deputation Request - Proposed Development of Charlotte Square

Dear Mr Bowen

Have you asked the promoters of this scheme for any additional information or argument in support of the scheme, for example additional modelling that properly assesses the traffic displacement and consequent environmental impact?

Please would you:

(i) accept our deputation request to attend this meeting and present our case

I have copied this to members of my committee and would appreciate it if you would copy everyone into your response as this is clearly an important development for us to watch closely.

Regards,

Ashley Lloyd.

From: Mark Elder
Sent: Wednesday 6 March, 2013 21:47
To: Rhona Sinclair
Cc: Veronica MacMillan
Subject: Re: FW: Deputation for Transport Committee

Item No. 3.2

Hi Rhona/Veronica

Thanks for this.

We would like to make a deputation on 19th March to the Transport and Environment Committee. The deputation will speak in support of the report being tabled entitled 'Kirkliston Public Transport' (or similar). John Cross will be the only representative of Kirkliston Community Council in attendance, and given your packed agenda we would be willing to reduce our pitch to 5 minutes or less.

Let me know if you need further information.

Thanks and regards

Mark Elder

Mark Elder

From: Mairianna Clyde
Sent: 11 March 2013 16:19

Item

No. 3.3

To: Veronica MacMillan
Cc: Kay Smith

Subject: Re: Transport and Environment Committee 19 March

Dear Ms Macmillan

I would like to speak on behalf of my organisation in relation to an item on the Agenda for the meeting of the committee on the 19th March. The item is the Merchiston Gull pilot project.

Please could you advise.

Kind regards

Mairianna Clyde
Chair, Merchiston Community Council

From: Liz Milligan
Sent: 11 March 2013 13:51
To: Veronica MacMillan
Subject: Deputation Dumbiedykes for bus diversion

Item No. 3.4

Hello Veronica Liz Mulligan from the Braidwood we the committee would like to take the opportunity to present our deputation case to Committee we have written to all Committee members and would like to make an appointment with yourself to hand letters in and speak to yourself you can contact me on 07505 461 476

Kind Regards

Liz

Mulligan

Sent from my Windows Phone

From: Carolyn Smith
Sent: 13 March 2013 10:11
To: Veronica MacMillan
Subject: Transport Committee Meeting 19 March 2013

Item 3.5

Dear Veronica,

Andy Neal would like to attend the Transport Committee Meeting taking place on 19th March and would like to make a duputation at the meeting. Can you please confirm this is possible. Can you also tell me the time and location of the meeting as I can't see these details online.

Regards,

Carolyn

Carolyn Smith
PA to Andy Neal, Chief Executive

Transport and Environment Committee

10.00am Tuesday 15 January 2013

Present

Councillors Hinds (Convener), Orr (Vice-Convener), Bagshaw, Barrie, Booth, Brock, Doran, Gardner, Bill Henderson, Jackson, Lunn, Mowat and Perry.

Also Present

Councillor Aitken.

1. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 23 November 2012 as a correct record.

2. Transport and Environment Key Decisions Forward Plan

The Transport and Environment Committee Key Decisions Forward Plan for January to March 2013 was presented.

Decision

To note the Key Decisions Forward Plan for January to March 2013.

(Reference – Transport and Environment Key Decisions Forward Plan January to March 2013, submitted.)

3. Mortonhall Crematorium Investigation – Initial Findings

The initial findings of the preliminary investigation into Mortonhall Crematorium were presented. The investigation had been initiated following questions raised by SANDS Lothians regarding the recovery of ashes from the cremation of babies who had died before, during or soon after birth. 150 families had registered enquiries directly with the Council seeking to establish whether ashes had been recovered from the cremation of their babies.

Decision

- 1) On completion of the initial fact finding investigation, to commission a suitable independent person to oversee and direct any further enquiries required and to consider the recommendations included in the report by the Chief Executive and any others. This might include looking at policy and practice in other local authority areas since initial enquiries suggested there were variations in practice across Scotland.
- 2) In order to inform the further investigation, to immediately review, along with other key stakeholders such as The Institute of Cemetery and Crematorium Management (ICCM), the Federation of Burial and Cremation Authorities (FBCA), NHS Lothian, Funeral Directors, Edinburgh Interfaith Association, Sands UK and SANDS Lothians, current policy, practice, equipment and staff training at Mortonhall Crematorium to ensure that communications with funeral directors, hospital staff and bereaved parents was compliant with current national guidance, and that record keeping was similarly compliant. Written policy and guidance should be produced, in conjunction with stakeholders and should be published.
- 3) In dialogue with bereaved parents, to continue discussions about an appropriate memorial.
- 4) To continue to facilitate counselling support to bereaved parents directly and/or through SANDS Lothians or other appropriate organisations.
- 5) To note that in view of the volume of work to be undertaken and the need to make progress quickly, independent auditors were carrying out further investigation into communications with bereaved parents regarding the recovery of ashes and the records held at Mortonhall both before 2001 and between then and 2011.
- 6) That bereaved parents who had made enquiries should receive a full explanation regarding the recovery or non-recovery of ashes and should have access to all the records informing that explanation. In order to ensure complete and accurate information, this would be done on completion of the investigation. Any enquiries received in future would all receive full and detailed information.
- 7) To note that the Chief Executive would continue to maintain a dialogue with the Scottish Government on issues arising from this investigation which might have wider significance.
- 8) To note that the Chief Executive would write to those bereaved parents who had contacted the Council advising them of the Committee's decision.

- 9) To note that the Chief Executive would provide a briefing paper to members detailing the information sent to parents.

(Reference – report by the Chief Executive, submitted.)

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

Completion of a new Public Transport Link between the Royal Infirmary of Edinburgh (RIE) and Greendykes constructed as part of the Investment Zone Plan for South and East Edinburgh provided an opportunity to create new bus links for the area.

Enhanced public transport provision would form a key element in stimulating future business and residential development in the Bio Quarter and Craigmillar Town Centre areas. Options for improving bus services utilising the new link were outlined.

Councillor Elaine Aitken was heard as a local ward member.

Decision

- 1) To authorise an open tendering process to establish the cost of enhancing bus service 18.
- 2) To note that several options would be explored as part of the tendering process in order to ensure best value should Committee wish to award any contract.
- 3) That options for bus tracker, low floored buses, public holiday cover and extension of the route to Queen Margaret University be included in the tender.

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

5. Recycling Redesign

The Policy Review and Development Sub-Committee of the Transport and Environment Committee, at its meeting on 20 December 2012, had identified a preferred option to replace the existing red and blue box recycling scheme.

Approval was now sought for the replacement scheme to allow the commencement of procurements and the development of an affordable business case.

Motion

- 1) To approve Option 1 as the preferred option for a new kerbside recycling service subject to the development of an affordable business case.
- 2) To approve the development of Option 1 on the basis that the service would be delivered in-house; this would be subject to satisfying Best Value requirements through the development of the business case.

- 3) To note the intention to report further on the full business case for Option 1.
 - 4) To note the intention to bring back reports on a recycling communications strategy and on recycling provision in high density housing areas.
- moved by Councillor Hinds, seconded by Councillor Orr

Amendment

- 1) To agree recommendations 3.1(a), (c) and (d) in the report by the Director of Services for Communities.
 - 2) To amend recommendation 3.1(b) to read as follows:

"To approve the development of Option 1 on the basis that the service would be subject to tendering to ensure Best Value requirements."
- moved by Councillor Mowat, seconded by Councillor Jackson

Voting

For the motion - 11 votes
For the amendment - 2 votes

Decision

To approve the motion by Councillor Hinds.

(References – Policy Development and Review Sub-Committee of the Transport and Environment Committee 20 December 2012 (item 2); report by the Director of Services for Communities, submitted)

6. Transport Annual Report (2011-2012)

Progress against the performance indicators in the Transport 2030 Vision and in the Council's Local Transport Strategy 2007-2012 was detailed together with information on the Active Travel Action Plan and the Road Safety Plan. An update was also given on the cycle improvements proposed for the Meadows/Bruntsfield to Lothian Road corridor.

Decision

- 1) To note the progress against targets as set out in Appendices 1 to 3 of the report by the Director of Services for Communities.
- 2) To recognise the reduction in road casualties and the contribution Edinburgh had made to national road safety by exceeding the 2010 casualty reduction targets.
- 3) To note that further updates would be submitted to Committee on the cycle improvements proposed for the Meadows/Bruntsfield to Lothian Road Corridor.

- 4) To discharge Councillor Burgess's motion from 2 August 2011 Transport, Infrastructure and Environment Committee meeting.

(References – Transport, Infrastructure and Environment Committee 2 August 2011 (item 9) and 29 November 2011 (item 23); report by the Director of Services for Communities, submitted.)

7. Developing a New Local Transport Strategy: Issues for Review

Approval was sought for the draft 'Developing a New Local Transport Strategy: Issues for Review' report for consultation purposes. The proposed Local Strategy would be aligned with the Scottish Government's National Transport Strategy and Regional Transport Strategy.

Decision

To approve the Issues for Review Report for consultation with the general public and key stakeholders.

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

8. Public and Accessible Transport Action Plan

Approval was sought for the Public and Accessible Transport Action Plan (PATAP) for consultation purposes. Information on the new protocol for coloured surfacing in bus and cycle lanes and Advanced Stop Lines was also submitted.

Decision

- 1) To approve the draft PATAP for consultation purposes.
- 2) To note that this included an action to progress a review of future Community and Accessible Transport provision.
- 3) To extend the Community and Accessible Transport Service Level Agreements for one year and to continue operating Taxicard at current levels.
- 4) To note the new protocol for coloured road surfacing.
- 5) To refer the Community and Accessible Transport aspects of the report to the next meeting of the Policy Development and Review Sub-Committee for further detailed consideration.

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

9. Access to Waverley Station

The Department for Transport (DfT) had been working with Network Rail to mitigate the risk of vehicle-borne terrorist attacks on railway station concourses. As a result of discussions between the Council and Network Rail it was proposed to allow access into Waverley Station for taxis and specialised disabled organisation vehicles by means of a controlled entry system.

Approval was sought to commence statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and restrictions and to make the necessary Redetermination Order.

Decision

- 1) To commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and restrictions.
- 2) To commence the statutory procedures to make the necessary Redetermination Order.

(References – Transport, Infrastructure and Environment Committee 21 February 2012 (item 34); report by the Director of Services for Communities, submitted.)

10. Traffic Management Developments in Royston and Monmouth Terrace

Information was given on traffic calming measures which had been installed in Royston and Monmouth Terrace. The Neighbourhood Partnership would continue to monitor the effectiveness of the traffic calming measures.

Decision

- 1) To note the report.
- 2) To discharge the outstanding remit from the former Transport, Infrastructure and Environment Committee.

(References – Transport, Infrastructure and Environment Committee 24 November 2009 (item 6); report by the Director of Services for Communities, submitted.)

11. Automated Recycling Points

In response to a motion by Councillor Mowat, details were given of an investigation into the use of automated recycling facilities linked to deposit schemes to encourage recycling. Information was provided on the use of automated recycling points in European countries and their limited use in the UK. In addition, Zero Waste Scotland intended to pilot this technology in partnership with a number of retailers during 2013.

Decision

- 1) To note the report.
- 2) To provide a further report once the findings of the Zero Waste Scotland pilot became known.

(References – Transport, Infrastructure and Environment Committee 18 June 2012 (item 3.7); report by the Director of Services for Communities, submitted.)

12. Utility Company Performance

Utility companies had a statutory right to maintain their pipes and apparatus and a legal duty to work with the Council as Roads Authority to minimise disruption and delays. It was the Council's responsibility to manage and co-ordinate all road works across the city and to monitor the performance and quality of work done by utility companies.

A comprehensive framework to monitor the performance of utility companies had been introduced and performance information in relation to the first two quarters of 2012/13 was provided.

Decision

- 1) To instruct 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 was displayed in respect of each site.
- 2) To agree that the Head of Transport 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 to be brought back to the Committee for final agreement.
- 3) To note the performance information as detailed in appendix A of the report by the Director of Services for Communities.
- 4) To note the trend information as detailed in appendix B of the Director's report.
- 5) To agree that quarterly performance reports would be submitted to future meetings of the Committee.
- 6) To invite the new Scottish Road Works Commissioner, Elspeth King, to meet with the Transport and Environment Committee at the earliest opportunity.

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

13. Landfill Tax Consultation

Approval was sought for the Council's response to the Scottish Government's consultation on Landfill Tax. Responses were required to be submitted by 15 January 2013.

Decision

To approve the response for submission to the Scottish Government by 15 January 2013.

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

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

Details were provided of the month 8 revenue and capital monitoring position for Services for Communities.

Decision

To note Services for Communities financial position at month 8.

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

15. Transport and Environment Performance Report - October/November 2012

Performance management information for Transport and Environment for the period October to November 2012 was given.

Decision

To note the performance information for the period October to November 2012.

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

16. Proposed Waiting Restrictions – Spylaw Bank Road

Information was given on objections received during the public consultation period on the proposed introduction of waiting restrictions on Spylaw Bank Road.

Decision

- 1) To continue consideration of the matter to the next meeting of the Committee on 19 March 2013 for a site visit.

- 2) To seek the views of Lothian and Borders Fire and Rescue Service on the proposals.

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

17. Objections to Nine Hour Parking Places Traffic Regulation Order

Information was given on objections received during the public consultation period on amendments to the charging structure in certain nine hour parking places in zones N1, N5, S2, S3 and S4 of the Controlled Parking Zone.

Motion

- 1) To repel the three objections and proceed to make the Traffic Regulation Order.
 - 2) To note that the usage of all nine hour parking places would be monitored during the first six months after the charges had been changed and that a report on the results of the monitoring process would be reported to a future meeting of the Committee.
 - 3) As a result of discussions between elected members and officials on the potential impact of a reduced rate of charge within the affected parking places, to commence the legal procedure to increase the maximum charge in nine hour parking places in Zones N1, N5, S2, S3 and S4 from £3 per day to £4 per day.
- moved by Councillor Hinds, seconded by Councillor Orr

Amendment

- 1) To repel the three objections and proceed to make the Traffic Regulation Order.
 - 2) To note that the usage of all nine hour parking places would be monitored during the first six months after the charges had been changed and that a report on the results of the monitoring process would be reported to a future meeting of the Committee.
 - 3) To maintain the existing maximum charge to ensure that public transport remained a financially attractive alternative to car use in line with the Council's existing policy.
- moved by Councillor Bagshaw, seconded by Councillor Booth

Voting

For the motion	-	11 votes
For the amendment	-	2 votes

Decision

To approve the motion by Councillor Hinds.

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

18. Part-Time 20 mph Speed Limits at Schools – Stewart’s Melville College

Approval was sought to commence the statutory procedures to extend the part time 20mph speed limit north of Queensferry Terrace to include the new puffin crossing scheme proposed for construction in 2013/14 and to introduce a part time 20mph speed limit on Belford Gardens at its junction to Queensferry Terrace.

Decision

To commence the statutory procedures to amend and introduce the Traffic Regulation Orders required for the part-time 20 mph speed limits on Queensferry Terrace and Belford Gardens as indicated in appendix 1 to the report by the Director of Services for Communities.

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

19. Polwarth Gardens – Objections to Traffic Regulation Order

Approval was sought to commence the statutory procedures to create a bus boarder adjacent to the kerbside at Polwarth Gardens. One objection had been received as part of the consultation process.

Decision

- 1) To repel the objection received to the proposals associated with the bus boarder on Polwarth Gardens.
- 2) To make the Traffic Regulation Order as advertised.

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

20. Warriston Gardens – Amendment to Parking Charges

Approval was sought to commence the statutory procedure to vary the Traffic Regulation Order governing the Controlled Parking Scheme to amend the parking charges on Warriston Gardens.

Motion

- 1) To commence the statutory procedure to vary the Traffic Regulation Order governing the Controlled Parking Scheme to amend the parking charges on Warriston Gardens.
 - 2) That parking in this section of Warriston Gardens be monitored and a report on the information gathered presented to the Transport and Environment Committee within 12 months of the change to the parking charge coming into effect.
- moved by Councillor Hinds, seconded by Councillor Orr

Amendment

To move in similar terms to the motion and that the existing maximum charge be maintained to ensure that public transport remained a financially attractive alternative to car use in line with the Council's existing policy.

- moved by Councillor Bagshaw, seconded by Councillor Booth

Voting

For the motion - 11 votes
For the amendment - 2 votes

Decision

To approve the motion by Councillor Hinds.

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

21. Lower Granton Road Realignment – Objections to Traffic Regulation Orders

Approval was sought to commence the statutory procedures to support the Lower Granton Road Realignment proposals. Five objections were received as part of the consultation process.

Decision

To repel the five objections for the reasons detailed in appendix 1 of the report by the Director of Services for Communities and make the Traffic Regulation Orders as advertised.

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

22. Traffic Regulation Order Proposal – Abbeyhill Crescent

Approval was sought to commence the statutory procedures to introduce the prohibition and parking restrictions at Abbeyhill Crescent.

Decision

To commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and parking restrictions as detailed in appendix 1 of the report by the Director of Services for Communities.

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

23. Temporary Pedestrian Crossings – Motion by Councillor Bagshaw

The following motion by Councillor Bagshaw was submitted in terms of Standing Order 16.1:

“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.”

Decision

To approve the motion by Councillor Bagshaw.

Item No 5.1 Key decisions forward plan

Transport and Environment Committee

[Period April 2013 to June 2013]

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1.	Report on issues raised by deputation at Council on BBQ's in the meadows in relation to Management Rules for Public Parks and Greenspace	4 June 2013	Ward 10	Director: Mark Turley Lead officer: David Jamieson 0131 529 7055 David.Jamieson@edinburgh.gov.uk	
2.	Urban Forestry Strategy	4 June 2013	All	Director: Mark Turley Lead officer: David Jamieson 0131 529 7055 David.Jamieson@edinburgh.gov.uk	
3.	Active Travel Action Plan - 2 Yearly Review	4 June 2013	All	Director: Mark Turley Lead officer: Reggie Tricker 0131 469 3571 Reggie.Tricker@edinburgh.gov.uk	
4.	Bike Lease Scheme and Promotion of Cycling - Motion by Councillor Mackenzie	4 June 2013	All	Director: Mark Turley Lead officer: Adam Priestley 0131 469 3593 Adam.Priestley@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
5.	Dumbiedykes Public Transport Access: Update	4 June 2013	Ward 11	Director: Mark Turley Lead officer: Ewan Horne 0131 469 3658 Ewan.Horne@edinburgh.gov.uk	
6.	Subsidised Bus Services	4 June 2013	All	Director: Mark Turley Lead officer: Len Vallance 0131 469 3629 Len.Vallance@edinburgh.gov.uk	
7.	Calders Road Pedestrian Crossing	4 June 2013	Ward 7	Director: Mark Turley Lead officer: Mike Avery 0131 529 3801 Mike.Avery@edinburgh.gov.uk	
8.	Cleanliness of the City	4 June 2013	All	Director: Mark Turley Lead officer: Lorna Faquhar 0131 529 5821 Lorna.Farquhar@edinburgh.gov.uk	
9.	Terms and Conditions for Leith Theatre Trusts' Proposed Lease of Theatre	4 June 2013		Director: Mark Turley Lead officer: Lorna Faquhar 0131 529 5821 Lorna.Farquhar@edinburgh.gov.uk	
10.	Water of Leith Flood Prevention Scheme Progress Update	4 June 2013	5,6,7,9,12	Director: Mark Turley Lead officer: Lorna Faquhar 0131 529 5821 Lorna.Farquhar@edinburgh.gov.uk	



Item No 6.1 Business Bulletin

Transport and Environment Committee

10 am, Tuesday 19 March 2013

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

Transport and Environment Committee

Convener:	Members:	Contacts
<p data-bbox="172 389 416 465">Convener Cllr Lesley Hinds</p>  <p data-bbox="172 875 395 952">Vice- Convener Cllr Jim Orr</p> 	<ul data-bbox="595 376 983 1702" style="list-style-type: none">• Cllr Robert Aldridge• Cllr Nigel Bagshaw• Cllr Gavin Barrie• Cllr Chas Booth• Councillor Deidre Brock• Cllr Karen Doran• Cllr Nick Gardner• Cllr Bill Henderson• Cllr Allan Jackson• Cllr Alex Lunn• Cllr Mark McInnes• Cllr Joanna Mowat• Cllr Ian Perry• Cllr Andrew Burns (ex officio)• Cllr Steve Cardownie (ex officio)	<p data-bbox="1080 376 1350 443">Kevin Robertson ☎ 0131 529 7310</p> <p data-bbox="1080 483 1350 551">Marie Craig ☎ 0131 529 7739</p>

Recent news

Electric Vehicle Charging Points

The City of Edinburgh Community Planning Partnership, of which the Council is a member, has been offered grant funding of £220,000 by Transport Scotland and the Office of Low Emission Vehicles (OLEV) to install Electric Vehicle Charging Points at locations within the Council's boundary.

The Partnership has assessed a considerable number of suitable Charging Point locations at various sites across the city. This has been refined to create a shortlist, which was subsequently submitted to Transport Scotland as part of the process for obtaining funding.

The shortlist includes Hermiston, Ingliston and Straiton Park and Ride sites. All three sites will receive a 21Kw 'fast' Charging Point, which can recharge a typical battery in around 2 hours. In addition, a 60Kw 'rapid' Charging Point, which can recharge a battery in around 30 minutes, will be installed at Ingliston and Straiton.

The remaining short listed Charging Points are at the East, West and North Council Neighbourhood Offices and at various sites belonging to other Partnership members.

Transport Scotland is creating a website and associated brand identity to promote Scotland's electric vehicle infrastructure. Each Charging Point will also be added to the National Chargepoint Registry (www.nationalchargepointregistry.com). In addition, the Council will publicise the availability of these charging points in advance of their commissioning.

It is expected that all Charging Points will be installed and ready for public use by 30 June 2013. There will be no fee to the public for their use until at least 2014.

Once operational, the Charging Point at Hermiston will be publicly accessible at all times, while those at Ingliston and Straiton will be available throughout the sites' operating hours (approximately 18 hours per day).

Transport Scotland has indicated that similar funding is likely to be made available in future years. Should further

Background

Transport 2030 Vision – Be environmentally friendly – reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions.

Coalition Pledge - P50 – meet greenhouse gas targets, including the national target of 42% by 2020.

Council Strategic Outcome – CO18 – Green – We reduce the local environmental impact of our consumption and production.

Council Strategic Outcome – CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.

Recent news	Background
<p>funding become available, the Partnership will consider the installation of further Charging Points at Edinburgh's Park and Ride sites.</p> <p>The Council will also investigate the scope for introducing on-street Charging Points at suitable locations in the city, such as local town centres like Leith Walk.</p>	
<p>East Coast Main Line Authorities</p> <p>The Council has joined others along the East Coast Main Line (ECML) in forming the East Coast Mainline Authorities (ECMA) 19 Authorities have confirmed their membership.</p> <p>In December 2012, ECMA presented a Statement to Simon Burns (Minister of State for Transport); this outlined the funding requirements considered necessary by the rail industry and ECMA.</p> <p>On 24 January, the second ECMA meeting took place, attended by Councillor Hinds. The Council is to convene a meeting of Scottish members, and prepare a note on its views on the Economic case/priorities for improvement on the ECML.</p> <p>Two meetings being arranged with DfT:</p> <ul style="list-style-type: none"> • Involvement in the franchise process. • Developing the business case for investment. <p>Two meetings being arranged with Network Rail:</p> <ul style="list-style-type: none"> • Initial meeting with the Technical Officers Group. 	<p>ECMA was established to provide a joined-up perspective of priorities for the ECML, beyond transport, highlighting its wider social and economic importance. By agreeing collective investment priorities, it will operate to influence re-franchising and infrastructure decisions.</p> <p>The group aims to:</p> <ul style="list-style-type: none"> • Articulate a view of the greater potential for economic growth provided by ECML. • Raise awareness of investment priorities. • Get the local government voice heard. • Strengthen its working relationship with the industry on ECML's strategic development. <p>To be achieved by:</p> <ul style="list-style-type: none"> • Forming a technical group to prepare a positioning statement. • Maintaining a statement of the group's position throughout franchising. • Developing a communications and

Recent news

Background

lobbying strategy for a collective view on the ECML.

- Developing shared evidence for use by individual authorities and groups.

Simon Burns (Minister of State for Transport), when meeting ECMA, indicated:

- Given competing priorities, the £240 million investment is already committed for 2014-19. He challenged ECMA to develop a business case for the additional £260 million it and the rail industry considers necessary to deliver eight key projects on the ECML. (Capacity relief Huntingdon North Junction-Fletton Junction possibly 4-tracking part/all; grade separation/other means for freight trains from/to March to access the GN/GE Joint Line at Peterborough independently of ECML up and down fast; Darlington, Doncaster and Peterborough area improvements; grade separate existing flat crossing at Newark by Nottingham-Lincoln lines; Ferryhill-

Recent news	Background
	<p>Newcastle capacity enhancement; Doncaster-Wakefield additional capacity)</p> <ul style="list-style-type: none"> • A commitment to work with LAs and PTEs on widening stakeholder engagement in advance of the franchise process. <p>A willingness to listen to Authorities' views on how to involve them and consider options for involvement and perhaps some risk share in franchise.</p>
<p>Update: Cultivating Communities: A Growing Challenge Allotment Strategy for the City of Edinburgh 2010-2015</p>	
<p>Actions underway to deliver the strategy objectives include:</p>	
<p>1. Ensuring adequate provision of allotments</p> <p>Additional demand for allotments in Edinburgh has reached 2,746 customers from 2,367 in 2010. Over the past eighteen months three new allotment sites have been opened, India Place, Drumbryden and Inchkeith Court. This has resulted in an increase in managed plots from 1,282 to 1,348.</p> <p>A new site at Kirkliston is scheduled to open in early spring 2013 with two additional sites at Hawkhill/Nesbit Court and Albert Street being transferred to the council allotment estate in 2014. These will collectively add a further 29 plots.</p> <p>Consultation on new allotment sites is progressing at Baronscourt (for which SfC has allocated £50k), Saughtonhall, and Salvesen Terrace.</p>	

Recent news	Background
<p>2. Encourage other forms of food growing</p> <p>The Bridgend Health Project continues to be successful, encouraging community involvement, promoting sustainability and providing new and existing allotment holders with training.</p>	
<p>3. Provide high quality allotments</p> <p>The Council is providing input into an ongoing review of design standards led by the Scottish Association of Allotments and Gardens Society with the view of agreeing a national standard.</p>	
<p>4. Ensure good administration</p> <p>A new set of allotment regulations to replace those drawn up in 1913 have been developed and are currently under consideration by the Scottish Government. We expect to have them approved by the end of 2013.</p>	
<p>5. Develop and sustain partnership working</p> <p>The Council continues to provide support in principle of the establishment and management of community growing schemes.</p>	
<p>6. Secure resources</p> <p>An additional £35,000 revenue has been secured for access improvements at seven sites and works are due for completion by March 2013.</p>	

Forthcoming activities:

The Policy Development and Review Sub-Committee will meet on Friday 10 May 2013. Papers for this meeting will be available online from Monday 6 May 2013.

The next meeting of the Transport and Environment Committee will be at 10 am on Tuesday 4 June 2013 in the Dean of Guild Court Room, City Chambers, High Street, Edinburgh. Papers for this meeting will be available online from Wednesday 29 May 2013.

Item No 7.1 Work Programme

Transport and Environment Committee Policy Development and Review Sub-Committee

May 2013 to July 2013

Title / description	Sub section	Category or type	Lead officer	Starting point	Stakeholders	Progress updates	Start date	Due date
Local Transport Strategy – feedback	To debate consultation results on parking, air quality and speed limits		John Bury		Public/Staff/Councillors	Consultation underway, concludes 17 March 2013	May 2013	December 2013
Active Travel Action Plan – review			John Bury		Public/Staff/Councillors	Consultation about to commence.	July 2013	
Community Accessible Transport			John Bury		Public/Staff/Councillors	Overarching review currently being scoped.	July 2013	

Title / description	Sub section	Category or type	Lead officer	Starting point	Stakeholders	Progress updates	Start date	Due date
"Alive After 5"	To assess the success or otherwise of the joint, with Essential Edinburgh and Marketing Edinburgh, City Centre Experience	City Centre Promotion	John Bury	Alive after Five ran throughout the 2012 Summer and Winter Festivals. Essential Edinburgh and Marketing Edinburgh commissioned a survey to measure the success of the campaign. The success or otherwise of the Campaign will dictate if the promotion will happen again.	Public/Staff/Councillors	Analysis of survey is ongoing.	January 2013	May 2013
Scottish Government Street Design Guidance Workshop			John Bury					

Title / description	Sub section	Category or type	Lead officer	Starting point	Stakeholders	Progress updates	Start date	Due date
Customer Research into Recycling Behaviours	To discuss the outcome of the research into various options including high density area recycling solutions		David Lyon		Public/Staff/Councillors	Research is currently underway.	January 2013	
Urban Forestry Strategy	To provide a overview of the new policy		David Lyon		Public/Staff/Councillors	Draft Strategy has been prepared.	January 2013	

Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders

Item number	7.2
Report number	
Wards	11 – City Centre

Links

Coalition pledges	P31 and P40
Council outcomes	CO7 and CO19
Single Outcome Agreement	SO1 , SO2 and SO4

Mark Turley

Director of Services for Communities

Contact: Alan Bowen, Senior Professional Officer

E-mail: alan.bowen@edinburgh.gov.uk | Tel: 0131 469 3509

Executive summary

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders

Summary

Two Traffic Regulation Orders and a Redetermination Order were advertised on 18 May 2012 in support of the approved Charlotte Square public realm improvements. This report advises the Committee of the representations made to the Council during the statutory consultation period and makes recommendations to address objections received.

Recommendations

It is recommended that the Transport and Environment Committee:

- 1 agrees to abandon the proposed 7.5T weight limit restriction on Hope Street;
- 2 agrees to reduce the loading prohibitions proposed on the east side of Hope Street;
- 3 notes the relaxation to allow HGVs through the Queensferry Street/Shandwick Place “bus gate” at night;
- 4 notes the responses to the objections and the steps that have been taken to address those objections, including the incorporation of traffic signals at the North Charlotte Street junction;
- 5 instructs officials to write to the Scottish Government to propose that a public hearing be held into the TRO objections and that this should be combined with the required Scottish Ministers’ review of the Redetermination Order;
- 6 delegates to the Director of Services for Communities the making of the Orders, pending decisions from the public hearing; and

- 7 notes that a further report on the proposed implementation of a 20mph speed limit on Charlotte Square and the wider residential area will be brought to Committee.

Measures of success

Resolution of objections through the public hearing process.

Enhancements to Charlotte Square which will result in a more attractive environment and better links between George Street and the West End. The proposals will also improve facilities for cyclists and pedestrians.

Financial impact

All Council costs associated with the statutory process will be recovered from the developer, as noted in the Head of Planning's decision notice issued to the developer on 8 March 2012.

Equalities impact

An Equalities and Rights Impact (ERIA) assessment concludes that while the proposed restrictions (both to moving traffic and to waiting/loading) make access to Charlotte Square less straightforward, impacting in particular on the elderly and infirm who are dependent on the private car, this is countered by a general reduction in traffic on the Square which will improve access and safety in and around the Square for all users.

The ERIA also notes that while consequential increased traffic on alternative routes would impact on the general environment and on the health and safety of the public and local residents on those routes, the anticipated impact will be very low, and again this is countered by proportionate improvements on Charlotte Square.

Sustainability impact

The proposals in this report should reduce carbon emissions in the West End of the City as the traffic modelling indicates that the proposals for Charlotte Square reduce overall traffic flows in the area. Improved facilities for cyclists and pedestrians should also contribute to this.

Consultation and engagement

Two Traffic Regulation Orders and a Redetermination Order were advertised in the Scotsman Newspaper on 18 May 2012. The three-week statutory objection period for the TRO was initially extended to four weeks, to match the RSO statutory requirement, and both periods were then extended by a further two weeks to 29 June 2012 to allow objectors additional time to prepare and lodge their objections.

Notices were maintained on-street throughout the extended objection period and letters were also sent to organisations representing persons likely to be affected by the proposals (statutory consultees); that is 34 organisations in the case of the TRO and 19 organisations in respect of the RSO.

Objectors will be notified of the Committee's decision.

Local Members have also been consulted.

Background reading/external references

The following background material is available:

- Plans showing the public realm proposals
- Documents (notices, schedules and plans) relating to the Orders
- Objection letters (edited to remove names and addresses)
- Planning application and supporting documentation
- Traffic Modelling reports/correspondence:
 - Item 1: Letter from **tie** ltd to Mr MacIntosh, 24-10-2008
 - Item 2: Letter from **tie** ltd to Mr MacIntosh, 11-04-2011
 - Item 3: Charlotte Square - Traffic Impact, SKM Colin Buchanan, 05-03-2012
 - Item 4: Charlotte Square – Signal junction at north-east corner – Modelling Note, SKM Colin Buchanan, 04-12-2012
- “*Economic impact of improvements to the public realm and commercial development and refurbishment projects at Charlotte Square*”, Economic Development, City Development

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders

1. Background

- 1.1 The Development Management Sub-Committee of the Planning Committee granted approval, on 7 March 2012, for the introduction of public realm improvements on all sides of Charlotte Square.
- 1.2 The proposed public realm measures, which are designed primarily to enhance the pedestrian and cyclist environment around the Square, require Traffic Regulation Orders (TROs) and a Redetermination Order (RSO) to be promoted.
- 1.3 The Council has promoted the Orders and received 90 objections to the TROs and 40 objections to the RSO. Those objections relate primarily to the wider-area impact of the proposals.
- 1.4 This report makes recommendations for dealing with the objections and notes that a further report on the proposed introduction of a 20mph speed limit on Charlotte Square and the wider residential area will be brought to Committee at a later date.

2. Main report

POLICY CONTEXT

Government Policy

- 2.1 Conservation areas are places of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The proper management and maintenance of conservation areas is important in cultural and economic terms, and is a crucial factor in the long-term well-being of Edinburgh's built heritage. Section 61 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that every local planning authority is required to: *"From time to time decide which parts of their district are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and to designate such areas as conservation areas"*. The New Town conservation area was first designated in 1977.

2.2 Government policy for street design is set out in *Designing Places* and *Designing Streets* policy statements. These policy documents provide advice on how Local Authorities should support placemaking through six qualities of successful places and key considerations for street design:

- distinctive - street design should respond to local context to deliver places that are distinctive;
- safe and pleasant - streets should be designed to be safe and attractive places;
- easy to move around - streets should be easy to move around for all users and connect well to existing movement networks;
- welcoming - street layout and detail should encourage positive interaction for all members of the community; and
- adaptable - street networks should be designed to accommodate future adaptation.

2.3 The policy encourages Local Authorities to develop its own guidance on design and delivery to ensure that local requirements are recognised. The Council has provided guidance on street design since the 1990s with the Edinburgh Streetscape Manual and the Edinburgh Standards for Streets review in 2007. Co-ordinating the delivery of street design was central to this guidance. This is done through the Edinburgh Public Realm Strategy.

Edinburgh Public Realm Strategy

2.4 The Council approved its Public Realm Strategy in 2009. The strategy builds on principles set out in the *Edinburgh City Local Plan*, the *Local Transport Strategy*, the *Edinburgh Standards for Streets* and other initiatives relating to open space and street design. The strategy is reviewed annually and the latest report to the Planning Committee on 1 March 2012 provided an update on the initiatives identified in it.

2.5 The strategy looks to raise awareness of the significance of public realm and it sets out five reasons to invest in it. They are economic growth and inward investment; tourism; place-making; social inclusion and accessibility; and sustainability, health and well-being. Amongst other things, these reasons recognise that the quality of the city's environment and the city's economic success are closely linked.

2.6 The strategy discusses the benefits of investing in public realm and introduces an Action Plan which sets priorities for investment in projects and initiatives that will help to implement and fulfil the strategy. Charlotte Square is highlighted as one of those priorities.

- 2.7 The intention is that the Action Plan should remain flexible and it is acknowledged that the plan will evolve, not least to reflect available funding. Funding streams are more limited than they have been in the past, making it all the more important to respond to local, development-led opportunities.
- 2.8 A key strand of the Council's economic strategy, published in 2012, is to support investment in the public realm of the city. Again this recognises that improved public realm enhances the appearance and ambiance of the city centre, helps to make Edinburgh more competitive, supports the retail and business environment and provides a setting for Edinburgh's world class built heritage. The strategy states, "*High quality infrastructure and public spaces are vital to Edinburgh's continuing competitiveness*".
- 2.9 A range of research, including *The Value of Public Spaces* review undertaken by the Commission for Architecture and the Built Environment (CABE) and a survey undertaken by Glasgow City Centre Partnership following public realm improvements in 2001, supports this position.
- 2.10 At a local level, investing in public realm improvements helps to bring change to the city's spaces. Changing the balance of priority between pedestrians and vehicles, by increasing public space and access for pedestrians, was highlighted in the Gehl Architects study of 2010 as a way of improving the city centre environment. A further commitment was made by the Council to review opportunities around Charlotte Square in the *City Centre and Princes Street Public Realm* report to Policy and Strategy Committee in February 2011.
- 2.11 The Council continues to assess the value and benefits of changes to public realm in Edinburgh. The findings of a recent report prepared for the Grassmarket were reported to the Council's Planning Committee in October 2012.

Charlotte Square Public Realm

- 2.12 The design for the public realm improvements for Charlotte Square was developed to support the architectural values of one of Europe's finest squares. The proposal was granted planning permission in November 2011, following the approval of the redevelopment of the National Trust for Scotland offices on the south side of the Square.
- 2.13 While the Council have identified Charlotte Square as a priority in the public realm strategy Action Plan, progress is very much funding dependent. The developer investment in Charlotte Square provides an opportunity to bring forward that work now, with the added benefit that approximately 75% of the cost would be borne by the private sector.

- 2.14 The proposed scheme will bring amenity and environmental benefits from the enhancements and changes to the layout of the Square. The proposed scheme would:
- increase pedestrian space with widened footways on the garden side;
 - improve pedestrian movement and access to the garden area at the centre of the Square;
 - increase cycle provision and improve the links for the national cycle route/family cycle network through the city centre;
 - replace and upgrade the street lighting to reflect the requirements of the Sustainable Lighting Strategy for Edinburgh;
 - upgrade the paving materials using natural stone to reflect the requirements of the Public Realm Strategy;
 - reduce the width of the carriageway and regulate existing traffic movements so that the Square would be more pedestrian dominated;
 - increase permeability between the Square and boutique shops and restaurants of the west end; and
 - improve connections to Princes Street and George Street.
- 2.15 These infrastructure improvements demonstrate a significant improvement to the quality and amenity of the space for users and wider benefits to the city centre.
- 2.16 Economic benefits should result from this investment. It is expected to stimulate further investment in improving the building stock in Charlotte Square and surrounding streets, which in turn would increase employment prospects and investments. It is estimated that the projects that are able to be quantified will support 1,367 jobs and £183M of gross value added (GVA) between 2012 and the late 2010s.
- 2.17 Organisers of the Edinburgh International Book Festival, which generates an estimated £5M annual boost to the Edinburgh economy, have recorded their support for the project. They suggest that the increase in public space and the generally improved amenity would help increase footfall at the Festival, bringing further benefits to local businesses.
- 2.18 These issues are discussed in greater detail in the paper "*Economic impact of improvements to the public realm and commercial development and refurbishment projects at Charlotte Square*", which was prepared by officials in the Economic Development section and which is available as a background document.

THE STATUTORY PROCESS

- 2.19 Under the Roads (Scotland) Act 1984, a roads authority may determine the means by which the “*public right of passage*” over a public road, or over any part of it, may be exercised. The legislation distinguishes between passage by foot, by pedal cycle and foot, and by vehicle other than pedal cycle. A RSO is the mechanism by which that right of passage may be changed and an order is required, in this instance, to change the use of areas of carriageway to footway or cycle track and to change areas of footway to cycle track.
- 2.20 Associated with these proposed changes of use of the public road, the TROs are then required to reconfigure traffic flows and amend waiting/loading facilities around the Square.
- 2.21 To make a TRO, in exercise of its powers under the Road Traffic Regulation Act 1984, a local authority has a duty under Sub-section 122(1) of the Act to “*secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off ... the road*”.
- 2.22 In discharging that duty, the authority must have regard to all of the “*specified matters*” identified in Sub-section 122(1). These specified matters are wide-ranging and include “*the effect on the amenities of any locality affected*” and “*any other matters appearing to the local authority to be relevant*”. This is discussed in greater detail in Appendix 2.
- 2.23 The TROs and RSO required to support the approved public realm proposals were advertised on 18 May 2012. The objection period was extended to 29 June 2012 to allow objectors additional time to prepare and lodge their objections. The objections are summarised in Appendix 1 to this report.
- 2.24 Objections to the waiting and loading restriction elements of the TROs must be referred to a public hearing which should be conducted by an independent reporter, appointed in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999. Given the very general nature of the majority of the objections, and in the interests of open debate, it is recommended that all of the objections to the TROs be referred to that hearing.
- 2.25 In accordance with the requirements of the Roads (Scotland) Act 1984, all objections to a RSO must be referred to Scottish Ministers.
- 2.26 Rather than undertake two separate reviews of essentially the same issues, it is recommended that the Council writes to the Scottish Government to propose that the public hearing reporter should also consider the RSO objections and report back to Ministers as necessary. It is considered that a conjoined hearing process would be the most efficient and effective way of addressing the objections.

- 2.27 If Members accept the recommendations in this report, officials will liaise with the Scottish Government to arrange the necessary review by Ministers and/or public hearing at the earliest opportunity. A further report on the outcome of that process will then be brought to Committee.

SUMMARY OF OBJECTIONS

- 2.28 Of the 90 objections to the TROs and 40 objections to the RSO received by the Council, the majority are couched in general terms. Objectors are concerned that the proposed changes to the traffic management arrangements in and around Charlotte Square will encourage general through-traffic to use alternative routes, increasing traffic, noise and pollution on those routes and threatening the structural integrity of properties. The Randolph Crescent to St Colme Street route is a particular concern but some objectors also consider that the problems will extend over a much wider area, including Drumsheugh, Stockbridge and Inverleith. The objections are summarised in more detail in Appendix 1.
- 2.29 A significant number of the TRO objections relate to the proposed 7.5T weight limit on Hope Street, which objectors consider will encourage heavy goods vehicles to use alternative routes, increasing traffic, noise and pollution on those routes as a consequence. Again, the Randolph Crescent to St Colme Street route is a particular concern to objectors.
- 2.30 A number of the objectors suggest that the proposals pre-empt and possibly prejudice future city-centre plans, both from a planning and a transport perspective.
- 2.31 A few objectors question the sufficiency and legality of any assessments undertaken to establish the impact of the proposed traffic measures on the wider road system and on the residents of impacted streets. In a follow-up exchange of correspondence with officials, one objector also questions whether the Council is meeting its obligations under the "*precautionary principle*".

RESPONSE TO OBJECTIONS

- 2.32 A number of traffic modelling studies have been undertaken in recent years to assess the impact under different scenarios of both the Tram project and the Charlotte Square public realm proposals on the surrounding road network, in particular the Randolph Crescent to St Colme Street route.
- 2.33 An initial study (*Background Papers – Traffic Modelling: Item 1*), which was commissioned by *tie* Ltd in 2008 to investigate the impact of the Tram project requirement to ban general through-traffic on Shandwick Place, showed that there would be a net two-way increase, over the pre-Tram situation, of approximately 369 vehicles per hour in the AM peak on the Randolph Crescent to St Colme Street route.

- 2.34 To address objections to the Tram TROs (TRO1) and mitigate the impact of the Shandwick Place restriction, a decision was taken in 2010 to open Hope Street eastbound to general traffic.
- 2.35 That scenario, which also takes account of the intention to reinstate a banned left-turn from North Charlotte Street to St Colme Street, was modelled in 2011. The study (*Background Papers – Traffic Modelling: Item 2*) shows a net two-way increase over the pre-Tram situation of approximately 20 vehicles per hour in the AM peak on the Randolph Crescent to St Colme Street route.
- 2.36 This represents just 10 vehicles per hour more in each direction over the pre-Tram scenario, so the impact under the revised and final Tram proposals is very much reduced from that which was predicted in the 2008 study noted in 2.32. While this much-reduced impact reflects the principle that traffic displaced from Shandwick Place will disperse across the whole of the network — there are increased flows on the West Approach Road, for example — the reinstatement of the left-turn ban from North Charlotte Street is also significant in helping reduce any direct impact on the Randolph Crescent to St Colme Street route.
- 2.37 The traffic impact study for the Charlotte Square public realm proposals (*Background Papers – Traffic Modelling: Item 3*), which was undertaken by SKM Colin Buchanan in March 2012 and which was submitted with the planning application, shows a net two-way increase of 50 vehicles per hour in the AM peak over the pre-Tram scenario. This represents just 15 vehicles per hour more in each direction over the Tram project impact noted in 2.35.
- 2.38 The modelling has therefore shown that the projected increase in traffic volumes on the Randolph Crescent to St Colme Street route as a consequence of either project is relatively low; Tram adds 10 vehicles per hour in each direction in the morning peak and Charlotte Square adds a further 15 vehicles per hour. Notwithstanding this, it is recognised that any increase is a concern to residents and ways to reduce that impact have been investigated.
- 2.39 The projected increase in traffic on the Randolph Crescent to St Colme Street route is triggered by three particular elements of the proposals. These are the removal of the two-way system on the south side of the Square, the introduction of an uncontrolled junction between Charlotte Square and North Charlotte Street (where traffic on the Square must give way to the main north-south route), and the proposed 7.5T weight restriction on Hope Street. All of these features discourage through-traffic on the Square, particularly in the peak periods.

- 2.40 An option retaining the two-way system on the south side of the Square was examined but there are a number of disadvantages with that which it is considered would undermine the benefits of the public realm proposals:
- it would require a traffic signal installation, with associated hardware, at the south-east corner of the Square;
 - the space for two running lanes could be created by reducing the width of the pedestrian/cycles shared use area. However, while the current proposal provides sufficient width to allow the difference in level between the Square and the road (currently three steps) to be largely graded out, any reduction in available width would reduce the opportunity to do this. Any change would also require the RSO to be re-advertised;
 - the width of the shared use area could be maintained and the second traffic lane could be established by removing kerbside parking. However, that would have a serious impact on access to and serviceability of adjacent properties and would require a new TRO to be promoted, which again could generate new objections; and
 - the introduction of two running lanes for traffic would impact on pedestrian links between the frontage footway and the Square.
- 2.41 Consideration was then given to incorporating traffic signal control at the Charlotte Square - North Charlotte Street junction, by way of facilitating through-traffic on the Square.
- 2.42 This has been modelled (*Background Papers – Traffic Modelling: Item 4*) and it shows that there is little difference between flows (a single digit difference in one-hour two-way AM flows) on the Randolph Crescent to St Colme Street route with and without the revised public realm scheme in place.
- 2.43 In other words, by signalling the Charlotte Square - North Charlotte Street junction and so facilitating through-traffic on the Square, the impact of the public realm scheme on the Randolph Crescent to St Colme Street route is virtually eliminated.
- 2.44 Signalising the junction also allows improved (controlled) crossing facilities for both pedestrians and cyclists to be introduced at the junction.
- 2.45 With the exception that it also requires a new traffic signal installation, with associated hardware, this modification has none of the disadvantages of the alternative proposal described in 2.39 and is therefore recommended.

- 2.46 The scheme, as advertised, would support the Council's Active Travel Action Plan by preserving the existing National Cycle Network Route 1 and by complementing plans to develop a Family Cycle Network. Both Spokes and the Cycle Touring Club Lothians & Borders were generally supportive of the proposals as they reflect their comments regarding the protection of cycle access and improving crossing points in and around the Square.
- 2.47 This proposed revision at the North Charlotte Street junction would maintain the planned cycling facilities around the Square, particularly on the south side, and would further enhance the benefits to cyclists at that junction, as noted in 2.43.
- 2.48 It is also recommended that the proposed 7.5T weight restriction on Hope Street be abandoned. This would address the general concerns about HGV re-routings and resolve an operational constraints issue identified by Lothian Buses.
- 2.49 Some of the objectors note that a call for a similar weight restriction to be introduced on the Randolph Crescent to St Colme Street route was rejected by the Council.
- 2.50 This is a reference to the report, *Edinburgh Tram – West End Traffic Management*, considered by the Transport, Infrastructure and Environment Committee on 5 May 2009. This addressed a number of options to mitigate the impact of the Edinburgh Tram Network on that area of the city.
- 2.51 Amongst the measures considered at that time was the introduction of an HGV ban. The report noted that, as it was not practical to install a self-enforcing physical restriction, any ban would depend on signs alone and on police enforcement of those signs. This was not a situation which the police were able to support, as they felt that it placed unrealistic expectations on their resources, so the recommendation was that an HGV ban should not be implemented.
- 2.52 However, the report suggested that consideration could be given to allowing HGVs through the Queensferry Street/Shandwick Place junction “*bus, taxi and cycle only*” restriction at night, thereby encouraging overnight HGVs away from the Randolph Crescent to St Colme Street route.
- 2.53 That option has been reviewed as part of the Charlotte Square proposals and it has been included in the draft Orders. There have been no objections to that element of the draft Orders and it will remain.
- 2.54 Following a meeting with an affected business, it has been agreed that the proposed loading prohibition on the east side of Hope Street is overly restrictive. It is recommended that it be reduced to extend for a length of 10 metres from its junction with Charlotte Square.

- 2.55 With regard to the pre-emption and possible prejudicing of future city-centre plans, it is considered that the revised design would protect future transport options. Furthermore the proposals generally would not prejudice any future plans for Charlotte Square from a planning perspective.
- 2.56 On the matter of the sufficiency and legality of any assessments undertaken, the City of Edinburgh Council notes that the primary requirement for environmental impact assessments under European legislation stems from Directive 2011/92/EU (the EIA Directive). In the context of the promotion of TROs and RSOs, the City of Edinburgh Council considers that any requirements are met by adherence to the procedures set down in the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.
- 2.57 Officials further consider that the traffic modelling referred to in 2.32 is both comprehensive and credible and note that it has helped identify a number of actions to mitigate any wider-area impacts.
- 2.58 With regard to the "*precautionary principle*", Appendix 2 explains the background to the concept and gives a definition of the principle. Officials hold the view that the principle is addressed in the context of the Charlotte Square project and Appendix 2 develops the reasons for holding that view.
- 2.59 As reported to the Transport, Infrastructure and Environment Committee on 18 June 2012, it is considered that a 20mph speed limit on the south, west and north legs of Charlotte Square, together with Glenfinlas Street and Hope Street, would augment these proposals by assisting pedestrian and cycle movements around the Square. The matter was continued at that Committee.
- 2.60 The Council is currently consulting on the New Local Transport Strategy and is seeking views on how to proceed with a number of transport-related issues, including 20mph limits, over the next five years.
- 2.61 The 20mph proposals will be reviewed in light of the consultation feedback and a further report on the implementation of a 20mph speed limit on Charlotte Square and the wider residential area will be brought to Committee at a later date.

MEETING WITH OBJECTORS

- 2.62 The Transport Convener chaired a meeting with objectors in the Council Chambers on the evening of 4 February 2013, at which officials presented a summary of the objections and the proposed revisions to the scheme. Traffic modelling which was undertaken to establish the impact of these revisions was also presented.
- 2.63 The meeting accepted that the proposed revisions to the scheme — the abandonment of the 7.5T weight restriction on Hope Street and the signalisation of the North Charlotte Street junction — were beneficial and should be adopted.

- 2.64 However, concerns were expressed that by restricting tests to the morning and evening peaks the traffic modelling is not truly representative of the situation, the argument being that in the peak hours increases in traffic are constrained by the already high peak-level volumes.
- 2.65 To address these concerns a meeting will be arranged between the traffic modellers and representatives of the Moray Feu Traffic Sub-committee to discuss extending the tests to show 24/7 impacts.
- 2.66 Some discussion took place about specific elements of the design and a commitment was given to review the pedestrian crossing facilities at the south-west corner of the Square (the Hope Street junction).
- 2.67 Two other issues were raised at the meeting. These will be pursued separately. and further reports will be brought to Committee in due course. They are:
- Officials were asked to consider reversing the one-way system on Young Street, by way of addressing a perceived “rat-running” problem; and
 - Noting continued police concerns about enforcement of Heavy Goods Vehicle (HGV) bans, officials were asked to investigate methods of self-regulation of HGV restrictions, with a view to the possible introduction of such a measure on the Moray Feu corridor.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee:
- 3.1.1 agrees to abandon the proposed 7.5T weight limit restriction on Hope Street;
 - 3.1.2 agrees to reduce the loading prohibitions proposed on the east side of Hope Street;
 - 3.1.3 notes the relaxation to allow HGVs through the Queensferry Street/Shandwick Place “*bus gate*” at night;
 - 3.1.4 notes the responses to the objections and the steps that have been taken to address those objections, including the incorporation of traffic signals at the North Charlotte Street junction;
 - 3.1.5 instructs officials to write to the Scottish Government to propose that a public hearing be held into the TRO objections and that this should be combined with the required Scottish Ministers’ review of the RSO;
 - 3.1.6 delegates to the Director of Services for Communities the making of the Orders, pending decisions from the public hearing; and
 - 3.1.7 notes that a further report on the proposed implementation of a 20mph speed limit on Charlotte Square and the wider residential area will be brought to Committee.

Mark Turley

Director of Services for Communities

4. 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. P40 - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage.
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration. 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	SO1 - Edinburgh's economy delivers increased investment, jobs and opportunities for all. SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health. SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1: Summary of TRO and RSO Objections Appendix 2: Local Authority Duties

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

Appendix 1

No		Comment/Objection
1	TRO/RSO	Supports proposals as something that will enhance the condition and standing of the Square. Notes that it will secure the Square as one of the premier financial office addresses in Britain and support and enhance the Edinburgh Book Festival attraction.
2	TRO	Lothian Buses object on the grounds that the 7.5T weight restriction on Hope Street would present a serious operational constraint to their service in the event that they were required to identify alternative/contingency routes. They request that they be exempted from the restriction.
3	TRO/RSO	Objects on the grounds that the 7.5T weight restriction on Hope Street will prevent daytime deliveries to their business.
4	TRO	Spokes support the proposals in principle but seeks clarification on a number of issues. Note that Spokes would object if the parking proposals would obstruct cycle access to the alleys on either side of West Register House or if the right-turn out of the Square at the NE corner was not permitted.
5	TRO	The Cycle Touring Club (CTC) support the proposals in principle but note that CTC object if adequate provision for cyclists to cross safely from the Square to George Street has not been made, either at the NE corner of the Square or opposite George Street.
6	TRO/RSO	<p>The West End businesses recognise the benefits any improvements to Charlotte Square might bring to the area as a whole but object on a number of grounds. Concerned about the impact any restrictions on the Square generally and on Hope Street in particular will have on the wider area transport needs and notes that the proposals would only add to the pressures placed on Queensferry Street by the Central Edinburgh Traffic Management scheme which was implemented previously.</p> <p>Note that a weight restriction on Randolph Crescent had been rejected by the Council previously, so question support for any such proposal for Hope Street. Consider that this project should not be undertaken in isolation from the <i>Jan Gehl</i> wider City Centre Pedestrianisation vision.</p>
7	TRO/RSO	<p>The George Street Association recognise the benefits any improvements to Charlotte Square might bring to the area as a whole but object on a number of grounds. Concerned about the impact any restrictions on the Square generally and on Hope Street in particular will have on the wider area transport needs and notes that the proposals would only add to the pressures placed on Queensferry Street by the Central Edinburgh Traffic Management scheme which was implemented previously.</p> <p>Note that a weight restriction on Randolph Crescent had been rejected by the Council previously, so question support for any such proposal for Hope Street. Consider that this project should not be undertaken in isolation from the <i>Jan Gehl</i> wider City Centre Pedestrianisation vision.</p>
8	TRO	<p>Objects on a number of grounds. Considers the Statement of Reasons supporting the Orders to be inaccurate, misleading and contradictory. Concerned that the reduction of road space on the Square and the proposed 7.5T weight restriction will force general traffic, and HGVs in particular, onto Randolph Crescent and Great Stuart Street.</p> <p>Considers that the Council is supporting development over the needs of the local community, both residential and retail, and suggests that this runs contrary to a number of pledges laid down in the Council's "<i>New Contract With The Capital</i>". Very concerned about the wider-area environmental and health implications of the proposals on residents in particular.</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

9	RSO	<p>Objects on a number of grounds. Concerned that the propose changes will drastically limit access to the Square, forcing traffic into residential areas of the World Heritage Site in the New Town, and notes that this will impose a very real health risk on residents.</p> <p>Considers the supporting documentation, particularly the traffic impact reports, to be incomplete and calls for the release of all relevant data and for additional time to consider any further information. Questions how this proposal marries with other public realm and pedestrianisation initiatives on George Street and Princes Street and calls on the Council to develop a co-ordinated overall plan.</p>
10	RSO	<p>Supports any measure which looks to improve the quality of materials and lighting on the Square.</p> <p>Objects on the grounds that both the proposed road narrowing around the Square and the 7.5T weight restriction on Hope Street will force traffic through the mainly residential west end and New Town streets within the World Heritage Site, particularly when events require the temporary closure of Princes Street. Suggests that the Council do not follow Defra guidelines when calculating nitrogen dioxide levels and suggests that if they did the levels would be above EU maximum permitted levels.</p>
11	TRO	<p>Objects on the grounds that the Council has already “<i>sanitised</i>” trunk routes and largely commercial streets including West Maitland Street, Shandwick Place and Princes Street and considers that this proposals does to same to the Square. Objects to this on the grounds that it requires traffic to be “<i>decanted</i>” through largely two-lane residential streets with consequential negative impact on the environment and on health.</p> <p>Claims that annual pollution levels are higher than EU recommended levels and notes concern that the EU does not differentiate between commercial and residential streets. Calls for a Public Enquiry to investigate health, safety and environmental effects before any further proposals, including pedestrianisation of Princes Street, are considered.</p>
12	TRO	<p>Critical of the quality of documentation provided for scrutiny and critical of the Council’s “<i>administration</i>” concerning thinking on “<i>traffic flows</i>”. Objects to the re-routing of HGVs along “<i>domestic streets in the Moray Feu</i>”.</p>
13	TRO	<p>Objects primarily on the grounds of the “<i>cumulative effect</i>” of this order which he considers to be “<i>the latest in a series of TROs</i>” which “<i>pose a significant threat to public health</i>”.</p> <p>Notes that previous TROs impacted on the St Colme Street, Great Stuart Street, Randolph Crescent corridor, which are all part of the World Heritage site, but now also concerned about Drumsheugh, the West End generally, Stockbridge, Inverleith and “<i>further afield</i>” as a result of “<i>decanting</i>” traffic from former main routes.</p> <p>Notes that the 7.5T weight restriction will have the worst effect in this regard.</p> <p>Suggests that environmental services officials have conceded that air quality limits have “<i>already</i>” been exceeded and recommends that these proposals be rejected until “<i>the clear and undeniable increases in pollution in residential streets is addressed</i>”.</p>
14	TRO	<p>Objects on the grounds that the one-way restriction and weight restriction will cause traffic to divert through adjacent residential streets with consequential “<i>degradation of environment and denial of amenity</i>”. Considers that this will severely degrade the residential environment and damage the health of residents.</p> <p>Suggests that current NO₂ levels on the façade of 14 Great Stuart Street</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		exceed EU permitted levels by 10% and notes that this proposal will only increase noise and pollution for his family.
15	TRO	Objects on the grounds that the proposals will displace heavy traffic onto Randolph Crescent with consequently detrimental impact on roads, through wear and tear, and on buildings, through vibration, thereby failing to maintain the World Heritage status of residential streets.
16	TRO/RSO	<p>Objects to the RSO on a number of grounds. Considers that any increase in pavement and cycle space is unnecessary and a waste of money. Concerned that the consequential narrowing of road space, and the weight restriction, will cause traffic congestion on the wider road network. Questions the level of consultation, particularly at the planning stage.</p> <p>Objects to the TRO on a number of grounds. Questions why Charlotte Square is given preferential treatment over other areas of the World Heritage site and notes that the Council have a duty to protect all World Heritage areas. Concerned about the impact of displaced traffic on other areas and suggests that any restrictions on traffic should be applied across the World Heritage area as a whole.</p>
17	TRO	<p>Objects to the TRO on the grounds that the Square is being treated preferentially and asserts that any measures to reduce generally traffic and HGVs should be applied throughout the World Heritage site.</p> <p>Notes that properties in the Moray Feu were not built to withstand the “<i>weight, speed and pollution</i>” of today’s traffic and that the Council have a duty to protect all of its heritage areas.</p> <p>Concludes that it is unacceptable that any improvements on the Square will disadvantage other areas and suggests that alternatives solutions be sought.</p>
18	RSO	<p>Objects to the RSO on the grounds that the increases in pavement area or cycle space “<i>are unnecessary and would be a waste of money</i>” noting that even in busy periods — the Book Festival is cited — there are no problems.</p> <p>Notes that the consequences of any such changes are “<i>enormous</i>” in that they will inevitably force traffic onto adjacent streets leading to “<i>traffic jams</i>”.</p> <p>Questions the validity of the planning process and the sufficiency of the consultation which went with it.</p>
19	TRO	<p>The Moray Feu object on a number of grounds and makes a number of general comments.</p> <p>Note that the proposals are designed to achieve changes in traffic type and traffic volume on the Square, all of which will be displaced into adjacent residential areas. Note that this is in effect shifting the main city centre commercial thoroughfare from Princes Street to Great Stuart Street. Accept that the proposal to allow HGV night-time access through the bus gate between Queensferry Street and Shandwick Place would redress this to a degree but asserts that it is insufficient.</p> <p>Suggest that Council figures show that air pollution has increased “<i>by amounts that are understood to have serious health impacts</i>” and note that the Council have yet to measure noise despite repeated requests.</p> <p>Suggest that any analysis done by the Council on air quality needs to be re-appraised in light of recent WHO pronouncements about links between diesel exhaust fumes and health.</p> <p>Question the validity of the traffic modelling and the quality of consultation and asserts that no environmental or health impact assessment has been undertaken.</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		<p>Call for the TRO to be rejected, for the traffic modelling to be made available for scrutiny, and for an “adequate” environmental and health impact assessment to be undertaken.</p> <p>In subsequent correspondence the objectors note that the traffic modelling report presented to the Planning Committee on 22 February 2012 in support of the scheme did not include the 7.5T weight restriction. Cite that report and note that any claim that the proposals would have “no material impact” is invalid in light of that omission.</p> <p>Also note that a similar request for a weight restriction on the Moray Feu was rejected by the Council in 2009 and that Lothian and Borders Police (LBP) have confirmed that their concerns about weight limit restrictions apply across the board.</p> <p>Assert that the Council has failed to ensure that appropriate modelling has been undertaken and to ensure that adequate environmental, health and road safety impact assessments have been conducted.</p> <p>Call for the Moray Feu HGV ban to be revisited in light of the fact that LBP did not object to the Hope Street proposal.</p>
20	TRO/RSO	<p>The Moray Feu reiterate much of (18) but also raise issues specific to the Redetermination Orders (RSOs).</p> <p>Cite the Statement of Reasons and questions how an acre of additional space can be created for pedestrians and cyclists without reducing the permeability of the area for vehicles. Suggest that this is also incompatible with the supporting Traffic Orders (TROs) which look to restrict traffic.</p> <p>Note that the proposals ensure that traffic will divert through the residential areas of the New Town, including the Moray Feu and questions why the prevention of environmental degradation of a non-residential area should take precedence over that of a residential area.</p> <p>Further argue that the detrimental impact of traffic is greater on the residential streets, and adjacent buildings, which are not designed to accommodate such high volumes of traffic and asserts that the residential streets are “<i>known to be geologically less stable than Charlotte Square</i>”.</p> <p>Call for the RSO to be rejected and for the plan to be revised to give equal weight to the residential areas.</p>
21	TRO/RSO	<p>Objects to the TRO on the grounds that the benefits are based on a very abstract and superficial analysis, that the weight restriction will divert traffic from the non-residential Square to residential streets including Randolph Crescent, Great Stuart Street and Ainslie Place, and that the HGV evening relaxation of the bus gate between Queensferry Street and Shandwick Place is unlikely to work without a supporting restriction at Randolph Crescent.</p> <p>Objects to the RSO on the grounds that they will compromise three of the most attractive features of the Square, namely the historic continuity of the Square, the total absence of demarcation signs and road markings, and the existence of continuous elevated pavement around three sides of the Square.</p>
22	TRO	<p>Objects on the grounds that the traffic restrictions on the Square, in particular the 7.5T weight limit, will only serve to divert traffic through Randolph Crescent, Great Stuart Street, Ainslie Place and St Colme Street.</p> <p>Notes that these streets are essentially residential and are already subject to high levels of atmospheric pollution, noise and vibration which have degraded</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		<p>the environment and are an established danger to health and concludes that this proposal will exacerbate that situation.</p> <p>Calls for the proposals to be rejected on the grounds that they take inadequate account of the further impact on city centre residents.</p>
23	RSO	-do-
24	TRO	<p>Objects on a number of grounds. Questions why people of all ages in residential areas should suffer detrimental environmental, health and safety consequences, to benefit commercial areas.</p> <p>Notes that this has already happened with the tram-related diversions and highlights the impact that has had on the area in terms of noise, pollution and general disruption. Asserts that the restrictions on the Square will cause yet more traffic to divert through the likes of Great Stuart Street, Dundas Street, Randolph Crescent, Howe Street, Stockbridge, Inverleith, and other areas, with consequent further detrimental impact.</p> <p>Also very concerned about the long-term impact of traffic-related vibration on the structural integrity of properties in the World Heritage site. Notes that self-financed repairs to windows have brought little relief and feels that residents may be compelled to seek “<i>ameliorative steps</i>” to counter noise pollution.</p>
25	TRO	<p>Objects on the grounds that “<i>heavy traffic</i>” will be diverted through this residential area (Forres Street) degrading the environment and causing damage to residents’ health.</p> <p>The objector chose to live in the area for “<i>environmental reasons</i>” and considers that the “<i>higher rate of tax</i>” the property attracts “<i>should be respected</i>”.</p>
26	TRO/RSO	<p>The New Town and Broughton Community Council (NTBCC) object to the narrowing of the road, the introduction of a one-way system and the 7.5T weight limit, and to the loss of parking and waiting spaces on a number of grounds. Support the proposal to allow HGV night-time access through the bus gate between Queensferry Street and Shandwick Place.</p> <p>Note the importance of the Square as the intersection of main east/west and north/south arterial routes through the West End and note that this is all the more important in light of the tram-related ban on traffic on both Princes Street and Shandwick Place.</p> <p>Note that the proposals for the Square would effectively negate “<i>the sole mitigation measure of any significance</i>” — re-opening Hope Street eastbound to general traffic — which was introduced to address objections to the tram traffic orders (TRO1).</p> <p>Note that the Council have repeatedly refused requests from the Moray Feu for a night-time HGV ban on the Ainslie Place/Great Stuart Street route and call for elected members to reconsider that and for the interests of residents to be weighed appropriately against those of the commercial sector.</p> <p>Fear that the proposals are premature and assert that they need to be considered in the context of a general review of city centre traffic, taking into account the impact of trams and the Gehl review. Concerned that implementing these Orders would limit the options of any future general traffic review.</p> <p>Feel that a return to a two-way system on the south side of the Square and on Hope Street would be preferable to the one-way gyratory proposed, noting that this would still allow the north and west sides of the Square to be kept largely traffic free.</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		<p>Consider that it would be prudent to maintain a two-way option as there may be a demand, longer-term, to route buses along George Street through the Square onto Queensferry Street on a more permanent basis. Also note that the weight restriction would prevent heritage buses from touring the area.</p> <p>Concerned that amendments to waiting restrictions on the Square, Glenfinlas Street and Hope Street would again be premature in the context of any future reviews of parking, city-wide.</p>
27	TRO/RSO	<p>Objects to proposals on a number of grounds.</p> <p>Considers that the Council has failed to fulfil commitments and principles, chiefly to maximise quality of life for the city's residents, first identified in the <i>Edinburgh City Centre Strategy and Action Plan</i> which was produced by the City Centre Management Company in 2003.</p> <p>Notes that while traffic calming has increased elsewhere traffic volumes have increased on Great Stuart Street in recent years with corresponding increases in pollution, noise and vibration, all of which affect health and the structural integrity of buildings. These proposals for the Square will exacerbate that.</p> <p>Suggests that NO₂ levels on Great Stuart Street might be the highest in Edinburgh and feels this is a particular problem for families living on lower levels where NO₂ will accumulate. Considers that the street "<i>has been turned into one of the most hazardous places to live in Edinburgh.</i>"</p> <p>Notes that noise levels "<i>equivalent to a jet-powered helicopter</i>" have been identified and considers that this can only be addressed by reducing traffic flow.</p> <p>Notes that houses in the area are founded on padstones laid in shallow foundations and, as such, suggests that they are not built to withstand vibration levels generated by the current volumes of traffic.</p> <p>Considers that the "<i>traditional routes</i>" through the West End — Princes Street/Shandwick Place and Lothian Road/Queensferry Street — are not currently available and suggest that the proposals for the Square will "<i>aggravate an already dangerous situation in Great Stuart Street.</i>"</p> <p>Of primary concern is the health and safety of residents and considers it possible that current legislation is not being met in that regard. Believes that "<i>it would be reckless to aggravate an already life-threatening situation</i>" and suggests that a "<i>significant rethink of Edinburgh's traffic system</i>" is required.</p>
28	TRO/RSO	<p>Objects on the grounds that proposals will force more traffic, particularly HGVs, through the Moray Feu. Considers that more needs to be done to protect roads and buildings in the New Town, particularly the largely residential Moray Feu.</p>
29	TRO	<p>Objects on the grounds that the proposals will divert more east/west traffic into largely residential adjacent streets, over and above that already diverted by the tram project.</p> <p>Very concerned about the consequential "<i>destruction of the environment</i>", noting in particular the increase in pollution and traffic noise. Notes that it is "<i>becoming increasingly dangerous</i>" to walk in the area and cross the street, particularly for children and the elderly. Notes that the fabric of the road surfaces and of buildings is visibly deteriorating as a consequence of vibrations produced by traffic, particularly heavy vehicles.</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

30	RSO	<p>Objects on the grounds that the proposals will divert more east/west traffic into largely residential adjacent streets, over and above that already diverted by the tram project.</p> <p>Very concerned about the consequential “<i>destruction of the environment</i>”, noting in particular the increase in pollution and traffic noise. Notes that it is “<i>becoming increasingly dangerous</i>” to walk in the area and cross the street, particularly for children and the elderly. Notes that the fabric of the road surfaces and of buildings is visibly deteriorating as a consequence of vibrations produced by traffic, particularly heavy vehicles.</p>
31	TRO/RSO	<p>Objects on a number of grounds.</p> <p>Considers the Square to be an essential part of the east-west and north-south road network and that the proposals will divert traffic from commercial areas into the residential areas of the New Town, Heriot Row, and the Moray Feu in particular. Considers that those streets and buildings were not designed “<i>to take increased and commercial traffic</i>”.</p> <p>Considers that the increased pollution and noise presents risk to the residents, a significant proportion of whom are either elderly or very young.</p> <p>Considers that the plans will “<i>degrade the quality of unique residential areas</i>” and the measures will disconnect homes from gardens and present significant safety hazards.</p>
32	TRO	<p>Considers introducing any measure which diverts heavy traffic onto residential streets “<i>without a consultation</i>” to be unacceptable.</p> <p>Considers that many streets are not built to withstand heavy traffic, and suffer as a consequence, and notes that roads which are designed for such traffic are underused.</p> <p>Concerned that pedestrian safety is compromised and that air pollution is increasing.</p> <p>Questions the quality of consultants employed by the Council.</p>
33	TRO	<p>Notes that the Square is commercial, not residential, and that it is a main north-south, west-east artery for Edinburgh’s traffic.</p> <p>Objects on the grounds that the proposals will divert traffic to Randolph Crescent, Great Stuart Street, Ainslie Place, Queen Street, Heriot Row, Moray Place and Stockbridge, raising pollution to an “<i>unacceptable and illegal</i>” level for these residential areas.</p>
34	RSO	<p>Objects on the grounds that the proposals will increase traffic, including HGVs and buses, through part of the Moray Feu, which is largely residential and a key part of the World Heritage site.</p> <p>Considers that any such diversions will make worse an “<i>already serious degradation of this precious environment</i>”.</p> <p>Considers that these streets were not built to support such traffic, particularly the HGVs, and suggests that adjacent properties “<i>are being structurally affected already by continual vibration.</i>”</p> <p>Notes that residents will be increasingly disturbed by noise from emergency vehicles at all hours and considers that levels of NO₂ and particulate pollutants “<i>are probably much higher than is acceptable anywhere</i>”. Is very concerned about a recent WHO report linking diesel fume particulates with cancer and notes that congestion means that pollution from stationary traffic is ongoing.</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		<p>Questions how the Council can be party to making an existing situation worse in a residential area.</p>
35	TRO	<p>Objects to the Order because of “<i>the inevitable effect that it will have in increasing still further the traffic including heavy traffic through the Moray Feu</i>”.</p> <p>Notes that the streets most affected — Randolph Crescent, Great Stuart Street and Ainslie Place — are largely residential and are part of the World Heritage site and notes that any increase in traffic “<i>makes worse an already serious degradation of this precious environment</i>”.</p> <p>Notes that the roads and buildings are not built to withstand the increased vibration and that residents will be increasingly subjected to noise from emergency vehicles.</p> <p>Suggests that pollutant levels are already “<i>probably much higher than is acceptable anywhere</i>” and references a WHO report which links diesel particulate emissions with cancer. Notes that congestion, which leads to stationary vehicles, will exacerbate this situation.</p> <p>Questions how the Council can sanction something which will make an existing bad situation even worse for a residential area.</p>
36	TRO/RSO	<p>Objects to the 7.5T weight restrictions on the grounds that the Moray Feu route would then be the sole east-west route for HGVs. This would add to the “<i>serious effect on noise, vibration and exhaust gas pollution</i>” which tram diversionary work brought about in 2008.</p> <p>Notes that the Square “<i>forms an essential element of the hub at the intersection of the east/west and north/south main arterial routes through the West End</i>” and that its importance has been increased by measures which will ban general traffic from the Princes Street/Shandwick Place corridor.</p> <p>Notes that the proposals for the Square and the weight restriction on Hope Street would effectively negate “<i>the sole mitigation measure of any significance</i>” — re-opening Hope Street eastbound to general traffic — which was introduced to address objections to the tram traffic orders (TRO1).</p> <p>Also notes that a similar request for a weight restriction on the Moray Feu was rejected by the Council in 2009 and in 2011.</p> <p>Considers that the reduced road space will deter drivers from opting to route through the Square in preference to the Moray Feu, particularly as the route through the Square is already longer for many drivers.</p> <p>Is concerned that the West End Traffic Workshops, which were set up to consider tram mitigation measures, and Lord Morays Feuars were not invited to “<i>participate in the Charlotte Square Study</i>” and suggests that the general public may not appreciate the significance of the proposed 7.5T weight restriction and therefore of the need to object.</p>
37	TRO	<p>Objects to the proposals on the grounds that they will displace heavy traffic into surrounding streets.</p> <p>Is very concerned about the “<i>extremely negative impact</i>” the proposals will have on “<i>the quality of life, amenities, and fabric of a world heritage site in the residential heartland of the West End</i>”.</p> <p>Notes that property has already sustained damage and health has suffered due to already increased volumes of traffic.</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		Questions if the Council accepts liability for health problems caused by residents having to live in “ <i>an area of extreme pollution which breaches EU and Scottish statutory limits</i> ”.
38	TRO	<p>Notes that the current tram-related diversionary arrangements on Rothesay Place represent “<i>unacceptable transportation planning and management</i>” and considers that “<i>complete disregard has been given to road safety</i>” of families and the elderly in the Rothesay Place/Rothesay Terrace area. Understands that these diversions will be in place until August 2013 but questions what the long-term plans for the area are.</p> <p>Concerned primarily about “<i>public health and safety</i>” but also concerned about property damage and depreciation.</p> <p>Considers that the proposals for Charlotte Square will “<i>further re-distribute traffic to residential streets and cause further chaos to the west end of the city</i>” and questions the experience and competence of the team responsible for managing traffic.</p>
39	TRO	<p>Concerned about current levels of traffic and the consequential impact on air quality and noise which the objector considers are already at unacceptably high levels.</p> <p>Objects to the Charlotte Square proposals on the grounds that they will displace additional traffic through Randolph Crescent and Great Stuart Street which the objector considers are not suitable for “<i>industrial vehicles</i>”. Suggests that this type of traffic should be routed around the city rather than through residential areas.</p> <p>Questions why HGVs are considered unacceptable for the non-residential Square but are considered appropriate for an equally-historic residential area.</p>
40	TRO	Objects to the “ <i>consequences</i> ” of the proposals, in particular that they will encourage “ <i>HGV rat-runs</i> ” through the residential areas of the Moray Feu, and considers that the resulting noise and vibration will inevitably cause structural damage.
41	TRO	<p>Questions the developer’s motives and whether the Council considers the “<i>interests and health of office workers to be greater than that of residents.</i>” Suggests that the Council “<i>appears to be ignoring the greater good of its citizens for the profit of a company and a possible increased haul in business rates</i>” and notes that this is not what the Council “<i>is elected to do</i>”.</p> <p>Asks where HGVs will be redirected to and requests “<i>traffic flow expectations</i>”.</p> <p>Also requests evidence of any “<i>risk assessment</i>” of “<i>damage to houses</i>”, “<i>damage to health to those living in basements where pollution gathers</i>” and an indication of anticipated “<i>net loss in values for properties in adjacent streets</i>”. Asks what compensation is proposed for those affected by the latter.</p> <p>Notes that the streets affected — Randolph Crescent, Great Stuart Street, Ainslie Place and Heriot Row, — are of “<i>architectural merit on a par with Charlotte Square</i>” and should be treated as “<i>national heritage sites</i>”.</p> <p>Refers to a WHO report which identifies diesel fumes as carcinogenic and suggests that “<i>the Council tests of pollution have used monitors in a manipulative manner, which distorts the truth</i>”. Suggests that reliance on such data is “<i>culpably negligent</i>”. Asks how the Council’s data compares with that collected by the Moray Feuars.</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

42	TRO	<p>Objects to the proposals on two grounds.</p> <p>Suggests that the problems of “<i>disconnect between architecture and gardens</i>” which the Council is seeking to resolve with these proposals are caused by the Tram diversionary works and that those problems will be resolved when the Tram works are finished.</p> <p>Very concerned about the impact of displacing traffic from the “<i>commercial</i>” Square to adjacent residential streets, particularly Randolph Crescent through to Drumsheugh. Suggests that he has already seen how health has been affected by Tram diversionary works and concludes that “<i>making life more unpleasant and downright hazardous for those residents is not what a Council which has the wellbeing of Edinburgh and its citizens as its primary objective should be contemplating</i>”.</p>
43	TRO	<p>Objects on the grounds that the 7.5T weight restriction will cause HGVs to divert onto adjacent residential streets.</p>
44	TRO	<p>Objects to the proposals, including the 7.5T weight restriction, on the grounds that it is not clear what the impact on surrounding residential streets will be. Notes that the Statement of Reasons does not mention that issue.</p> <p>Suggests that any proposals to restrict traffic on the Square should be matched by similar proposals for the surrounding residential streets, noting that if HGV traffic is deemed to be detrimental to the architecture of the Square “<i>then it is obviously also detrimental to the Georgian architect of Randolph Crescent and Ainslie Place</i>”.</p> <p>Questions why traffic is being displaced from a commercial area to residential areas which are already “<i>bearing excessive traffic due to the tram works</i>”.</p> <p>Stresses that until it can be demonstrated that the proposals will not impact on adjacent residential streets the TRO should not be approved.</p>
45	TRO	<p>Objects on the grounds that displaced traffic will “<i>change living environment and standard markedly</i>”.</p> <p>Very concerned about pollution levels, noting the note impact this has had on health of their children and drawing attention to the WHO report linking diesel exhausts with cancer.</p> <p>Notes that noise levels, particularly from HGVs, is already unbearable and notes also that significant vibration must be damaging both road and buildings which were never designed for the levels of traffic experienced.</p> <p>Notes that increased traffic “<i>poses a significant danger and inconvenience for children and families</i>” and points up the lack of a safe crossing facility in the Great Stuart Street/Ainslie Place area.</p> <p>Concludes that it is incumbent on the Council to look after the World Heritage site for future generations and not create “<i>a major city centre all vehicle access route</i>” in residential areas.</p>
46	TRO	<p>Objects on the grounds that the one-way proposal, coupled with the 7.5T weight restriction, will cause traffic to divert to adjacent streets, most likely the Randolph Crescent, Great Stuart Street, Ainslie Place route.</p> <p>Asserts that the consequential rise in traffic in residential World Heritage site areas is something the Council should be protecting against, not promoting.</p> <p>Notes that this traffic will increase pollution and noise, both with consequential negative impacts on health, and vibrations, particularly from HGVs, will</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		damage buildings.
47	TRO	Objects on the grounds that the proposals will divert more heavy traffic through Randolph Crescent and cannot accept that residents should bear “ <i>more pollution, more noise, inconvenience and loss of amenity</i> ”.
48	TRO/RSO	<p>Objects on the grounds that the proposals will divert traffic through adjacent residential streets which were never built to take such levels of traffic, particularly HGVs.</p> <p>Notes that the consequential increased noise, vibration and pollution levels are each “<i>health hazards and detrimental to the well-being of all those who live in and use the area</i>”.</p> <p>Concludes that no further Orders should be considered until “<i>effective consultation with residents</i>” has been undertaken to “<i>thoroughly explore “how their environment can be protected and enhanced</i>”.</p>
49	TRO	<p>Objects to the proposal to “<i>alter the flow of HGVs</i>” through the Square on a number of grounds.</p> <p>Considers that the proposals will “<i>severely degrade the residential environment and damage the health of residents</i>” and draws attention to a WHO report linking diesel exhaust fumes with cancer.</p> <p>Is very concerned that the already “<i>huge increase in traffic</i>” in Great Stuart Street, St Colme Street, Albyn Place, Queen Street and Stockbridge will be exacerbated by these proposals which will lead to “<i>higher levels of pollution</i>”, to “<i>greater noise</i>” and “<i>it will be more dangerous</i>”. There will also be “<i>damage</i>” to roads, buildings and private basements.</p>
50	TRO	<p>Objects to the proposals on a number of grounds. Considers that they will channel further traffic, particularly HGVs, through St Colme Street, Ainslie Place, Great Stuart Street and Randolph Crescent.</p> <p>Notes that the “<i>abandonment</i>” of the Square as a means to share the load will erode the amenity of the residential neighbourhood.</p> <p>Cites the Statement of Reasons and questions that the benefits will be achieved “<i>without reducing the permeability of the area for vehicles</i>”, noting that any reduction in available road space must affect it.</p> <p>Also questions the benefits to cyclists noting that facilities on only three sides of the Square must lead “<i>into a wall of traffic</i>” on the fourth side.</p> <p>Questions any benefit to pedestrians in the Square other than a reduction in traffic and notes that a commensurate disbenefit is transferred to pedestrians on Great Stuart Street.</p> <p>Notes that a similar request for an HGV ban on Moray Feu was refused and questions why the Hope Street location is different in that regard.</p> <p>Supports the stated objectives in principle but asserts that they must be applied to “<i>the centre of Edinburgh as a whole</i>”.</p>
51	TRO	<p>Have very grave concerns about the proposals and object strongly to the “<i>resultant increased traffic flow (on) residential streets</i>”.</p> <p>Note that the anticipated “<i>higher levels of pollution</i>”, “<i>greater risk to pedestrians</i>” and “<i>inherent damage to streets and buildings of (recognised) historic importance</i>” are “<i>unacceptable</i>”.</p>
52	TRO	Objects on the grounds that the proposals will displace traffic onto Randolph Crescent, Great Stuart Street, Ainslie Place and Queen Street.

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		Notes that these streets are almost entirely residential and the effect of vehicles, including HGVs, on the streets and houses “ <i>will be to cause material deterioration, pollution and noise disturbance</i> ”.
		Is particularly concerned about the potential health impact of diesel particulates.
53	TRO	Objects because of the “ <i>serious and unacceptable consequences</i> ” of further displacement of traffic, including HGVs, into the Moray Feu, which is a World Heritage site and almost entirely residential area.
		Notes that the displaced traffic will worsen already existing congestion, increase pollution and damage to buildings, all of which is a loss of amenity to residents. Also notes that the “ <i>difficulties and dangers of crossing</i> ” the streets will be greater.
		Would support the proposals if the Tram was not being introduced at the same time and notes that the Moray Feu itself is a major tourist attraction.
		Questions if Councillors are satisfied that they have been fully briefed by officials.
54	TRO	Objects on the grounds that the proposals will add to the already heavy levels of traffic, including HGVs, passing through the Moray Feu, in particular Randolph Crescent.
		Notes that the resulting congestion, pollution, noise and vibration will impact on residents living in an area which is part of the World Heritage site.
55	TRO	Object on the grounds that the proposals will add to “ <i>an existing huge problem</i> ” of noise and pollution created by the tram diversions.
		Note the particular safety problem that suspension of a dedicated bay for handicapped use has already caused and are concerned about the impact on sleep of anticipated increased noise levels.
		Notes that the area (St Colme Street) is a World Heritage site and questions why the quality of life for residents should be of “ <i>secondary concern</i> ”. Notes that the infrastructure was never intended or equipped for the anticipated levels of traffic.
56	TRO	Concerned about the impact the one-way restriction and the HGV ban will have on neighbouring streets and urges that the Order be cancelled.
		Questions why the Council appear to favour protecting office environments to the detriment of residential areas.
		Concerned about potential damage to properties and notes the impact on personal health, referring to recent WHO pronouncements about links between diesel exhaust fumes and health, as reported in the Scotsman on 14 June 2012.
57	TRO	Objects on the grounds of the impact that diverted traffic will have on Great Stuart Street, noting that existing vibration and noise problems will get worse.
		Considers that there has been a total disregard for the needs of residents and that the street was never designed for HGVs, etc.
		Notes that the Council has a responsibility to protect the World Heritage site in its entirety.
58	TRO/RSO	Objects on the grounds that the measures will displace traffic onto the Moray Feu which would be “ <i>polluted and choked with general traffic</i> ”. Notes that Charlotte Square is predominantly office environment as opposed to the streets to the north which are largely residential.

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		<p>Disputes that the measures will “<i>reconnect</i>” the Square, as claimed, and notes in particular that cyclists and pedestrians do not mix well.</p> <p>Questions the value of the cycle improvements.</p> <p>Supports the proposal to permit HGVs access to Princess Street from Queensferry Street.</p>
59	TRO	<p>Object on the grounds that the one-way system and the HGV ban will divert traffic through neighbouring areas and residential locations.</p> <p>Note that this will “<i>cause danger and inconvenience to people trying to cross the streets</i>” and will “<i>add to the damage to the environment</i>” which will “<i>damage ... the status of Edinburgh as a World Heritage Site</i>” which the Council “<i>has a specific duty of care to protect</i>”.</p> <p>Note concern about the impact on health generally and on personal health.</p>
60	TRO	<p>Notes that tram restrictions have already led to “<i>excessive traffic volumes</i>” through Randolph Crescent, Great Stuart Street, Ainslie Place and St Colme Street “<i>bringing noise and chemical pollution (particularly diesel fumes) into a residential area</i>” and objects to these proposals on the grounds that they will exacerbate that.</p> <p>References the recent WHO pronouncements about links between diesel exhaust fumes and health and notes that the Council must address the “<i>health issues related to this proposal</i>”.</p> <p>Questions why requests for weight and speed restrictions which were refused to residents in the above streets are now deemed appropriate for the Square.</p>
61	TRO/RSO	<p>Objects on the grounds that the weight restriction, the one-way system and the redetermination measures will displace traffic into adjacent residential streets including Randolph Crescent and Great Stuart Street. This will “<i>degrade the residential environment</i>”, “<i>damage the health of residents</i>” and “(reduce) <i>access to communal gardens</i>”.</p> <p>Notes that this will create the only unrestricted route for heavy vehicles across Edinburgh passing through “<i>exclusively residential areas</i>” and is “<i>seriously inappropriate, disruptive and unhealthy</i>”.</p>
62	TRO/RSO	<p>Objects strongly on the grounds that the measures will “<i>have a major impact on the roads around Moray Feu and also impact on public services</i>”.</p> <p>Suggests the proposals “<i>contravene all previous planning policies</i>” to reduce traffic through the residential New Town.</p> <p>Contests that Charlotte Square has always formed an essential part of the east-west, north-south hub in the West End and that these restrictions, on top of the Shandwick Place restrictions, will inevitably move more traffic onto surrounding residential streets leading to gridlock, increased air and noise pollution and reduced safety.</p>
63	TRO/RSO	<p>Objects on the grounds that the weight restriction and the one-way system will displace traffic into adjacent residential streets creating the only unrestricted route for heavy vehicles across Edinburgh passing through “<i>exclusively residential areas</i>”.</p> <p>This traffic will add to “<i>the general degradation of environment</i>”, to the “<i>denial of amenity</i>” including access to gardens, and will “<i>damage the health of residents</i>”.</p> <p>Very concerned about impact on family health and suggests that current</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		monitoring of NO ₂ on building façades on Great Stuart Street show levels which are already 10% above EU permitted levels.
64	TRO/RSO	<p>Objects to the TROs on the grounds that they do not address the current HGV problems being experienced on Randolph Crescent, Great Stuart Street and Ainslie Place, particularly at night, and concerned that the proposed weight restriction will only add to that.</p> <p>Concedes that allowing non-HGV traffic through the Square is helpful but concerned that any future 20mph limit will undermine that.</p> <p>Refers to a recent WHO report which identifies diesel fumes as carcinogenic and questions how in the light of that there is any justification for diverting traffic from a largely non-residential area to a residential area.</p> <p>Asks that serious consideration be given to routing overnight HGVs through Shandwick Place/Princes Street and to introducing a 20mph restriction in the residential areas, suggesting that cameras or suchlike methods could be used for enforcement purposes.</p> <p>Objects to the RSOs on the grounds that the “<i>permanent reconstruction</i>” of the Square would prevent any future transport plans from being implemented and questions if public bus services have been adequately considered.</p> <p>Appreciates that there would be benefits to Charlotte Square but very concerned that the Moray Feu must pay the price for that.</p>
65	TRO/RSO	Objects on the grounds that the HGV ban will encourage HGVs to use residential streets, increasing noise and pollution to the detriment of the lives of residents.
66	TRO/RSO	<p>Objects on the grounds that the measures will force traffic, particularly HGVs, onto surrounding residential streets to the detriment of those living there.</p> <p>Is very concerned that this diverted traffic will lead to increased noise, vibration and pollution and notes that personal health has already suffered as a result of current temporary diversions.</p> <p>Appreciates the benefits to Charlotte Square but notes that surrounding streets hold equal World Heritage status.</p>
67	TRO	<p>Notes that tram-related works have already led to increased traffic through Great Stuart Street and Randolph Crescent, with consequent detrimental impact, and objects on the grounds that the Charlotte Square proposals, particularly the one-way system and the HGV ban, will exacerbate that.</p> <p>Is particularly concerned that more HGVs will make crossing roads difficult, particularly for the disabled, and suggests that more needs to be done to discourage commercial traffic from using the city centre generally. This traffic should use the ring roads.</p>
68	TRO	<p>Objects on the grounds that the measures bring no advantage to Edinburgh citizens but add to the destruction of the New Town and that they will only lead to further east-west and north-south congestion, with consequential detrimental impact on health and safety across the city centre.</p> <p>Concerned for the safety of inhabitants and buildings and notes that current problems created by concentrating HGVs on the Randolph Crescent – Queen Street route will only be exacerbated.</p> <p>Concerned about pedestrian safety generally and notes that there have already been problems with falling masonry.</p>
69	TRO	Objects on the grounds that the Randolph Crescent – St Colme Street route will be subject to increased volumes of HGVs which will “ <i>downgrade the</i>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		<p><i>livability in what is essentially a residential area</i>".</p> <p>Very concerned about the long-term effects of associated exhaust pollution on public health and refers to a recent WHO report which identifies diesel fumes as "<i>carcinogenic to humans</i>".</p>
70	TRO/RSO	<p>Objects on the grounds that the measures will displace traffic onto World Heritage Site residential, cobbled roads which "<i>are not suitable for HGVs or a constant flow of traffic</i>".</p> <p>Refers to a recent WHO report which identifies diesel fumes as carcinogenic and is concerned about the potential impact on the public, citing two primary schools on Stockbridge as examples of particular concern.</p> <p>Notes that this sort of traffic is disinclined to use the ring route and that the "<i>nightmare</i>" problems that the tram project has already generated will only be exacerbated by this proposal.</p>
71	TRO	<p>Objects strongly on the grounds of the effect the proposals will have on the residential Moray Feu and notes that the already serious concerns about increased noise, vibration and pollution levels in the Feu brought about by the tram project will only be exacerbated by these proposals.</p> <p>Is particularly concerned about the proposed weight restriction and urges the Council to extend that to include the Moray Feu.</p> <p>Questions whether the needs and well-being of the people who live and work in the "<i>historically important and largely residential area north of Charlotte Square</i>" have been given serious consideration.</p>
72	RSO	<p>Objects strongly on the grounds of the effect the proposals will have on the residential Moray Feu and notes that the already serious concerns about increased noise, vibration and pollution levels in the Feu brought about by the tram project will only be exacerbated by these proposals.</p> <p>Questions whether the needs and well-being of the people who live and work in the "<i>historically important and largely residential area north of Charlotte Square</i>" have been given serious consideration.</p>
73	TRO	<p>Objects on the grounds that the one-way system and weight restriction will effectively divert traffic through adjacent residential areas creating in the process the only unrestricted route for HGVs across Edinburgh to pass through residential areas including St Colme Street, Great Stuart Street and Randolph Crescent.</p> <p>Considers that the measures will "<i>severely degrade the residential environment and damage the health of residents</i>".</p>
74	TRO	<p>Objects on the grounds that the proposals will displace traffic into surrounding residential areas increasing noise and pollution levels in the process.</p> <p>Notes that Great Stuart Street is already adversely affected by tram diversions and these proposals will only exacerbate that, particularly in regard to HGVs.</p> <p>Very concerned about the impact of the proposals on a world heritage site and questions if environmental, health or safety impact assessments have been undertaken.</p>
75	TRO/RSO	<p>Objects on the grounds that Randolph Crescent and Great Stuart Street are already adversely impacted by tram-related diversions and notes that these proposals will only exacerbate that situation by increasing traffic.</p>
76	TRO/RSO	<p>Very concerned that the proposals will route further traffic, including HGVs, from a commercial area through a residential district, bringing with it increased noise and air pollution.</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		Concerned about impact on personal health and suggests that measures may force a relocation from their current basement flat after 50 years living there.
77	TRO	Objects on the grounds that the proposals will result in increased traffic in the heavily residential Moray Feu, with consequential noise and pollution and attendant health risks. Traffic should preferably be concentrated in non-residential areas.
78	TRO	Objects on the grounds that the heritage site and residential areas have been adversely affected by previous plans and these proposals will exacerbate that situation. Recommends that the Council review policy and examine how other cities manage shared spaces, citing the Hague as an example.
79	TRO	Objects on the grounds that residential areas have already been adversely impacted by tram-related diversions and these proposals will exacerbate that situation by diverting yet more HGVs. Requests names of elected Members who support and represent these views.
80	TRO	Objects on the grounds that the measures will lead to a “ <i>significant amount of rat runs being created in and around Moray Place.</i> ”
81	TRO	Notes that the residential areas are already adversely affected by tram-related diversions and objects on the grounds that these proposals will exacerbate that. Very concerned about impact on health of young family and on all residents in the area and asks that measures be adopted to move traffic away from residential homes and “ <i>focus on restoring the air quality to previous, if not EU safe, levels.</i> ”
82	TRO	Objects on the grounds that the measures, particularly the weight restriction, will force traffic to rat-run on primarily residential streets which were never designed to accommodate such traffic and would therefore be “ <i>more unsafe.</i> ” Notes a view that any changes to road surfaces to address this which involved replacement of setts “ <i>would be illegal.</i> ” Considers that the areas affected are “ <i>housing estates</i> ” and as such they should be protected from intrusive traffic and also notes that the area is as much part of the World Heritage Site as Charlotte Square. Notes concern that future tram-related plans for restrictions on York Place will exacerbate the situation.
83	TRO/RSO	Objects on the grounds that the proposals will force more traffic through Randolph Crescent making an already bad situation worse. Cites two personal near-miss incidents involving mother and baby as examples of existing problems with speeding vehicles and HGVs. Questions why a 20 mph limit and restriction of HGVs are deemed fit for the “ <i>predominantly commercial</i> ” Charlotte Square but not for adjacent “ <i>largely residential</i> ” streets and notes intention to resort to FOI request if a satisfactory answer is not forthcoming.
84	TRO/RSO	Objects to the TRO on the grounds that the weight restriction will render the Square an “ <i>access only</i> ” area with the result that traffic will use the “ <i>mainly residential</i> ” Randolph Crescent – Great Stuart Street – Ainslie Place route with consequential increases in noise and pollution. Questions why this facility was previously denied to the residential streets which have similar architectural quality and status. Objects to the RSO on the grounds that the reduction in carriageway width will have the same impact as the TRO with the same negative impact on the same residential streets.

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

85	TRO/RSO	<p>Objects on the grounds that the proposals will cause traffic to reroute through residential Randolph Crescent and Great Stuart Street with consequential negative impact, exacerbating an already untenable situation in an area where safety and health of residents is “<i>already severely impaired</i>”.</p> <p>Questions what steps the Council are taken to meet their duty to protect the New Town as “<i>a viable place to live as well as work</i>”.</p> <p>Cites a number of near-misses with speeding cars and HGVs and notes that respiratory problems have already increased on the back of the Shandwick Place closure.</p>
86	TRO	<p>Objects on the grounds that the measures will divert heavy traffic into the new town which is as important as Charlotte Square and which they do not wish to see “<i>disfigured with heavy traffic</i>”.</p>
87	TRO/RSO	<p>Objects on the grounds that the measures will increase traffic in Great Stuart Street and the Moray Feu generally which are already “<i>disfigured</i>” by heavy, often speeding, traffic.</p> <p>Notes that these streets are of equal importance to the Square in architectural terms and notes the irony in promoting a weight restriction for the Square when having previously refused the same facility for the residential streets.</p> <p>Questions the sense of locating a cycle lane on the inside of the Square rather than the outside and suggests that should be reconsidered.</p> <p>Notes a general lack of confidence in the Council’s traffic management planning abilities.</p>
88	RSO	<p>Objects on the grounds that the measures will result in further congestion, displacing traffic and pollution to adjacent residential streets. Suggests that alternative solutions which force traffic into commercial/non-residential areas should be sought.</p> <p>Already holds serious concerns about air and noise pollution and road safety which the Council has a duty to “<i>respect and address</i>”.</p>
89	TRO	<p>Object on the grounds that the measures will lead to increased traffic, particularly HGVs, on Great Stuart Street.</p> <p>Accuse the Council of “<i>deliberately</i>” moving traffic from commercial to residential areas with consequential detriment to the quality of life in the New Town and making the streets unsafe for young and old.</p> <p>Note that the measures will exacerbate problems already created by the tram project including increased noise, pollution, damage to property, loss of general amenity of gardens, all of which are considered to be a “<i>dereliction of the Council’s duty to protect (the) World Heritage Site</i>”.</p>
90	TRO	<p>Objects to one-way restriction and the weight restriction on the grounds that they will divert traffic into adjacent residential areas such as Great Stuart Street and Randolph Crescent. Concerned about the environmental and health implications of that.</p>
91	TRO	<p>Objects on the grounds that the HGV ban will encourage large vehicles to use residential streets increasing the impact of noise and pollution on the “<i>well-being, lives and health of people in Edinburgh</i>”.</p>
92	RSO	<p>Objects to the proposed road narrowing on the grounds that the ensuing traffic congestion will force traffic, particularly large vehicles, into residential streets where the resulting noise and pollution will have a “<i>much larger impact on the lives and health of people in Edinburgh</i>”.</p> <p>Notes also the safety implications and concerned about the general degradation to the environment and denial of amenity.</p>

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

		Notes that this will only add to problems already created by the tram project, all within a World Heritage Site which the Council “ <i>have a specific duty of care towards</i> ”.
93	RSO	Objects to the proposed road narrowing on the grounds that it will cause congestion and force traffic, especially large vehicles, into residential streets where increased noise and pollution will “ <i>impact on the lives and health of people in Edinburgh</i> ”.
94	TRO	Objects to the HGV ban on the grounds that it will encourage large vehicles into residential streets where increased noise and pollution will “ <i>impact on the lives and health of people in Edinburgh</i> ”.
95	TRO	Objects to the proposals on the grounds of the impact on the area north of Queen Street which “ <i>houses a large resident population</i> ”, noting the detrimental effect on air quality and noise levels, in particular. Suggests a Public Inquiry is required to “ <i>examine the impact ... to residents</i> ” and notes the existing impact of the Shandwick Place restrictions and the “ <i>impending threat</i> ” of tram works on York Place.
96	TRO	Object on the grounds that the measures will restrict traffic on Charlotte Square and divert traffic through residential streets. Note that the weight restriction will also divert heavy traffic onto residential areas, particularly Great Stuart Street and Randolph Crescent. This displaced traffic will “ <i>increase pollution, noise, vibration damage, etc.</i> ” and “ <i>cause danger and inconvenience to cyclists and pedestrians</i> ”. Suggest that steps need to be taken to reduce city centre traffic “ <i>substantially</i> ”.
97	TRO	Objects on the grounds that the consequential displacement of traffic onto surrounding streets will “ <i>further destroy the environment and bring increasing pollution to the neighbourhood</i> ”. Very concerned that the health impact for adults and children will be “ <i>immense</i> ” and notes the increased noise heavy traffic will bring, day and night. Feels sure that this is not what the Council intends to impose on the public.
98	TRO	Objects to this and any other plan which “ <i>involves moving traffic into residential streets permanently</i> ”. Considers that the city is already an unwelcoming “ <i>maze of one-way systems and anti-car hysteria promoted by the Council</i> ”.
99	TRO/RSO	Objects on the grounds that the direct effect of restricting traffic on Charlotte Square, particularly HGVs, will be to increase traffic in West End residential areas. Notes that the Square is almost entirely commercial and does not suffer the same from HGVs as the residential areas. Questions the long-term effect of these proposals on the surrounding area noting that the environment will certainly be detrimentally affected. Considers that a review of traffic routing throughout the West End is required, rather than adopting such a “ <i>piecemeal</i> ” approach. Notes that the Council have previously given commitments to do this once the tram project is completed, so suggests that having given that commitment the Charlotte Square proposals are therefore premature.

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 1: Summary of TRO and RSO Objections
Transport and Environment Committee	15 January 2013

100	TRO/RSO	Objects to the “ <i>narrowing of the roads</i> ” and to the HGV ban on the grounds that they will increase congestion on surrounding residential streets resulting in increased pollution which will impact on health and well-being; increased noise, particularly from HGVs; degradation of the local environment and denial of amenity; increased danger and inconvenience to pedestrians; and a general detrimental effect on a World Heritage Site “ <i>for which the Council has a specific duty of care</i> ”.
101	TRO/RSO	Objects to the measures, including the HGV restriction, on the grounds that they will force traffic into the “ <i>less-suitable surrounding residential area</i> ”. Notes that this has already been demonstrated by the tram works and notes also that this will cause further congestion which will impact, in turn, on other areas of the city. Concerned that increased noise and pollution will lower the quality of life of local residents “ <i>significantly</i> ” and that vibrations caused by HGVs will damage World Heritage Site buildings. Notes in particular the impact reduced air quality will have on enjoyment of communal gardens facilities. Notes that the Council has a duty to protect conservation areas and considers these measures to be a “ <i>direct violation</i> ” of that principle.
102	TRO/RSO	Objects on the grounds that an already bad situation created by the tram works will only get worse as a consequence of these proposals which “ <i>block off major non-residential arterial routes leaving only fully residential roads to take the strain</i> ”. Contests that “ <i>traffic pollution is being transferred to residential areas</i> ” and finds it intolerable that the Edinburgh administration can repeatedly sanction such actions. Notes in particular the impact increased pollution, both air and noise, has on personal health, particularly where basement properties are involved. Better consultation is required “ <i>to safeguard the health and well-being of Edinburgh residents</i> ”.
103	TRO/RSO	Questions the thinking behind projects which repeatedly seek to “ <i>keep traffic out of this (Charlotte Square) mainly commercial area</i> ”. Notes particular concern for three children and asks to see “ <i>all correspondence between the business of Charlotte Square and Edinburgh Council</i> ” relating to the proposals, noting that an FOI request will be forthcoming if this request is not met.
104		Historic Scotland note their support for and previous involvement in development of the plan. They comment on some aspects of the proposals and seek clarification on a number of points.
105		Cable & Wireless write to seek assurances that they will continue to be able to maintain any apparatus affected by the proposals.
106		Virgin Media write to seek a Wayleave Agreement to allow them to continue to maintain any apparatus affected by the proposals.

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 2: Local Authority Duties
Transport and Environment Committee	15 January 2013

DUTY UNDER SECTION 122 OF THE ROAD TRAFFIC REGULATION ACT 1984

Section 122 of the Road Traffic Regulation Act 1984 states:

122 **Exercise of functions by local authorities.**

- (1) *It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland the road.*
- (2) *The matters referred to in subsection (1) above as being specified in this subsection are—*
- (a) *the desirability of securing and maintaining reasonable access to premises;*
 - (b) *the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;*
 - (bb) *the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);*
 - (c) *the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and*
 - (d) *any other matters appearing to the local authority to be relevant.*

In the context of the Charlotte Square Public Realm proposals, officials consider that compliance with the general duties identified in Section 122 can be demonstrated by reference to the various processes involved, namely:

▫ **Consultation**

Consultation is undertaken at all stages of the design process to establish stakeholder requirements and seek to address those needs, or to strike what is considered to be an appropriate balance in meeting what are often conflicting needs.

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 2: Local Authority Duties
Transport and Environment Committee	15 January 2013

Consultation is then undertaken for the promotion of the necessary Traffic Regulation Orders and Redetermination Orders (the subject of this report) and again the process seeks to tease out stakeholder concerns and look to address them, or again strike what is considered to be an appropriate balance.

▫ **Traffic modelling**

Traffic modelling is undertaken to assess the impact of the scheme and test options designed to address stakeholder issues.

▫ **Design checks**

While the scheme does not require Road Construction Consent (RCC) the Planning Consent Decision Notice stipulated that “*RCC procedures (should) be followed in respect of detailed design and construction.*”

The design is discussed and checked throughout the process, i.e. at outline design stage, detailed design stage and on modifications to the design undertaken as a consequence of consultation. As noted above, traffic modelling is undertaken at appropriate stages to inform that design process.

Not only does this ensure that the final design must meet the approval of the Roads Authority but the process also requires Road Safety Audits to be undertaken, by an independent auditor, at prescribed stages of the design process.

That process ensures that the final design will “... *secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off ... the road.*”

▫ **Monitoring**

Air quality monitoring on the Randolph Crescent to St Colme Street route is established and ongoing. Again this helps inform the process.

In addressing those general duties, sub-section 122(1) of the 1984 Act requires that an authority must have regard to all of the “*specified matters*” identified in it. These specified matters are wide-ranging and include “*the effect on the amenities of any locality affected*” and “*any other matters appearing to the local authority to be relevant*”.

Officials consider that the checks and balances adopted throughout the development of the project, particularly the traffic modelling, and the subsequent and ongoing air quality monitoring address those specific requirements.

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 2: Local Authority Duties
Transport and Environment Committee	15 January 2013

PRECAUTIONARY PRINCIPLE

The European Commission (EC) issued a Communication on the precautionary principle on 2 February 2000 in which it adopted a procedure for the application of the concept. The Commission sought to clarify the European Community's position in relation to the principle, which it noted was gaining increased international attention, and concluded that the communication should serve as "*guidance for applying the precautionary principle*".

The EC communication did not give a detailed definition of the principle but there are a number of general guides to its applications. For instance, the paper "*The Precautionary Principle: Policy and Application*" published by the UK Health and Safety Executive (HSE) notes:

"There is no universally accepted definition of the precautionary principle. The Sustainable Development White Paper set out the Government's commitment to use the precautionary principle by reference to the 1992 Rio Declaration on Environment and Development:

'Where there are threats of serious or irreversible environmental damage, lack of full scientific certainty shall not be used as a reason for postponing cost effective measures to prevent environmental degradation.'

Since 'Rio', however, the UK has signed a number of international agreements which include different formulations of the precautionary principle, reflecting the context and negotiating circumstances.

Although the precautionary principle was originally framed in the context of preventing environmental harm, it is now widely accepted as applying broadly where there is threat of harm to human, animal or plant health, as well as in situations where there is a threat of environmental damage.

However, the definition is only a starting point. Policy guidelines are needed to indicate when, for example, the precautionary principle should be invoked, how a risk-based approach can continue to be followed when the scientific uncertainty is such that conventional risk assessment cannot in itself determine the level of risk, and how decisions should be made on appropriate precautionary measures."

Application of the principle is essentially an aid to risk assessment and it is intended, as the HSE report further notes, "*to create an impetus to take a decision notwithstanding scientific uncertainty about the nature and extent of the risk, i.e. to avoid 'paralysis by analysis' by removing excuses for inaction on the grounds of scientific uncertainty*".

Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	Appendix 2: Local Authority Duties
Transport and Environment Committee	15 January 2013

In other words the principle is advising that where there is doubt about the impact of a project, through lack of verified data or whatever, the promoter of that project should err on the side of caution.

On that basis, officials hold the view that the principle is addressed in the context of the Charlotte Square project, in that sufficient data is available to allow a good understanding of the potential impact of the project to be established.

Specifically the traffic modelling noted in the report shows that the impact of the modified public realm scheme on the wider road network is virtually eliminated. Meanwhile, the 2011 Air Quality Progress Report to Council confirmed that NO2 levels on Great Stuart Street and St Colme Street fall below the annual mean concentration upper-limit objective, as set by the Air Quality (Scotland) Regulations 2000. By maintaining existing levels of traffic, as the traffic modelling indicates will be the case, officials would not expect that situation to change.

It should also be noted that a contract is about to be let to introduce improved pedestrian crossing facilities on Great Stuart Street, by way of addressing road safety concerns.

In broader terms, the Council considers that European and UK legislation, regulations and policies are developed with the principle in mind — the Roads (Scotland) Act 1984 and the Road Traffic Regulation Act 1984 are cases in point, as 2.21 to 2.22 in the report demonstrate. So the Council are of the view that compliance with the legislation and the policies that the principle informs, implies and assures observance of the principle.

Transport and Environment Committee

10:00am, Thursday, 19 March 2013

Kirkliston Public Transport Issues: Response to Petition

Item number	7.3
Report number	
Wards	1 - Almond

Links

Coalition pledges	P18 , P47
Council outcomes	C07 , C08 , C09 , C022
Single Outcome Agreement	SO1

Mark Turley

Director of Services for Communities

Contact: Ewan Horne, Senior Professional Officer

E-mail: ewan.horne@edinburgh.gov.uk | Tel: 0131 469 3658

Kirkliston Public Transport Issues: Response to Petition

Summary

The petition to the Council on Kirkliston Public Transport asserts:

- that Kirkliston is poorly served by public transport;
- that Kirkliston suffers through not being served by Lothian Buses, with a resultant high fares cost penalty and poor access to a comprehensive bus network;
- that the public transport network has not evolved in response to the expansion of housing in Kirkliston;
- that bus services for Kirkliston have recently been cut by some 50%;
- that the Council has a responsibility to provide adequate bus services for Kirkliston through subsidy; and
- that the Council should encourage more bus operators to serve Kirkliston.

The background of recent bus service changes in Kirkliston is explored, together with issues around the relationship between the Council and Lothian Buses.

Funding issues are discussed and actions are proposed to help address the issues raised in the petition.

Recommendations

It is recommended that Committee:

- 1 agrees the actions proposed to address the issues raised in the Petition;
- 2 notes that Kirkliston Community Council will be consulted on proposed improvements;
- 3 notes the intention to tender for a Framework Contract covering the supply of Supported Bus Services;
- 4 notes the intention to retender bus service 63 under the above Framework Contract; and
- 5 advises the Petitions Committee of the decision of the Transport and Environment Committee and to note that an update will be provided in the Petitions Committee Business Bulletin.

Measures of success

Successful implementation of a package of improvements to public transport provision in Kirkliston.

Financial impact

Funding totalling £215k can be applied to enhancing public transport in Kirkliston in coming years. This funding is available on a one-off basis, as a result of a Section 75 Agreement covering the north Kirkliston housing developments. The funding will become available during financial year 2013/2014.

Future consideration will be given to the use of other funding, including savings made in contributions to West Lothian Council contracts, to help address the issues raised in the petition.

Equalities impact

Successful implementation of enhancements to public transport will improve bus network connectivity and inclusiveness in the community.

Sustainability impact

Changes to the bus network in Kirkliston will reduce car dependency and improve accessibility for many, so improving sustainability.

Consultation and engagement

Consultations with Kirkliston Community Council (KCC) have taken place over the content of the Petition, and will take place over proposals for enhancements or changes to bus services resulting from new developments in Kirkliston.

KCC has undertaken its own survey of residents' public transport priorities and aspirations, and the results will be taken into account in any decision making.

Ward Councillors have been consulted on the contents of this report.

Background reading/external references

None.

Kirkliston Public Transport Issues: Response to Petition

1. Background

- 1.1 At the meeting of the Petitions Committee on 3 December 2012, a petition was considered as follows:

We the people of Kirkliston call upon the City of Edinburgh Council to urgently conduct a review of public transport in Kirkliston and South Queensferry. Kirkliston residents have long suffered poor public transport options.

Kirkliston is one of the few areas where Edinburgh Council taxpayers are not serviced by Lothian Buses. As a result, quality, frequency, cost and lack of integration has long been a source of frustration. Onward travel is not coordinated and is very expensive due to the number of different operators.

In October 2012, despite the village increasing significantly in size, over 50% of current bus routes have been cut or severely curtailed with no direct services to the airport, nor to Edinburgh shopping and leisure complexes. Sunday services are reduced to a single route with no links between Kirkliston and South Queensferry.

Students living in the village are severely impacted as they cannot reach college, as are older residents who will lose daytime access to the hospital. This petition recognises (1) socially necessary bus services are vital to any community; (2) Kirkliston is an expanding community with increasing public transport demands. A commercially viable set of services is likely to be possible if a holistic view is taken, but in the interim it is incumbent upon Edinburgh Council to set up sufficient routes to ensure access to wider community resources - this should include temporarily subsidising routes if necessary, but as a minimum the Council must actively encourage bus companies to run more routes via Kirkliston.

2. Main report

- 2.1 Kirkliston is served by a mixture of bus services, some commercial and some subsidised, the latter funded or part funded by the City of Edinburgh Council or by neighbouring Councils. Full details of all bus services appear as Appendix 1 to this report.

- 2.2 It is clear from the text of the petition that a major source of discontent is the fact that the town is not served by Lothian Buses. Therefore, residents do not benefit from the low flat-fare policy that the company operates.
- 2.3 Lothian Buses plc is some 91% owned by the Council, the remainder being owned by East Lothian, Midlothian and West Lothian Councils.
- 2.4 Although the Council is the majority shareholder, the Council has no power to interfere in the operation of the company, its services, policies and decisions, and is prevented from doing so by the provisions of the Transport Act 1985. The company operates independently of the Council, and all company decisions are made by the company's Board of Directors.
- 2.5 The Council cannot instruct Lothian Buses to serve Kirkliston or any other area, nor can it restrict the areas that the company chooses to serve. The Council can, however, continue to encourage Lothian Buses and other bus operators to serve Kirkliston.

Fares

- 2.6 Bus fares are entirely a matter for the bus operators themselves, and the Council has no locus in the issue except within a Supported Bus Service Contract, where single fares are usually stipulated and cannot be changed without the permission of the Council.
- 2.7 The perception that bus operators other than Lothian Buses charge high fares is the result of the company's low-fares policy. Bus operators working mainly in city environments can take advantage of high demand and shorter journeys to offer low fares. Other operators, without these advantages, are forced to charge fares at a level that is economic for their operation.
- 2.8 Fare levels are decided by each operator taking into consideration overheads, passenger volume, competition from other bus operators and the operator's perception of fares acceptable to the customer. The Council has no input to this process, and neither the Council nor any other body approves fares.

Ticketing

- 2.9 Integrated ticketing for bus services is an aspiration of the Council. However, there are legal and financial impediments to its introduction. Schemes such as London's *Oystercard* and the Strathclyde Partnership for Transport (SPT) *Zonocard* cannot be replicated outside these areas.
- 2.10 London's *Oystercard* is facilitated by the unique legal status of Transport for London (TFL), and the SPT *Zonocard* scheme pre-dates the Competition legislation which prevents the implementation of such schemes elsewhere.

- 2.11 In general, bus operators see integrated ticketing as a financial risk, and are reluctant to embrace the idea. Large operators such as Lothian Buses, First and Stagecoach seek to encourage customer loyalty by offering ticket packages within their own networks, of which Lothian Buses' *Ridacard* is an example.
- 2.12 The co-ordination of bus services operated by different operators is illegal under Competition legislation, as it is seen as an attempt to stifle competition and so manipulate the market for bus services.
- 2.13 However, as a first step towards achieving inter-availability of ticketing, Transport Scotland is encouraging bus operators to move towards Smart Ticketing (ie paperless transactions using Smartcards such as the National Entitlement Card).
- 2.14 Some Scottish Councils are already experimenting with this approach, and this move would bring some of the technical and business aspects of potential area ticketing schemes closer to fruition.
- 2.15 As part of this process, the Deputy First Minister launched the 'Saltire Card' concept in October 2012. The Saltire Card is envisaged as an electronic purse, similar to London's Oyster Card, which can be pre-loaded with money to be used across the public transport networks.
- 2.16 A fully-functioning ticketing scheme of this sort is still some way off; however, in the meantime, Kirkliston residents can make use of First's network tickets for journeys within the company's network to help reduce costs.
- 2.17 Also available in the Edinburgh area is the *One-ticket* multi-operator ticket product, which can be used on the services of all participating bus and train services within the SEStran area. Details of this product can be seen at www.oneticket.co.uk.

Recent Bus Service Changes in Kirkliston

- 2.18 Some of the changes to bus services in the rural west of the Council area were the result of decisions made by the operators of commercial bus services.
- 2.19 Stagecoach decided that the experimental rerouting of service 747 (Dunfermline/Inverkeithing – Edinburgh Airport/Riccarton Campus) via Kirkliston was not sustainable and reverted to the original route on 12 November 2012. The company cited poor timetable conformity and low passenger numbers as reasons for this change.
- 2.20 First service 631 (Livingston-Uphall-Broxburn-Winchburgh-Kirkliston-Barnton-Ocean Terminal) was withdrawn by the company on 29 October 2012 for commercial reasons. West Lothian Council considered subsidising the service, but decided against the idea.

- 2.21 CEC has contributed to service 7 (Queensferry-Kirkliston-Winchburgh-Broxburn-Uphall-Livingston-St John's Hospital) for many years, on the grounds that it provided a direct link to St John's Hospital for residents in Queensferry and Kirkliston.
- 2.22 During 2012, West Lothian Council (WLC) re-tendered many of its subsidised bus services, including service 7. This Council was not consulted at any stage in this process, however, a number of alternative timetables were considered for the service.
- 2.23 A contract was awarded, again without consultation with the City Council, and it became apparent that the desired direct connection to the hospital was no longer available throughout much of the day.
- 2.24 The Convener has written to WLC on this issue, expressing the view that the new contract does not deliver the level of access to St John's Hospital that was previously available to Queensferry and Kirkliston residents and questioning the value of continued financial contributions to it.
- 2.25 First's commercial service 651 (Dunfermline-Rosyth-Inverkeithing-Queensferry-Kirkliston-Winchburgh-Broxburn-Uphall-Livingston Centre) now provides the link to Livingston for Queensferry and Kirkliston during off-peak hours, Monday to Saturday, however to reach St John's Hospital residents must change buses at Livingston Centre. As a result, some passengers will pay two fares each way for the trip.
- 2.26 However, despite the removal of two commercial bus services from Kirkliston, and the timetable alteration of service 7, all journeys previously available can still be made, albeit by changing buses and with increased journey times and cost.
- 2.27 Through Horsburgh service 63 (Queensferry-Kirkliston-Newbridge Gyle-Hermiston Gait), Queensferry and Kirkliston benefit from a direct service to the Gyle Centre and Hermiston Gait shopping centres. Service 63 is subsidised by the Council.

Responsibilities of the Council

- 2.28 The Transport Act 1985 permits, but does not require, local authorities to provide socially-necessary bus services where these are not provided by commercial bus services.
- 2.29 In the Council area, the number of bus services provided in this way is relatively small. Nonetheless, the Council spends £1.1m per annum on such services. Most of the services consist of enhancements or extensions to existing bus services, or contributions to other Council's subsidised services because there is a demonstrable benefit to Edinburgh residents.

2.30 Some are stand-alone services designed to provide specific links to opportunities for employment, leisure, shopping and education. Horsburgh service 63 is an example of this type of subsidised service.

Expansion of Kirkliston

2.31 The considerable development which will increase the number of homes in Kirkliston by 610 has been progressing for the past few years. As part of the planning process, contributions totalling £215K have been secured towards the cost of transport enhancements to benefit Kirkliston residents.

Proposals

2.32 Among the measures being considered to provide public transport improvements for Kirkliston are:

- Providing a link to the tram line, in due course, by means of service 63.
- Diversion of Horsburgh service 63 to serve north Kirkliston via the new access road linking the B800 and Stirling Road. This modification can be made quickly and would result in a more direct route, avoiding the present doubling-back that takes place in Main Street/Stirling Road.
- Re-tendering of service 63 to establish the costs of frequency enhancements, route alterations and extensions.
- Possible diversion of some journeys on First service 38 to serve the new housing, however no final decision will be taken on this issue until consultation with Kirkliston Community Council has been completed.

2.33 Other issues that the Council could explore in connection with the Petition are:

- The potential for improving the low level of service between Kirkliston and Queensferry on Sundays;
- The potential to reinstate service 631 in some form, through discussions with West Lothian Council;
- Re-establishment of the direct link between Queensferry, Kirkliston and St John's Hospital, Livingston, through discussions with West Lothian Council. If this proves too costly, consideration will be given to using this budget to benefit public transport provision in the area;

- The provision of Bustracker displays at selected bus stops in Kirkliston. This will depend on vehicles on First's service 38 being suitably equipped, which is planned under expansion of the Real Time Information (RTI) system in the SEStran area. This issue is addressed in the Community Council's survey (see Appendix 2), and the results will be acted upon. It is expected that the Sustran RTI system will be operational by November 2013.

2.34 It should be noted that Kirkliston Community Council has carried out a survey of residents' priorities in public transport provision. An analysis of the results of this survey appears as Appendix 2 to this report.

2.35 The views evident in the survey will be taken into account in any decisions about alterations or additions to the network in the Kirkliston area.

Procurement Issues

2.36 Amendments to the bus service network in Kirkliston will require procurement through the usual procedures, which can be very time consuming.

2.37 To simplify this process for both the current issues in Kirkliston and for future Supported Bus Service procurement, consideration is being given to the introduction of a Framework Contract for supported bus services.

2.38 A report on this specific issue will be put before the Committee later in 2013.

3. Recommendations

- 3.1 It is recommended that Committee:
- 3.1.1 agrees the actions proposed to address the issues raised in the Petition;
 - 3.1.2 notes that Kirkliston Community Council will be consulted on proposed improvements;
 - 3.1.3 notes the intention to tender for a Framework Contract covering the supply of Supported Bus Services;
 - 3.1.4 notes the intention to retender bus service 63 under the above Framework Contract; and
 - 3.1.5 advises the Petitions Committee of the decision of the Transport and Environment Committee and to note that an update will be provided in the Petitions Committee Business Bulletin

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. P47 – Set up a city-wide Transport Forum of experts and citizens to consider our modern transport needs.
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 C022 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	S01 - Edinburgh’s economy delivers increased investment, jobs and opportunities for all
Appendices	Appendix 1: Kirkliston Bus Services Appendix 2: Kirkliston Community Council Bus Survey: Analysis

Appendix 1: Kirkliston Bus Services

Horsburgh Service 7 (Queensferry-Kirkliston-Winchburgh-Broxburn-Uphall- St John's Hospital-ASDA-Livingston Bus Stn-Morrisons).

Cost to the Council: £80k *per annum*.

This subsidised service currently provides three morning and four evening direct journeys between Queensferry and Livingston (including St John's Hospital) Monday to Saturday. These journeys are provided under WLC's contract. The remainder of the service is provided commercially by Horsburgh, and consists of a 30-minute frequency service operating between Livingston and Winchburgh only. The cost to extend every second journey to Queensferry (i.e. hourly) and so restore the direct link to St John's Hospital is estimated at £70k *per annum*.

First Service 38/X38 (Stirling-Falkirk-Polmont-Linlithgow-Winchburgh-Kirkliston-Edinburgh)

This commercial service is Kirkliston's principal link with Edinburgh and Linlithgow. The service operates on a 20-minute frequency Monday to Saturday and a 30-minute frequency on Sunday. In addition, limited-stop X38 journeys operate at peak times on weekdays. The service operates from early morning until late at night every day.

Horsburgh Service 63 (Queensferry-Kirkliston-Newbridge Gyle-Hermiston Gait)

Cost to the Council: £106k *per annum*.

This subsidised service provides an hourly link between Queensferry, Kirkliston and Newbridge to RBS Gogarburn, the Gyle Centre, Edinburgh Park, Stevenson College, Bankhead Industrial Estate, Edinburgh Park Station and Hermiston Gait Retail Park. The timetable operates between 0730 and 2007 Monday to Friday and between 0830 and 2007 on Saturday. There is no Sunday service.

Stagecoach Service 51 (Dunfermline-Rosyth-Ferrytoll-Nth Queensferry-Queensferry-Kirkliston-Newbridge-Livingston)

This commercial service provides four journeys between Dunfermline and Livingston on Saturday and Sundays only, between 1000 and 1755. The service effectively operates a reduced version of First's service 651 at weekends, and is the only link between Kirkliston and Queensferry on Sundays when service 651 does not operate. Essentially the service provides access to employment and shopping opportunities at either end of the route.

First service 651 (Dunfermline-Rosyth-Ferrytoll-Nth Queensferry-Queensferry-Kirkliston-Newbridge-Livingston)

This commercial service provides an hourly service between Dunfermline and Livingston, from 0810 to 1943 (Monday to Friday) and from 0910 to 1943 on Saturdays. There is no Sunday service. On Saturdays, service 651 is interleaved at certain times with Stagecoach service 51, so for instance providing Kirkliston with links to Livingston at 0910, 0932, 1010, 1110, 1132, 1210, 1310, 1410, 1432, 1510, 1610, 1632, 1710, 1810 and 1910. As with Stagecoach service 51, the service provides access to employment and shopping opportunities at either end of the route.

Appendix 2: Kirkliston Community Council Bus Survey: Analysis

The survey was carried out by Kirkliston Community Council using *Survey Monkey*, 11-26 Jan.

There were 448 responses; compared to Kirkliston's population of nearly 4,000 (2001, main settlement only) a response rate of over 10%, and approaching the figure of 500 which a 'professional' opinion poll would regard as the minimum.

General

Using Survey Monkey does not ensure that all respondents are from Kirkliston, or prevent multiple entries. However, there is no evidence that the survey has been skewed as a result, and it was advertised only within Kirkliston itself.

I would suggest that the survey is very robust given the circumstances.

Respondents were predominantly female (62.8%); reflecting the gender of bus users (Scottish figures 61% female, 38% male). The age profile compared to national bus users has over-representation of middle aged groups, and under-representation of older and particular younger age groups. It is not generally representative of the population of Kirkliston.

National bus users			Survey age range		Kirkliston population	
	2007	2010				
16-19	10.2	13.1	0 - 20	3.9%	0-19	26.6%
20-29	24.1	17.8	21 - 30	8.5%	20-29	9.4%
30-49	27.8	26.9	31 - 50	42.3%	30-49	25.2%
50-59	10.7	11.6	51 - 65	27.3%	50-64	21.6%
60-69	14.1	14.4	66 +	18.0%	65+	17.2%
70+	13.2	16.1				

exactly corresponding age bands not available

SURVEY QUESTIONS

Q1 - Which bus services do you believe are most important? Please indicate your top 2 priority services.

Respondents were asked which two bus services are most important. Firstbus 38 scored almost 70%, by Horsburgh 63 (44%) and 7 (38%). Stagecoach 747 scored 19%. Assuming most respondents are current bus users, and answered in terms of which services are most important to themselves, the request to choose 2 bus services may overemphasise some scores, as respondents may give a 'second vote' to a service they never use.

Q2 - Which bus services are you most likely to use in future? Please indicate the two that you are most likely to use in future.

Respondents were asked which two bus services they are most likely to use in future. However, with no evidence for the basis for respondents' answers, the question is of limited use. Compared to question 1, the 38 and 747 score almost exactly the same, but the 63 scores around (8%) higher, the 7 (8%) lower. One might speculate that respondents have a fairly consistent view of the 38 and 747, whilst that of the 7 and 63 is interchangeable.

Q3 - What destination not covered by an existing service would be most beneficial?

Hospitals (Royal Infirmary of Edinburgh 49%, Western General Hospital 25%) are the overwhelmingly preferred 'new' destinations; to a surprising extent given respondents' age profile (though it is conceivable that many health workers live in the area). With these exceptions, there is little sign of a clear specific preference, although a number referred to Livingston locations.

Edinburgh Airport employs 2,500 (400 are Edinburgh Airport employees)

Q4 - With the arrival of the Tram service in 2014, if a bus link to the Trams was available from Kirkliston would you be interested in using it?

and

Q5 - If a service did provide a link to a tram stop in future, which tram stop would be most beneficial?

There was a very positive response to the concept of using a bus link to the tram (over 73%). However, Q5 suggests that this may reflect an intention to use a link as a direct service: 25% preferred a bus-tram interchange at the airport, which is illogical if they intend to use a bus link to access the tram route. The rest preferred a range of other interchanges; this may well reflect a welcome for the concept, but uncertainty about how it would work in detail.

Q6 - Which of the following services do you think should be re-routed via Kirklands Park Street? (Please choose as many as appropriate)

Q6 asked which of the 38, 651, 63 and 7 should be routed via Kirklands Park Street. A clear majority (58%) want none of them to be (re)routed. The next highest response was the 63, at only 20%. Note that in every case, the score for routing via Kirklands Park St differed depending on the direction (e.g. 63 northbound 20%, southbound 16.1%). This question produces inconsistent results.

Q7 - If you believe at least one service should be re-routed in Q6, which service(s) should be re-routed?

Q7 was answered only by those who supported rerouting in Q6; therefore by less than half the respondents. Amongst this group, the most popular option was to reroute every bus operating the relevant service (36%). However, ambiguity in the question (which service(s) should be re-routed?) might have led some respondents to interpret 'service' as meaning 'bus route', whilst others interpret it as 'some of the buses operating one route'.

It is therefore risky to draw detailed conclusions from this question. Speculatively, perhaps all it suggests is that, whilst only a minority supports any rerouting, that minority would only be satisfied if all buses (or at least all buses on one route) were rerouted.

Q8 - If you believe at least 1 service should be re-routed in Q6, which service(s) should be re-routed? (skip question if you don't believe any should be re-routed)

Q8 concerned potential *Bustracker* locations. 2 clear preferences emerge: 'Library heading south' (202140) and 'Dentist heading east' (202130). Respectable scores were gained by 'Opposite George's heading east' (202120) and 'Stirling Rd heading east' (202110) followed by 'Community Church heading West' (247780).

Q9 - Which buses do you currently / previously use and frequency?

and

Q10 - What is your main reason for using the bus?

Q9 and Q10 asked about services 38, 631, 651, 7 and '757'. 63 is not included, and '757' appears to be a transcription error for 747. This limits their usefulness, as they are not comparable to Q1 and Q2. However, it is evident that service 38 is by far the most heavily, and frequently, used bus.

Notwithstanding the 38% given to service 7 in Q1 (which two bus services are most important?), in Q9 it emerges that it is used about the same as the 631, 651 and '757'; and that usage is predominantly occasional. This reinforces the suggestion that it initially scored well only because respondents were asked to identify **two** important services.

Q11 - If you don't regularly use the bus, please let us know why.

Answers to Q11 indicated that cost and poor evening frequencies are the main reasons for not using buses; followed by the lack of an early morning service. 'Car is more convenient' (22%) scores much less than in many surveys, being outscored by 'no bus to my destination'.

Q12 - Are you male or female?		
AnswerOptions	Response %	Response Count
Male	37.2%	160
Female	62.8%	270
<i>Answered Question</i>		430
<i>Skipped Question</i>		18

Q 13 - What is your age?		
AnswerOptions	Response %	Response Count
0 to 20	3.9%	17
21 to 30	8.5%	37
31 to 50	42.3%	183
51 to 65	27.3%	118
66 or older	18.0%	78
<i>Answered Question</i>		433
<i>Skipped Question</i>		15

Chris Day

Project Officer

8 February 2013

Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

Dumbiedykes Public Transport Access: Response to Petition

Item number	7.4
Report number	
Wards	15 - Southside/Newington

Links

Coalition pledges	P33
Council outcomes	CO8 , CO9 , CO10 , CO22
Single Outcome Agreement	SO1 , SO2

Mark Turley

Director of Services for Communities

Contact: Ewan Horne, Senior Professional Officer

E-mail: ewan.horne@edinburgh.gov.uk | Tel: 0131 469 3658

Executive summary

Dumbiedykes Public Transport Access: Response to Petition

Summary

The petition to the Council on Dumbiedykes Bus Service asserts:

- that residents of Dumbiedykes, especially disadvantaged groups, have difficulty accessing services and facilities in the Southside area; and
- that the residents wish to petition for a change of route for bus service 36, or for a new service, to link the Holyrood Valley with the Southside of the City.

The background of current public transport provision in the area is explored, together with some suggestions for assisting residents in achieving their aims.

Funding issues are discussed and actions are proposed to help address the issues raised in the petition.

Recommendations

It is recommended that the Committee:

- 1 notes that a demographic survey of the Dumbiedykes area is planned, to establish the transport need of residents;
- 2 notes that community representatives will be included in this process;
- 3 notes that a comprehensive report detailing the result of the demographic study and proposals for addressing the issues raised in the Petition will be brought to the Committee in due course;
- 4 notes that further discussions will take place with bus operators with a view to bringing forward improvements public transport access for Dumbiedykes; and

- 5 advises the Petitions Committee of the decision of the Transport and Environment Committee and to note that an update will be provided in the Petitions Committee Business Bulletin.

Measures of success

Completion of the proposed demographic study and the formulation of proposals to address the issues raised in the Petition, for submission to the Committee in June 2013.

Financial impact

Funding of the proposed demographic study is to be met from existing budgets.

Equalities impact

There are no equalities impacts as a consequence of this report. An equalities assessment has been commenced in anticipation of a report being submitted to the Committee on 4 June 2013.

Sustainability impact

There are no sustainability impacts as a consequence of this report. A sustainability impact assessment has been commenced in anticipation of a report being submitted to the Committee on 4 June 2013.

Consultation and engagement

Consultation with representatives of the community in Dumbiedykes will take place as part of the transport needs study and subsequently on any recommendations proposed for the June 2013 Committee report.

Background reading/external references

Report: Lothian Buses Service Revisions: Transport, Infrastructure and Environment Committee, 5 August 2008.

Report: Subsidised Local Bus Services: Transport, Infrastructure and Environment Committee, 26 May 2009.

Dumbiedykes Public Transport Access: Response to Petition

1. Background

- 1.1 At the meeting of the Petitions Committee on 22 January 2013, a petition was considered as follows:

We the residents of Dumbiedykes, especially the elderly and disabled and mothers with buggies, experience difficulty in accessing local services, retail opportunities and community facilities in the Southside area. We, the residents of the Dumbiedykes estate wish to petition for a change of route for the 36 bus or for a new service to link Holyrood Valley with the Southside of the City.

2. Main report

- 2.1 Dumbiedykes consists of a community close to the city centre.
- 2.2 The general focus of the community has traditionally been the Southside area of the city, where shopping and other facilities are located.
- 2.3 Until 2005, the Council funded bus service 60, which connected Holyrood Road and Dumbiedykes to the Southside via the Pleasance, West Richmond Street, Nicolson Street, Nicolson Square, Marshall Street, and Potterrow, returning via the Forrest Road one-way system and then via the outward route reversed.
- 2.4 The service operated on a limited timetable from 08:00 to 19:00 hours, Monday to Saturday. At that time, the annual subsidy for service 60 amounted to some £70,000.
- 2.5 The service was provided by a number of bus operators over the years, but in the final phase was operated commercially by Mac Tours, then a subsidiary of Lothian Buses plc.
- 2.6 In October 2008, service 60 was withdrawn entirely as part of a package of service cuts by Lothian Buses. A report on the service revisions was considered by the Transport, Infrastructure and Environment Committee on 5 August 2008.

- 2.7 No new contract covering service 60 was proposed as Lothian Buses commercial service 36 (Ocean Terminal-Stockbridge-West End-City Centre-Holyrood) was by that time operating via Holyrood Road, providing a regular direct link to the City Centre.
- 2.8 At this point the route was taken over by Edinburgh Coach Lines, who operated it commercially, operating a Monday to Friday only service. Edinburgh Coach Lines withdrew the service in July 2009.
- 2.9 Service 60 was included in a large supported bus service tendering exercise in 2009, the results of which were reported to Committee on 26 May that year.
- 2.10 With limited budget availability, this exercise involved prioritising services. Service 60 had a very low score due to the availability of service 36 close by. As a result, the recommendations did not include awarding a contract for service 60.

Current Transport Options

- 2.11 Dumbiedykes residents can make use of Lothian Buses service 36 to access the city centre. By changing buses in Princes Street to one of the many bus services using the Bridges Corridor, shopping and other facilities in the Southside can be accessed.
- 2.12 The advantages of this are the use of fairly frequent services to reach the desired destination, and access to the much wider bus network.
- 2.13 The disadvantages of this option are the increased journey time, the need to change buses (which may be difficult for those with mobility difficulties) and the need to pay more than one fare, unless a National Entitlement Card (NEC) is used, or, where only Lothian Buses services are used, a Ridacard.
- 2.14 The prospect of diverting service 36, as the Petition suggests, was very recently discussed with Lothian Buses. However the company is unwilling to introduce a diversion to the route. It is the company's view that such a diversion would require more resources and, in all likelihood, negatively affect current patronage. Both would affect the commercial viability of the service.
- 2.15 Dumbiedykes Road and Viewcraig Street have walking links to Brown Street, which leads to the Pleasance. These footpaths are well-lit, however the gradients may be challenging for those with impaired mobility.
- 2.16 Nonetheless, the footpaths provide access to West Richmond Street, where the local medical centre is located. In addition, Lothian Buses service 14 (Muirhouse-Leith-Bridges-Prestonfield-Niddrie-Greendykes) can be accessed at West Richmond Street, providing connections to other areas of the city.

2.17 A walk of some 290 metres (Viewcraig Street, Holyrood Road, St John Street) takes residents to the Canongate, where Lothian Buses service 35 (Ocean Terminal-Leith-Canongate-Fountainbridge-Chesser-Sighthill-South Gyle-Airport) is accessible. Service 35 generally operates on a 12-minute frequency, and can provide Dumbiedykes with a link to South Bridge, as well as many other destinations in the city.

2.18 Other Accessible Transport options are currently available to some Dumbiedykes residents:

Dial-a-Bus – this service provides transport from home to local shopping centres for people who cannot manage by ordinary bus. Users normally have 1-2 hours to shop before being taken home. The drivers are happy to assist with bags.

Dial-a-Ride – this service provides a through-door transport service for people with limited mobility who are unable to use ordinary buses.

Taxicard – this scheme is for people who either cannot use, or can only use buses with assistance. It allows users to make up to 104 subsidised trips per year, with a maximum subsidy of £3.00 per trip.

Lothian Community Transport Services – provides an accessible and affordable ‘self-drive’ or ‘with-driver’ minibus hire service to community and voluntary groups in Edinburgh on a not-for-profit basis, predominantly in the east side of Edinburgh.

South Edinburgh Amenities Group (SEAG) – provides a minibus hire service to community and voluntary groups in Edinburgh on a not-for-profit basis predominantly in the south side of Edinburgh. Recent discussions with SEAG indicated the group’s willingness to serve Dumbiedykes.

Proposals

2.19 In order to establish the transport needs of the Dumbiedykes community, a study of the current demography of the area will be carried out, in consultation with community representatives.

2.20 The results will be assessed, and comprehensive evaluated proposals will be brought forward to help address the concerns raised in the Petition.

2.21 Further discussions will take place with bus operators with a view to bringing forward improvements public transport access for Dumbiedykes.

2.22 A further report will be brought to the Transport and Environment Committee in June 2013. This will detail the results of the demographic study, and will outline options for improving public transport access.

3. Recommendations

- 3.1 It is recommended that the Committee:
- 3.1.1 notes that a demographic survey of the Dumbiedykes area is planned, to establish the transport need of residents;
 - 3.1.2 notes that community representatives will be included in this process;
 - 3.1.3 notes that a comprehensive report detailing the result of the demographic study and proposals for addressing the issues raised in the Petition will be brought to the Committee in due course;
 - 3.1.4 notes that further discussions will take place with bus operators with a view to bringing forward improvements public transport access for Dumbiedykes; and
 - 3.1.5 advises the Petitions Committee of the decision of the Transport and Environment Committee and to note that an update will be provided in the Petitions Committee Business Bulletin.

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	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. SO2 – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.
Appendices	None

Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

The Leith Programme: Consultation and Design

Item number	7.6
Report number	
Wards	11 – City Centre 12 – Leith Walk 13 – Leith

Links

Coalition pledges	P33 , P44 , P45 , P46
Council outcomes	CO19 , CO21 , CO22 , CO23 , CO25 , CO26
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Ian Buchanan, City Centre & Leith Neighbourhood Manager (operations)

E-mail: ian.buchanan@edinburgh.gov.uk | Tel: 0131 529 7524

Executive summary

The Leith Programme: Consultation and Design

Summary

Extensive consultation has been carried out as part of The Leith Programme, to help inform a final design for improvements to Constitution Street, Leith Walk and Picardy Place. This follows the agreement by Finance and Resources Committee (on 31 July 2012) to a total budget of £5.5M for resurfacing and additional environmental improvements on the streets, with the following amendment:

"The Director of Services for Communities to ensure that the design team assesses a full range of options to give increased priority for cyclists, including dedicated and mixed use lanes, to complement the proposals of the Active Travel Action Plan."

Both the consultation findings and the current policy context have been key to developing the way forward for The Leith Programme. This includes developing a longer term vision and plan for these important city streets, a final design for Constitution Street, outline designs for the northern half of Leith Walk, and design principles for the southern section of the scheme between Pilrig Street and Picardy Place, where a much enhanced scheme may be possible with third party funding.

Both the overall strategic vision and the potential enhancements reflect consultation findings and the current policy context. This report outlines a delivery timetable for the programme, beginning in April 2013.

Recommendations

It is recommended that the Committee:

- 1 agrees the longer term vision for the corridor, as outlined in paragraphs 2.27 to 2.32, as a proactive step towards achieving sustainable transport targets for Edinburgh;
- 2 agrees the final design for Constitution Street, which should be implemented from April 2013 onwards;

- 3 agrees the outline design for Leith Walk between the Foot of the Walk and Pilrig Street, with the final design to be approved through an oversight group of Convenor, Vice Convenor and local Councillors and implemented from September 2013;
- 4 agrees the design principles for the section from Pilrig Street to Picardy Place, as outlined in paragraphs 2.30 and 2.31;
- 5 instructs officers to pursue third party funding for a more comprehensive urban design solution to the southern section of the route, including enhanced elements for pedestrians and cyclists, and the creation of a signalised junction at London Road, and notes that:
 - a. if third party funding is awarded, the final design to be approved through an oversight group of Convenor, Vice Convenor and local Councillors; and
 - b. if third party funding is not confirmed by the end of 2013, officers will pursue a design for approval through an oversight group of Convenor, Vice Convenor and local Councillors for the southern section, based on the preliminary design and amended with consultation feedback, that is deliverable within available budget; and
- 6 agrees to refer this report to both the Planning and Economy Committees for noting.

Measures of success

The delivery of a project within agreed timescales and budget, that helps meet the Council's outcome (25) of efficient and effective services that deliver on objectives.

Should funding for a much enhanced scheme become available, an increase in excess of the Active Travel Action Plan target number of people opting to cycle along the route over the three years following completion of the project, monitored via transport surveys and using survey figures from 2012 as a baseline.

Ongoing engagement with businesses and traders, residents and commuters will be used to determine levels of satisfaction with the completed scheme.

Financial impact

The agreed budget for The Leith Programme totals £5.5M. It is hoped that an additional budget may be obtained from external sources and officers are working with Sustrans to explore options for funding.

Part of Sustrans' interest in the scheme is that the Council is adopting an ambitious programme for the whole route, providing future connectivity and making a significant step towards pedestrian and cycling infrastructure in Leith and between Leith and the city centre. If additional funding is agreed, the Council will need to prioritise resources in future years to deliver the remaining elements of a wider vision and scheme for this corridor (Picardy Place roundabout to Princes Street, George Street cycle route and the linkages to the new accessible Waverley Train Station entrance on Calton Road). This requirement will be reported to the Finance and Budget Committee.

Equalities impact

An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the delivery of the project. The recommendations in this report will help meet the Council's duty to advance equality of opportunity as improvements to pavements and pedestrian facilities plus better management and enforcement of parking will have a positive impact on the safety, freedom of movement and access for all who live in or use these streets.

Sustainability impact

The completion of the Leith Programme will help to support pedestrian, cycling and economic activity in the immediate and surrounding area. A sustainability impact assessment is being carried out during the development of final plans for key junctions where detailed modelling is required to understand if greater pedestrian priority can be provided without direct negative impact on air quality.

Consultation and engagement

The Council is committed to ensuring local communities are able to influence decisions and the way Council resources are used. In supporting this commitment, a comprehensive process of consultation and engagement has been carried out, informing the development of the way forward for these streets. This process has sought to ensure that all users of these streets are able to feed in their opinions and aspirations and to have these evaluated fairly to reach a balanced conclusion.

The feedback received through consultation has been extremely thorough, and all findings and stakeholder submissions are included in the background reading section of this report. It must be noted that several key areas of consensus from the consultation process relate directly to a desire for a final design and vision that is both a more proactive step towards supporting sustainable forms of transport and one that cannot be delivered exclusively from within the available budget. Overall the key findings from the consultation are closely aligned with the current policy context in Scotland and Edinburgh, guiding the design of streets.

Ongoing engagement with local stakeholders will be provided as part of The Leith Programme to ensure a high level of information locally, and minimise disruption during the delivery of this major scheme of works. A dedicated officer is providing a local and single point of contact for residents, businesses and other key stakeholders.

Background reading/external references

- Leith Improvement Programme report to Finance and Resources Committee 31 July 2012 (Item 36)
- Active Travel Action Plan
- Local Transport Strategy
- Edinburgh's Public Realm Strategy
- Waterfront and Leith Area Development Framework
- Leith Programme Consultation Survey
- Drop-in Event - Feedback Summary
- Leith Improvement Programme Focus Groups
- Stakeholder Submissions from:
 - The Cockburn Association
 - Greener Leith (joint submission on behalf of eleven organisations and further individuals)
 - Leith Business Association
 - Lothian and Borders Police
 - Sustrans

The Leith Programme: Consultation and Design

1. Background

- 1.1 On 31 July 2012, the Finance and Resource Committee agreed a report outlining a budget of £5.5M for The Leith Programme.
- 1.2 The Leith Programme covers a vibrant corridor comprising 2.2km (1.3 miles) of shopping, residential and business use, along which streetscape, widths of street, patterns of use and character vary considerably. It is a major route for public transport and, along Leith Walk, has one of the highest levels of pedestrian activity in the city. The Waterfront and Leith Area Development Framework refers to this corridor as a great city street.
- 1.3 For most stakeholders, the Council's commitment to invest £5.5M along these streets represents a unique opportunity to stop and think carefully about how the streets should be developed for the future. The Council's investment should form a sound basis for planned, longer term strategy for this corridor, aiming to link and add value to surrounding initiatives, and attract additional investment. The key principles for this vision are echoed in both policy and analysis of The Leith Programme consultation feedback.

2. Main report

Policy context and design guidelines

- 2.1 The Scottish Government's 'Designing Places' and 'Designing Streets' policy statements encourage Local Authorities to develop their own guidance on both design and delivery of public space initiatives. They identify six qualities of successful places which serve as key considerations for street designs:
 - distinctive - street design should respond to local context to deliver places that are distinctive;
 - safe and pleasant - streets should be designed to be safe and attractive places;

- easy to move around - streets should be easy to move around for all users and connect well to existing movement networks;
 - welcoming - street layout and detail should encourage positive interaction for all members of the community; and
 - adaptable - street networks should be designed to accommodate future adaptation.
- 2.2 The Edinburgh Public Realm Strategy 2009 serves to co-ordinate the delivery of street design in the city and brings together the principles set out in the Edinburgh City Local Plan, the Local Transport Strategy, the Edinburgh Standards for Streets and other initiatives relating to open space and street design.
- 2.3 The Council has developed an Active Travel Action Plan (ATAP) to deliver increased levels of cycling and walking in the city by 2020. The main targets are 15% of journey to work trips by bike by 2020 (10% of all trips) and 22% of all journey to work trips by walking (35% of all trips). The plan provides for significant improvements to walking/cycling infrastructure, the maintenance of this infrastructure and the promotion of walking/cycling for travel purposes.
- 2.4 Extensive traffic surveys have been carried out along the route showing high levels of bus and pedestrian activity and a relatively low level of cycling. The route is busiest closer to the city centre. However, this current position must be balanced with longer term aims and targets for modes of travel. Getting the right outcome requires very careful understanding of these factors and consultation feedback to develop a design that enhances Leith as a place where people live, shop, go to school, work, relax and socialise.

Preliminary design and consultation processes

- 2.5 The key aims for the development of a preliminary design for consultation were:
- to provide a design that was realistic, affordable within the available budget, and deliverable;
 - to provide a set of design drawings that would allow for detailed comparative analysis of consultation responses;
 - to discharge the amendment from the Finance and Resource Committee of 31 July 2102; and
 - to balance the needs of all identified users of these streets.
- 2.6 The preliminary design was informed by an awareness of local people's concerns and priorities for the streets, informed by stakeholder events in July 2012 and previous local and community led consultations.

- 2.7 A deliverable option for cycling was proposed in the preliminary design, including a mixture of on road and segregated cycle provision at both London Road and Picardy Place roundabouts. A review of options for cycling was carried out that considered the availability of road space and competing needs. The assessment of the physical feasibility of incorporating dedicated cycle lanes is provided at Appendix 2.
- 2.8 The design was developed with an awareness of the potential to provide a future tram line to Leith and therefore avoided any significant change that would be hard to maintain within a tram design.
- 2.9 Consultation on the preliminary designs has been devised to ensure that the feedback can be analysed in a way that informs the development of a way forward and final design for the streets.
- 2.10 A range of consultation methods have been used to ensure that the views of all different user types are gathered and understood by the design team. These included focus groups, survey (online and on-street, and available in libraries, Leith Community Centre and from local voluntary organisations), stakeholder meetings, and a drop-in event with the opportunity to talk to the roads design team. A report outlining the consultation process and findings is provided at Appendix 1.
- 2.11 Analysis of the findings has sought to ensure the design team has a sound understanding of all suggestions and issues for user groups and individuals. Findings have been discussed alongside policy and street design guidelines. Officers have assessed the feasibility of the many options, improvements and ideas provided through consultation.

Consultation findings

- 2.12 The consultation process involved over 600 individuals of which 482 survey responses were recorded. All findings and stakeholder submissions are included in the background reading section of this report, and will be shared with officers working on the consultation for the Transport Strategy Review.
- 2.13 Overall the key findings from the consultation are closely aligned with the current national and local policy context guiding the design of streets; stakeholder groups in particular are aware of policy directives and are seeking changes to be made in the wider context of how the street functions for all activities carried out along it. A general sense from the consultation process is a desire for a final design that is a bolder step towards providing for greater pedestrian and cyclist priority.

2.14 Key findings arising from the consultation are as follows:

- Improvements to road and pavement surfaces are welcomed across user types and stakeholder groups, and are seen by some as having the biggest impact on improving the quality of the corridor.
- Many respondents are keen to see changes that benefit and promote walking, cycling and sustainable forms of transport.
- The proposed changes to pedestrian crossings and islands are viewed positively although there is a call for greater pedestrian priority at some junctions to make them easier to cross, and at crossing desire lines.
- The majority of survey respondents support the proposal to repave the footway in grey precast concrete slabs.
- There is support for domestic refuse bins to be relocated from pavements to dedicated parking bays and a desire to improve the management of trade waste presentation.
- Proposed safety measures for cyclists were seen by many as a positive contribution to cycling safety in the area, however there is a significant contrary view that some aspects of the proposals, particularly downhill (towards Leith), may reduce safety.
- A number of respondents feel the preliminary designs do not go far enough with regards to provision for cyclists. These respondents generally want segregated cycleways, particularly in the uphill direction (towards the city centre).
- There is a call for the Council to investigate the introduction of a 20mph limit for Leith Walk as a shopping and residential street.
- There is support for additional greening, reinstatement of public art and historical landmarks.
- There is support for an improved, better managed parking system.
- There is support for improved signage to highlight Leith as a shopping and tourism destination.

The Leith Programme – design principles

2.15 The consultation process for The Leith Programme has highlighted a considerable range of design concepts and ideas that could improve the scheme. These concepts have been reviewed against the preliminary design to establish key design principles against which the longer term vision for the Leith Programme will be developed. The principles will be based on the Governments requirements set out in Designing Streets and the Council's Standards for Streets Principles;

- **Distinctive, Preserving and enhancing the historic fabric and grain of the City.** Any changes to street layouts and patterns should help to reinforce the original street pattern and relationships. Design changes should be made to respect the local character of the streets and spaces.
- **Safe and Pleasant, Contribute to Place making.** Changes to the street design should ensure they create improvements and spaces that people would wish to use. The designs should be simple and attractive to pedestrians, allowing other users to operate around these spaces. The strategy should examine the role of the space between the buildings and seek to achieve better balance of uses in a layout that will encourage slower speeds for traffic.
- **Easy to move around.** The changes will promote links to existing facilities, such as cycle routes and reinforce the links to bus stops. All junction arrangements will be improved.
- **Welcoming.** Improvements will focus on key spaces along the route that can provide for improved pedestrian comfort.
- **Adaptable.** The scheme will take into consideration the tram route and consider parking and waste management improvements.
- **Resource Efficient.** The design life for the scheme will take account of future changes, such as tram and new developments such as Shrubhill. Materials and landscaping will respond to the Council's policies.

2.16 In detail, the designs will:

- Resurface roads throughout bringing a consistency of materials and surfaces compatible with those in use across the city, with a deeper resurface in the bus lane where this is required;
- Re-lay all footways bringing a new uniformity to materials and a consistent quality. This will include opportunities for key spaces;

- Raised tabletops (speed lowering ramps) at all non-signalised side roads;
- Remove obstacles, such as redundant accesses, to promote pedestrian priority;
- Reduction of street clutter and new consistency to design elements; and
- Simplify all junctions for pedestrians, subject to traffic modelling, bringing a consistent series of designs that are recognisable throughout sections of the scheme.

2.17 Consultation feedback has been clear on the desire to have more greenery along the Leith corridor. Existing trees will be pruned and maintained, and new trees or landscaping will be introduced to improve spaces along the route and reinforce existing greenery.

2.18 The Leith Programme consultation feedback supports better management of domestic and trade waste, and calls for the de-cluttering of streets along the entire scheme. Proposals to move domestic waste into dedicated bays received strong support overall and will be pursued through the programme. Longer term proposals to remove trade waste from pavements in Leith will be addressed in conjunction with the development of a modernised waste policy.

2.19 It is intended to deliver the programme in three main sections with procurement on the first section, Constitution Street, to begin following Committee approval.

Constitution Street – final design

2.20 A final design for Constitution Street has been proposed from Foot of the Walk north to Old Dock Gates. This design is shovel ready. Key elements of the final design for Constitution Street (Appendix 3) include:

- Widening of some footway between Queen Charlotte Street and Bernard Street;
- Provision of limited cycle parking facilities between Queen Charlotte Street and Bernard Street;
- Replace six tree pits and trees north of Bernard Street;
- Replace asphalt pavements with paving slabs north of Bernard Street;
- Introduce Advanced Stop Lines for cyclists along Constitution Street; and
- Relocate domestic waste bins into dedicated on-road space.

- 2.21 It is proposed that within 12 months of work starting the junction with Bernard Street will be reconfigured with the addition of three pedestrian crossing phases. The permanent closure of the junction with Assembly Street is required to deliver a safe pedestrian crossing over Baltic Street, and will require a Traffic Regulation Order (TRO) to be made. Procedures for the TRO for this and other changes required in the Constitution Street final design will commence immediately following this committee if the design is agreed. (The closure of Assembly Street is also specified in the design concept for a future Leith tram line.)
- 2.22 The Bernard Street junction is within the extended area of the Great Junction Street Air Quality Management Area. Linked to the sustainability impact assessment for The Leith Programme, a detailed study of traffic flow and modelling for the area is being carried out, including impact assessments for air quality.

Foot of the Walk to Pilrig Street – outline design

- 2.23 The consultation revealed a clear desire for improved pedestrian priority at all junctions, and particularly at the Foot of the Walk junction (in the Great Junction Street Air Quality Management Area). It is necessary to carry out further analysis and modelling on revised junctions, working towards greater pedestrian priority whilst assessing any impacts on air quality, before a final design can be completed. Delivery of this section is planned to start in September.
- 2.24 One issue emerging from consultation for this section of the route (indeed for the whole route) is the creation of a 20mph speed limit. This echoes the emerging findings from the 2012 Edinburgh People's Survey, showing strong support for a reduction in speed limits in residential and shopping streets. Constitution Street has had an advisory 20mph limit in place at the southern section, however this aspect of policy will be determined at a city wide level. The issue of 20mph speed limits is raised, for consultation, in the Local Transport Strategy main issues report.
- 2.25 The addition of cycle parking facilities, removal of redundant street furniture and the inclusion of appropriate planting will be incorporated into the final, detailed design for this section, in response to consultation findings.
- 2.26 Key elements of the outline design for the section from Foot of the Walk to Pilrig Street include:
- Retain existing bus lanes.
 - Relocate domestic waste bins to dedicated parking/loading bays.
 - Retain most other parking and loading bays.
 - Improvements for pedestrian crossings at Foot of the Walk junction.
 - Retain existing maximum stay durations.

- Additional crossings.
- Remove rubber central reserve.
- Review and potentially relocate taxi stances.

Pilrig Street to Picardy Place – developing principles for an outline design

2.27 Due to the complexity and quantity of feedback on this section of the route and the potential for third party funding, a final design has not yet been proposed. Instead, officers are working with Sustrans to explore the more ambitious design solutions suggested.

2.28 Picardy Place, Leith Walk and Constitution Street define the historic route and link between the city centre and Leith. The route is noted for vibrant shopping streets with distinct characters along the length of the corridor. It is a major route for public transport with up to 6,000 passenger trips towards city centre in peak hour. It also has one of the highest levels of pedestrian activity in the city. Currently, there is very limited cycle infrastructure along the route and it only attracts more confident cyclists (the majority are commuters into and out of town and numbers are relatively small).

2.29 To achieve a strategic longer term vision, the entire route to the city centre and Princes Street needs to be considered and commitment made to continue to improve this corridor. Future investment will be required to address the connection to the city centre including key sections at Picardy Place, Leith Street and the link to Calton Road. This work should dovetail with the improvements to the tram route through St Andrew Square and York Place and Princes Street/George Street.

2.30 To achieve maximum impact and value for money, The Leith Programme should be the starting point for co-ordinating and delivering future changes from Old Dock Gates right through to the top of Leith Street. Sustrans is supporting the Council, in partnership, to explore possible options to extend the scheme to include these more significant, costly elements with funding support, subject to an agreed overall vision and Council commitment to the corridor. Designers will work to develop an enhanced design for Leith Walk and Picardy Place which will deliver benefits for all modes of transport and for the streetscape along the corridor.

2.31 Some of the options being considered include:

- Signalised 'T' junction layout at London Road.
- Uphill segregated cycle lane from Annandale Street to Picardy Place.
- Single phase pedestrian crossing at Playhouse.

- Altered London Road pedestrian crossing at the signalised junction.
- Cyclist crossings at London Road.
- Segregated cycle lane uphill from London Road to Picardy Place.
- On-road cycling space downhill (in the direction of Leith) in response to consultation findings.
- Review of taxi stances.
- Provision of cycle parking facilities.
- Limited seating.
- Picardy Place roundabout largely unchanged.
- Preserve public transport priority.
- Continue to provide some loading and parking bays.
- Relocate waste bins into designated bays.

2.32 It is intended that the addition of a segregated cycleway into the city centre would be provided in such a way to accommodate a potential future tram line.

2.33 Should additional funding not become available, the enhanced scheme for this section cannot be delivered at this stage. If sufficient additional funding is not available, officers will work to incorporate the feedback from consultation as far as is possible, to make improvements to the preliminary design. However the roundabout configuration, two phased pedestrian crossings, and a shorter section of uphill only cycle provision would remain. The downhill section would be removed as this has not been viewed favourably by a majority of cycling consultees.

Connectivity to other schemes

2.34 The Leith Programme provides an opportunity to improve connectivity between a number of other initiatives within Leith and the City Centre. In the City Centre, a comprehensive vision is being planned for Princes Street and George Street, and for the City Centre as a whole.

- Links to national cycle route in George Street.
- Future Picardy Place reconfiguration of roundabout into junction layout and improvements to Leith Street.
- Links to Waverley Station and Calton Road accessible entrance.

2.35 In Leith, investment in the environmental and streetscape quality has already been delivered, and further work is planned:

- Shore to Henderson Street public space including replacement of setts and environmental improvements (completed 2012).
- Portobello to Leith Links cycle way (completed 2012).
- McDonald Road cycle lane.
- Increase in pavement space at Bernard Street and at the corner of Baltic Street.
- Community led environmental improvements to improve access and movement in Kirkgate, Links View and Coatfield Lane commencing in 2013.

2.36 There is development potential linked to key sites in The Leith Programme area:

- Plans for redevelopment of 7 Shrubhill Place (by Unite) and 1 Shrubhill Place (Block A).
- Future tram and sustainable transport plans to Leith.
- Feasibility study for green bridge being undertaken by Planning.

2.37 Specific projects are being planned to support bicycle ownership for those living in Leith's higher density tenements:

- Safe cycle storage in Leith in partnership with Sustrans and Lothian and Borders Police.
- Cycle behaviour and travel behaviour in partnership with Sustrans and Lothian and Borders Police.

3. Recommendations

- 3.1 It is recommended that the Committee:
- 3.1.1 agrees the longer term vision for the corridor, as outlined in paragraphs 2.27 to 2.32, as a proactive step towards achieving sustainable transport targets for Edinburgh;
 - 3.1.2 agrees the final design for Constitution Street, which should be implemented from April 2013 onwards;
 - 3.1.3 agrees the outline design for Leith Walk between the Foot of the Walk and Pilrig Street, with the final design to be approved through an oversight group of Convenor, Vice Convenor and local Councillors and implemented from September 2013;
 - 3.1.4 agrees the design principles for the section from Pilrig Street to Picardy Place, as outlined in paragraphs 2.30 and 2.31; and
 - 3.1.5 instructs officers to pursue third party funding for a more comprehensive urban design solution to the southern section of the route, including enhanced elements for pedestrians and cyclists, and the creation of a signalised junction at London Road, and notes that:
 - a. if third party funding is awarded, the final design to be approved through an oversight group of Convenor, Vice Convenor and local Councillors; and
 - b. if third party funding is not confirmed by the end of 2013, officers will pursue a design for approval through an oversight group of Convenor, Vice Convenor and local Councillors for the southern section, based on the preliminary design and amended with consultation feedback, that is deliverable within available budget.
 - 3.1.6 agrees to refer this report to both the Planning and Economy Committees for noting.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used</p> <p>P44 - Prioritise keeping our streets clean and attractive</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists</p> <p>P46 - Consult with a view to extending the current 20mph traffic zones</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</p> <p>CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible</p> <p>CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community</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>SO4 Edinburgh's Communities are safer and have improved physical and social fabric.</p>
Appendices	<ol style="list-style-type: none">1. Leith Programme consultation process2. Investigation of cycling options3. Constitution Street - final design4. Leith Walk (Foot of the Walk to Pilrig Street Junction) – outline design5. Leith Programme area and connectivity

The Leith Programme Consultation Process.

This report summarises the consultation and engagement process carried out for The Leith Programme. The consultation process clearly set out to seek views which would help inform the development of final design for the area reported to the Transport and Environment Committee on 19 March 2013, particularly in relation to the additional environmental elements of the programme above and beyond the road and pavement resurfacing. Consultation has been an integral part of the overall project.

The process began in September 2012 with meetings with cycling groups. This was followed by a wider consultation process across all user groups including:-

- a series of focus groups in early November,
- a survey (online and on street) commencing late November,
- a community drop-in event in early December,
- meetings and ongoing engagement with key stakeholders,
- invitations to a range of groups representing people whose characteristics are covered by the Equalities Act 2010, to respond to the consultation.

These approaches are explained in further detail below.

Focus groups

Focus groups were used at the early phase of the process to gain a detailed understanding of the views of key user groups about the preliminary proposals. Findings from these groups helped inform the survey questions and are provided at Appendix 1b.

Survey

The survey was designed to gather a wide range of input on key themes. The survey format provided set questions and options for additional comments, concerns or ideas. 482 survey responses were recorded. The survey responses gave a significant amount of specific feedback and additional commentary (amassing 202 pages worth of comments) demonstrating a very thorough consideration of the proposals. The ideas and suggestions extracted from the survey have been studied in detail by the design team.

The analysis of survey responses showed a fairly strong consensus on views about cycling safety, pedestrian safety and pavements. Although there was wide support for more greenery there was less consistency regarding the location and type of greenery from respondents. Had specific proposals been provided for greenery, it is possible that greater overall consistency of feedback would have been gathered. Survey analysis is provided at Appendix 1c.

Community drop-in event

The drop in event provided people with the opportunity to discuss the preliminary design proposals and drawings with the design team and other Council officers. The event was open all day and into the evening and 90 people attended. Participants also had the option of completing a feedback form to submit their views. 45 people used the feedback forms. Much of the discussions concerned the proposals for cycling provision, although a smaller number of people who attended wanted to discuss specifically local environmental quality issues in Leith and how the Council will manage these. A summary of this event is provided at Appendix 1d.

Stakeholder submissions

A number of detailed submissions were received from stakeholders including The Cockburn Association, Leith Business Association, Lothian and Borders Police and Sustrans. A comprehensive joint submission co-ordinated by Greener Leith was supported by the three Leith community councils, seven other organisations and a number of interested individuals. All submissions are thorough and identify a range of opportunities and considerations for The Leith Programme within the current policy context. There is a correlation between the overall findings from other consultation methods and themes contained in stakeholder submissions.

Consultation findings have been fed into the design process and have proved incredibly useful in determining the desires and aspirations of the various user groups and individuals involved. The design team have gained a very comprehensive understanding of these.

The following list represents all consultation findings, which are available on The Leith Programme's [web pages](#):

- Leith Programme Consultation Survey
- Drop-in Event - Feedback Summary
- Leith Improvement Programme Focus Groups
- All Stakeholder Submissions

Details of all consultees, stakeholder groups and organisations who wish to be kept informed of the development of a design have been retained, and feedback is being provided through letters, email and also provided on The Leith Programme's [web pages](#).

The Leith Programme: Investigation of Cycling Options

Cycling facilities along Leith walk

The starting point for investigating cycling options along Leith Walk was the physical width of the street, specifically the building line to building line width and what might be achievable.

Each of the potential cycle facilities that were investigated, including one way cycleways on one or both sides of the street, two way cycleways on one or both sides of the street and combinations of these, took account of the width of Leith Walk at each section.

For any design it is necessary to establish desirable minimum widths required for each option, and each element within a design has a minimum width. The table below indicates the desirable minimum widths and those widths assumed as part of the design for The Leith Programme.

1. Desirable minimum and assumed widths		
Element	Minimum Width (m)	Assumed Width (m)
Footway (busy shopping streets)	4.0	4.0
Parking Bay	2.0	2.5
Bus Lane (north of Pilrig St)	3.0	3.25
Bus lane (south of Pilrig St)	3.0	4.5
Running Lane	3.0	3.25
Segregated Cycleway (one way)	1.5	2.0
Segregated Cycleway (two-way)	2.0	3.0
Margin/Segregation	0.5	0.5
Central Reserve*	1.2	1.8

*The central reserve primarily provides refuge for pedestrians at D-islands and also accommodates street furniture such as signal poles. The design has looked to provide 1.8m where appropriate, however the design has generally sought to maximise the width of footway rather than the central reservation.

Building to building widths by section along Leith Walk

The existing width between buildings generally decreases northbound along Leith Walk. The typical average widths between buildings are shown section by section in the following table.

2. Existing widths by section		
Section	Location	Typical Average Width (m)
1	Picardy Place to London Road	39.10
2	London Road to Annandale Street*	29.40
3	Annandale Street to McDonald Road	30.95
4	McDonald Road to Pilrig Street	30.90
5	Pilrig Street to Arthur Street	26.50
6	Arthur Street to Lorne Street	27.15
7	Lorne Street to Stead's Place	26.20
8	Stead's Place to Crown Street	23.15
9	Crown Street to Foot of the Walk	25.00

*This section excludes the extra width added by Elm Row, and is measured to the edge of the pavement on the east side.

Section 1 (outside the Playhouse) is approximately 10m wider overall than the average 30m widths between London Road and Pilrig Street junction. From Pilrig Street the width of Leith Walk is constrained and the central reserve is lost; the width averages at 26.0m until Foot of the Walk (with a pinch point of approximately 23.0m on Section 8 around Crown Street).

Appendix 2

Twenty four main configurations to provide road, footway and cycleway elements were identified. The deliverability of these was appraised section by section along Leith Walk taking into account the available space and desired widths; not all options were applicable to all sections.

3. Range of configurations for cycle provision considered	
1	Standard width bus lanes on both sides
2	Standard width bus lane Leithbound, 4.5m wide bus lane Citybound
3	4.5m wide bus lanes on both sides
4	Standard width bus lane Leith bound, one-way shared use surface and standard width bus lane Citybound
5	4.5m wide bus lane Leithbound, one-way shared use surface and standard width bus lane Citybound
6	One-way shared use surface and standard width bus lanes on both sides
7	Standard width bus lane Leithbound, one-way segregated cycle lane (limited physical segregation) and standard width bus lane Citybound
8	4.5m wide bus lane Leithbound, one-way segregated cycle lane (limited physical segregation) and standard width bus lane Citybound
9	One-way segregated cycle lanes (limited physical segregation) and standard width bus lanes on both sides
10	Standard width bus lane Leithbound, one-way segregated cycle lane (full physical segregation) and standard width bus lane Citybound
11	4.5m wide bus lane Leithbound, one-way segregated cycle lane (full physical segregation) and standard width bus lane Citybound
12	One-way segregated cycle lanes (full physical segregation) and standard width bus lanes on both sides
13	Standard width bus lane Leithbound, two-way shared use surface and standard width bus lane Citybound
14	4.5m wide bus lane Leithbound, two-way shared use surface and standard width bus lane Citybound
15	Two-way shared use surfaces and standard width bus lanes on both sides
16	Standard width bus lane Leithbound, two-way segregated cycle lane (limited physical segregation) and standard width bus lane Citybound*
17	4.5m wide bus lane Leithbound, two-way segregated cycle lane (limited physical segregation) and standard width bus lane Citybound*
18	Two-way segregated cycle lanes (limited physical segregation) and standard width bus lane on both sides*
19	Standard width bus lane Leithbound, two-way segregated cycle lane (full physical segregation) and standard width bus lane Citybound*
20	4.5m wide bus lane Leithbound, two-way segregated cycle lane (full physical segregation) and standard width bus lane Citybound*
21	Two-way segregated cycle lanes (full physical segregation) and standard width bus lane on both sides*
22	Standard width bus lane Leithbound, unsegregated one-way cycle lane Citybound**
23	4.5m width bus lane Leithbound, unsegregated one-way cycle lane Citybound**
24	One-way segregated cycle lane (limited physical segregation) Leithbound, unsegregated one-way cycle lane Citybound**
<p>*The overall need to improve safety for cycling means safety concerns must be noted in options 16 to 21 which involve two-way segregated cycle lanes. Drivers are not accustomed to seeing / looking for cyclists approaching from their left side. In a downhill direction cyclists may be travelling at considerable speeds. The need to provide route continuity for cyclists, and safe cycle crossing to access and exit two-way segregated cycle lanes was noted.</p> <p>** These final three configurations were assessed north of Pilrig Street only, given the building to building widths.</p>	

Cycling facilities along Constitution Street

Few cycling facilities were considered between Foot of the Walk and Queen Charlotte Street, where very limited building to building widths mean any proposals are likely to be difficult to achieve without significant impact on other users.

North of Queen Charlotte Street, advanced stop lines, lead-ins to advanced stop lines and lane reductions were considered and have now been incorporated in a final design for Constitution Street.

Principles for cycling design at junctions

At all signalised junctions consideration has been given to all possibilities for simplifying the junction, including introducing single phase crossings for pedestrians, reducing the number of approach lanes, removing slip lanes, and improving cycle throughput.

The design principle being employed at priority junctions is to ensure main road cycle lanes should have priority over side roads. The on-road cycle lane markings will be continuous across the side roads, and consideration is still being given (where segregated cycle lanes can be incorporated into design) to options to “bend in” or “bend out” the cycle lane where it meets the side roads. Similarly the location of parking/loading bays adjacent to side roads and the visibility for cyclists is also being reviewed.

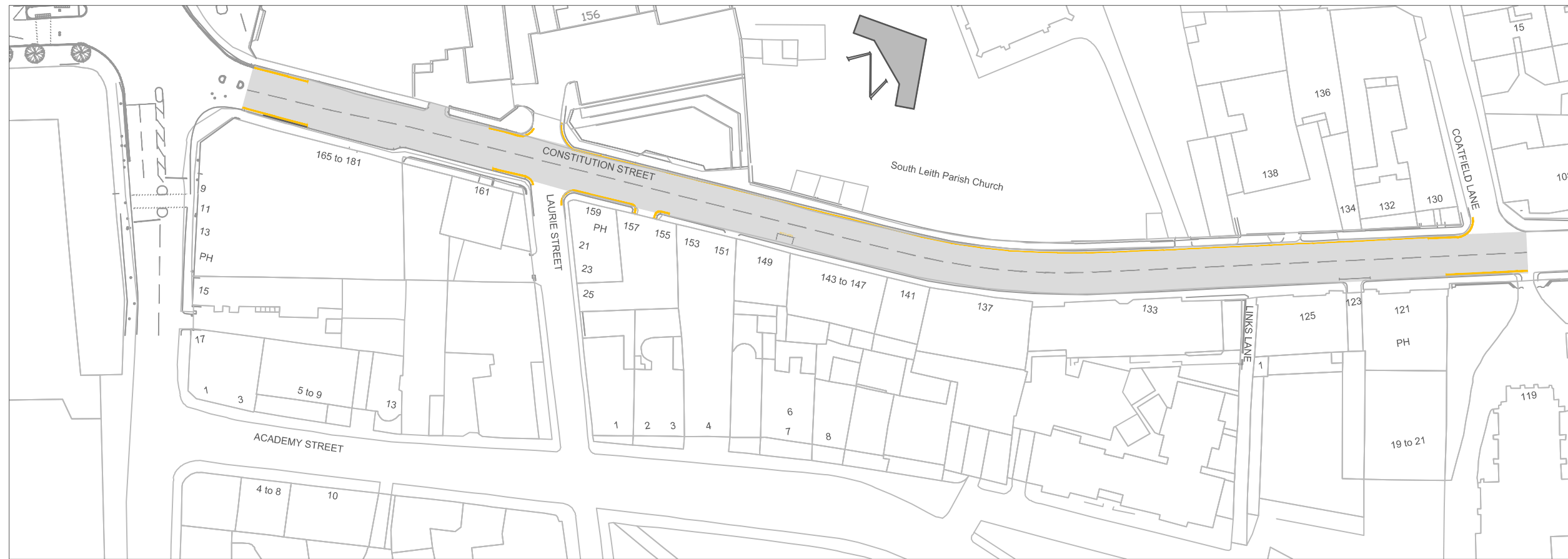
Improvements at junctions that will benefit pedestrians will also assist cyclists. These are currently part of a longer term assessment involving traffic modelling to check against any negative impacts of increased congestion, air quality and the impact of displaced traffic. The introduction of cycle pre-signals is similarly subject to ongoing investigation to determine all impacts prior to finalising designs.

Other factors under consideration

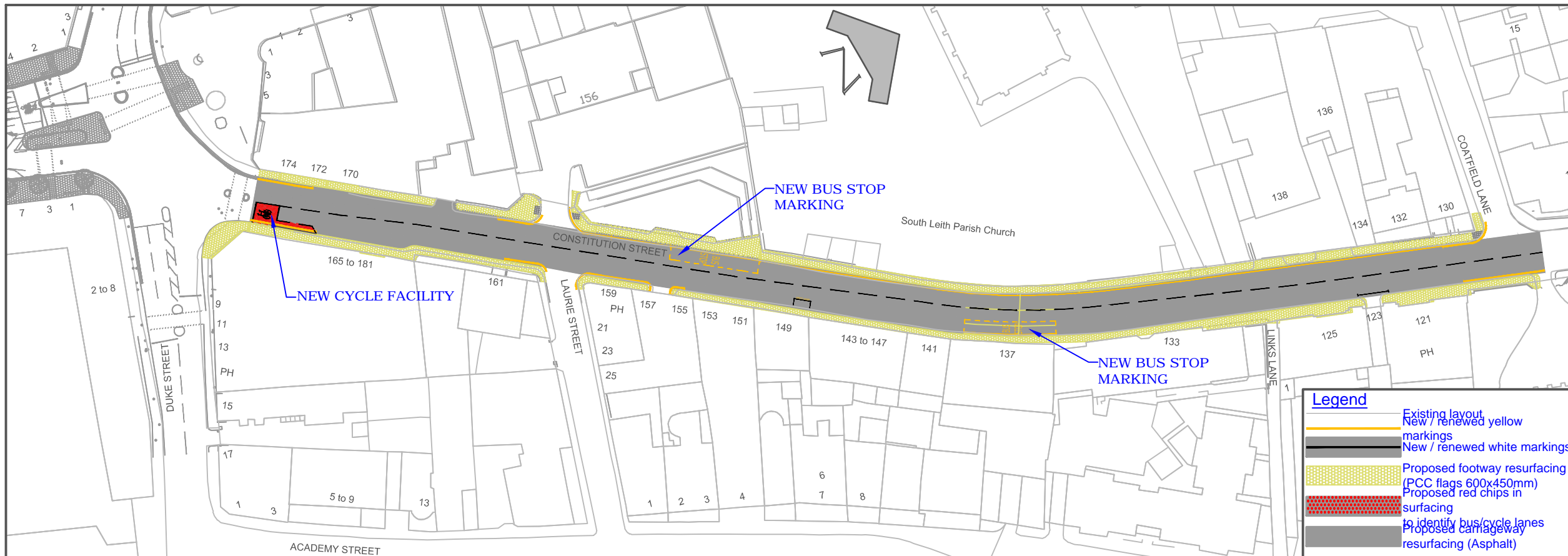
In all the cycling options, current and potential cycling volumes or demand has been an important consideration. In this respect, a number of surveys have been undertaken to determine current numbers and routing of cyclists. The highest demand recorded is across the London Road junction travelling from Leith Walk to and from Leith Street.

Advanced Stop Lines and coloured red chip surfacing are standard details to highlight and improve cycling infrastructure. The key points along the route where cycle parking would enhance overall provision are still to be finalised.

NOTES:



EXISTING LAYOUT OF CONSTITUTION STREET BETWEEN GREAT JUNCTION STREET AND COATFIELD LANE (SECTION 11)



PROPOSED CONSTITUTION STREET IMPROVEMENTS BETWEEN GREAT JUNCTION STREET AND COATFIELD LANE (SECTION 11)

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2012)

REVISION	DETAILS	BY	DATE	CHECKED
A	Issued for report	CM	14 Feb 13	DW

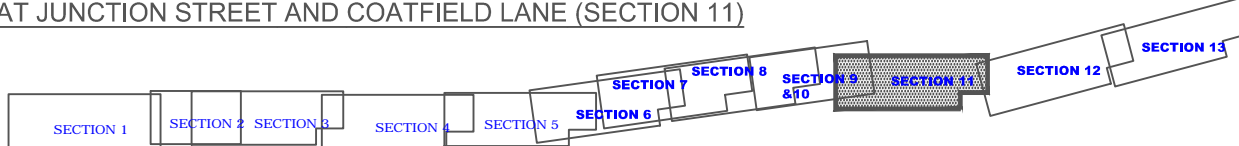
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

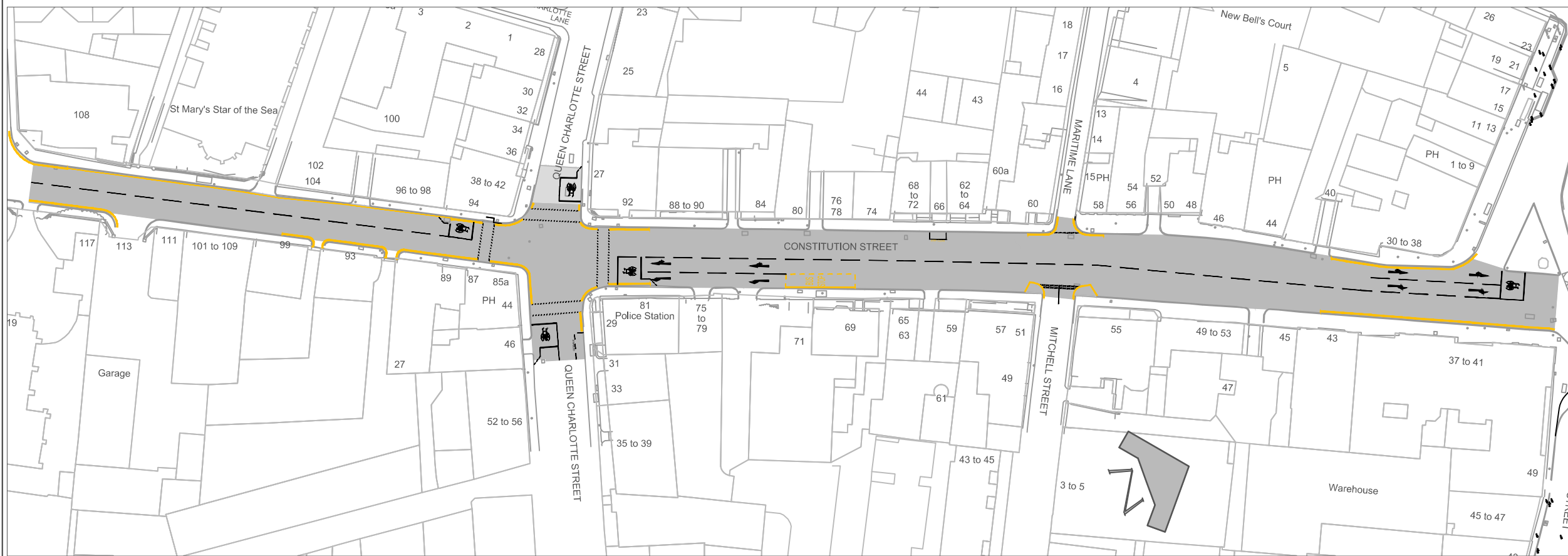
SERVICES FOR COMMUNITIES
The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ
Tel No 0131 200 2000

TRANSPORT
TRAFFIC & ENGINEERING
NEW WORKS
Roads & Transport Design

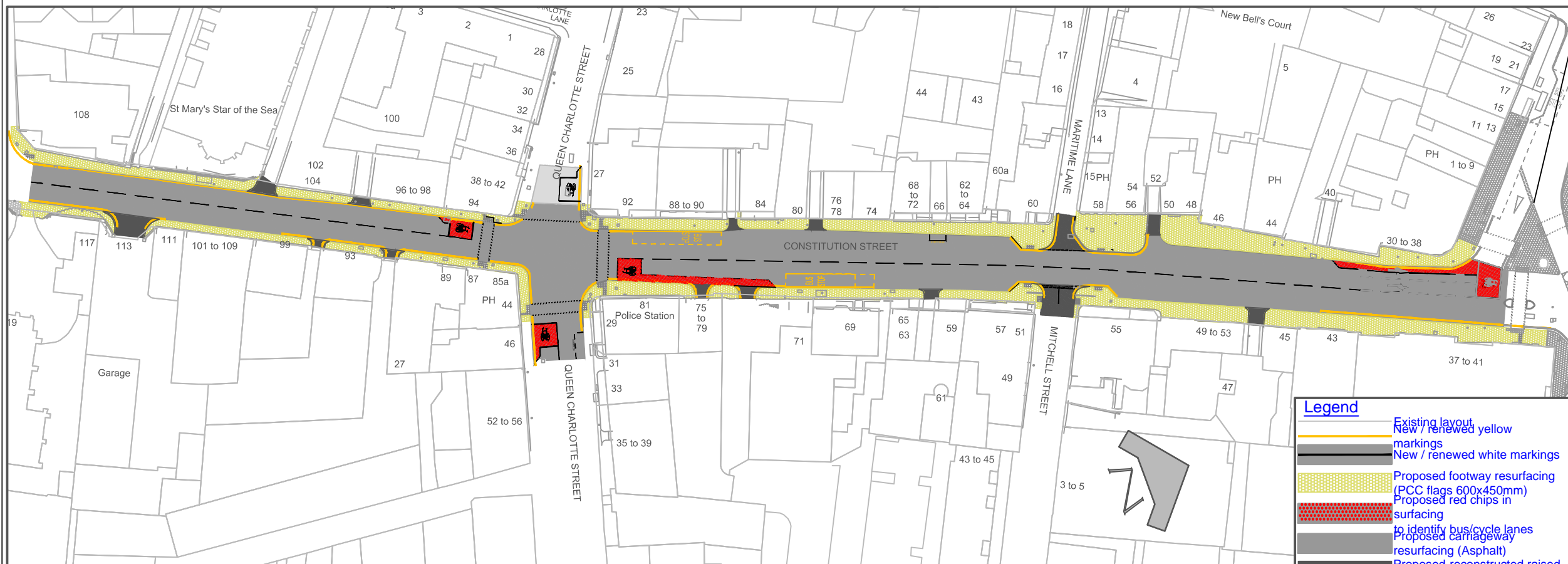
APPENDIX 3
CONSTITUTION STREET
FINAL DESIGN
SHEET 1 OF 3

Date: SEPTEMBER 2012 Job No.: 636045 Drawn by: S MACKENZIE
Scale: 1:500 Checked by: D Wilson





EXISTING LAYOUT OF CONSTITUTION STREET IMPROVEMENTS BETWEEN COATFIELD LANE AND BERNARD STREET (SECTION 12)



PROPOSED CONSTITUTION STREET IMPROVEMENTS BETWEEN COATFIELD LANE AND BERNARD STREET (SECTION 12)

Legend

- Existing layout
- New / renewed yellow markings
- New / renewed white markings
- Proposed footway resurfacing (PCC flags 600x450mm)
- Proposed red chips in surfacing
- to identify bus/cycle lanes
- Proposed carriageway resurfacing (Asphalt)
- Proposed reconstructed raised table

NOTES:

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
100023420 (2012)

REVISION	DETAILS	BY	DATE	CHECKED
D	Issued for Report	CM	14/02/13	DW
C	Build out extended @ No56. Cycle lead in extended at Bernard Street and yellow lines extended. updated and existing lines added.	CM	14/02/13	DW
B	Double yellow lines updated and existing lines added.	CM	12/02/13	DW

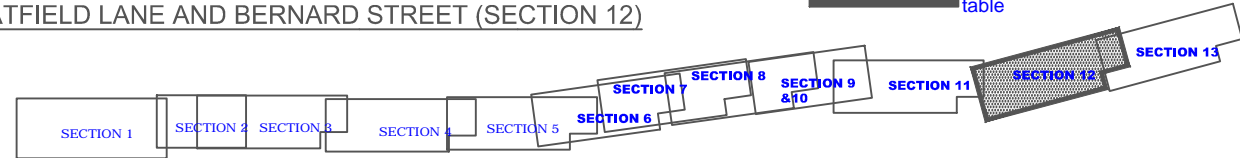
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

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

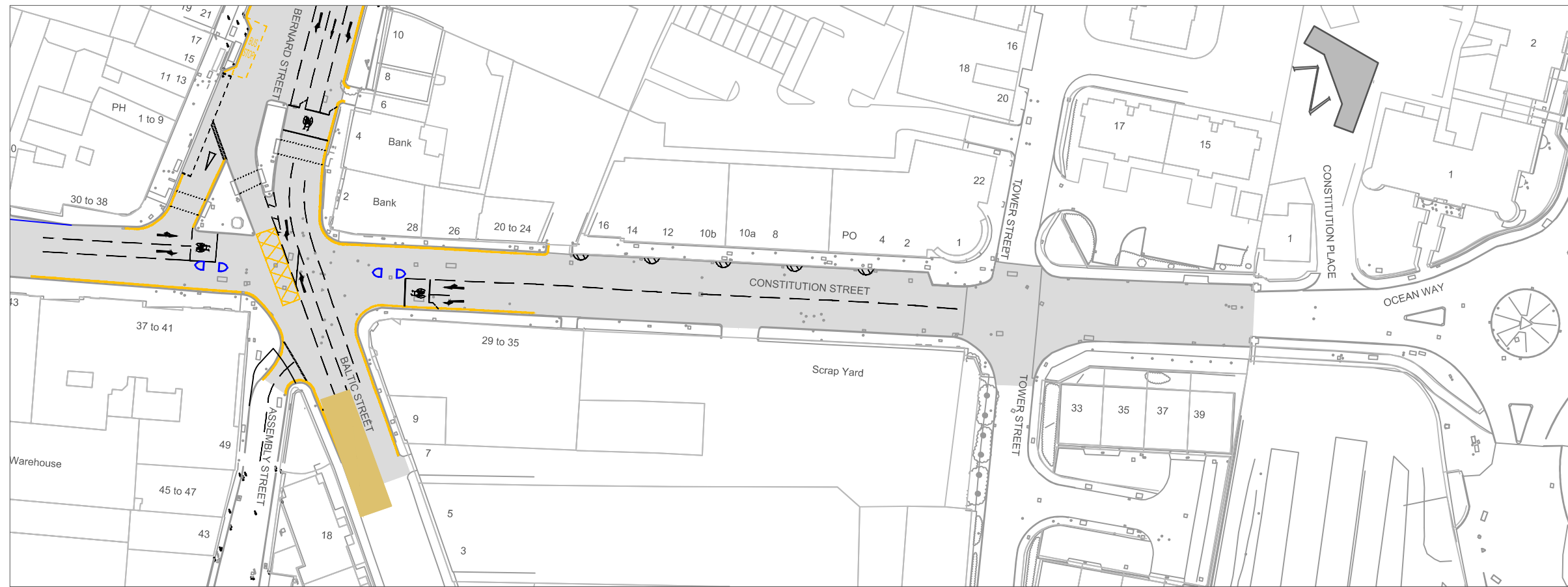
TRANSPORT
TRAFFIC & ENGINEERING
NEW WORKS
Roads & Transport Design

APPENDIX 3
CONSTITUTION STREET
FINAL DESIGN
SHEET 2 OF 3

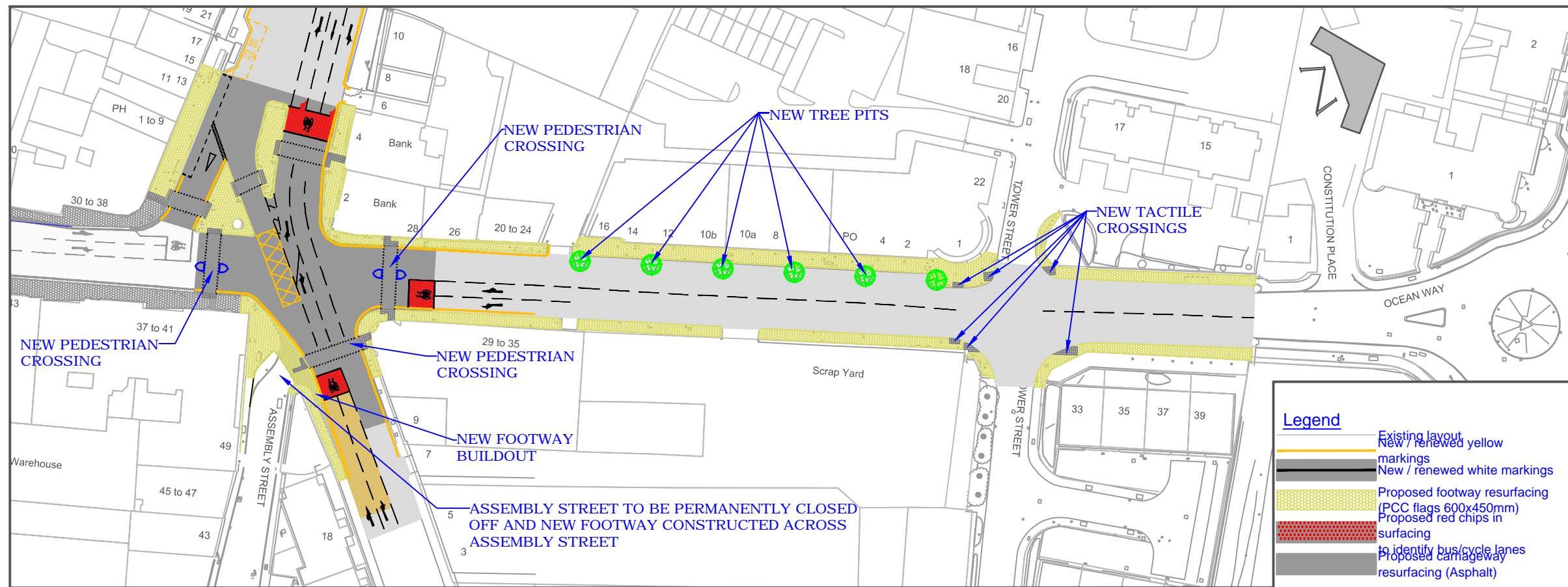
Date: SEPTEMBER 2012 Job No.: 636045 Drawn by: S MACKENZIE
Scale: 1:500 Checked by: D Wilson



NOTES:



EXISTING LAYOUT OF CONSTITUTION STREET BETWEEN BERNARD STREET AND OCEAN DRIVE (SECTION 13)



PROPOSED CONSTITUTION STREET IMPROVEMENTS BERNARD STREET AND OCEAN DRIVE (SECTION 13)

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2012)

REVISION	DETAILS	BY	DATE	CHECKED
A	Issued for report	CM	14 Feb 13	DW

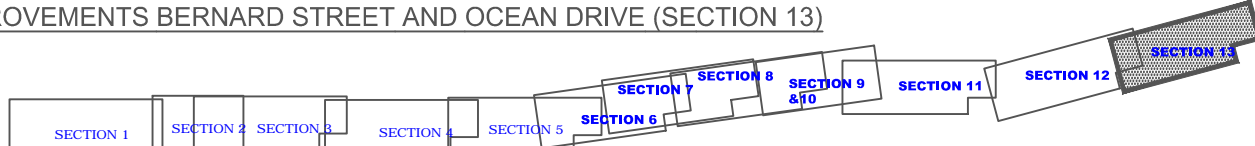
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

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

APPENDIX 3
CONSTITUTION STREET
FINAL DESIGN
SHEET 3 OF 3

Date: SEPTEMBER 2012 Job No.: 636045 Drawn by: S MACKENZIE
Scale: 1:500 Checked by: D Wilson



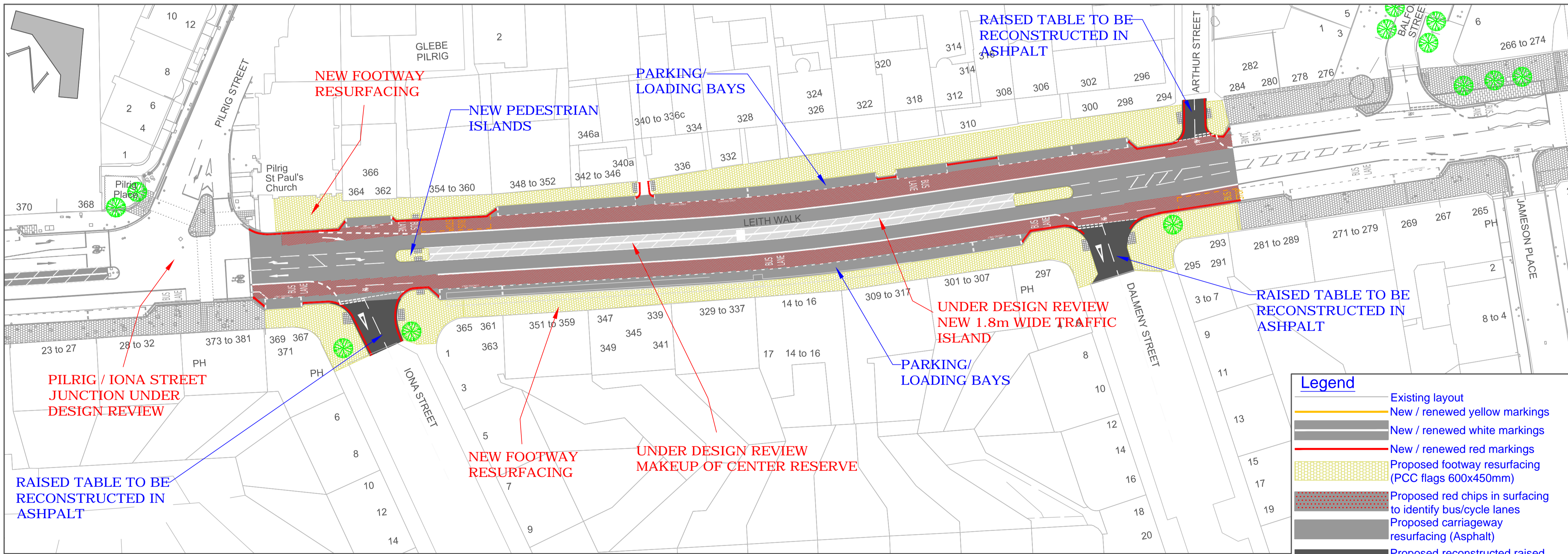


EXISTING LAYOUT OF LEITH WALK BETWEEN PILRIG STREET AND ARTHUR STREET (SECTION 5)

NOTES:

The layout shown at Pilrig Street / Iona Street Junction is indicative only at this stage and will be refined as the design develops.

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100023420 (2012)



PROPOSED LEITH WALK IMPROVEMENTS BETWEEN PILRIG STREET AND ARTHUR STREET (SECTION 5)

- Legend**
- Existing layout
 - New / renewed yellow markings
 - New / renewed white markings
 - New / renewed red markings
 - Proposed footway resurfacing (PCC flags 600x450mm)
 - Proposed red chips in surfacing to identify bus/cycle lanes
 - Proposed carriageway resurfacing (Asphalt)
 - Proposed reconstructed raised table

REVISION	DETAILS	BY	DATE	CHECKED

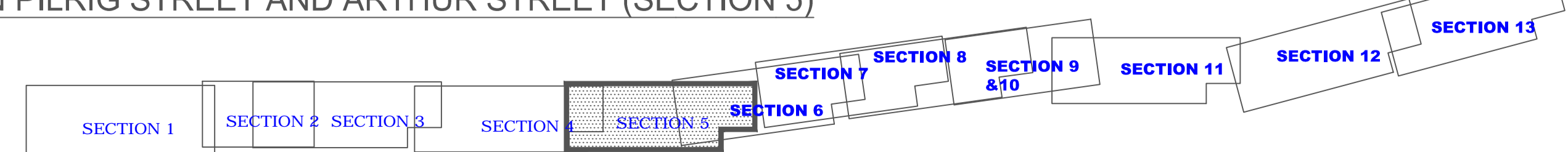
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

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

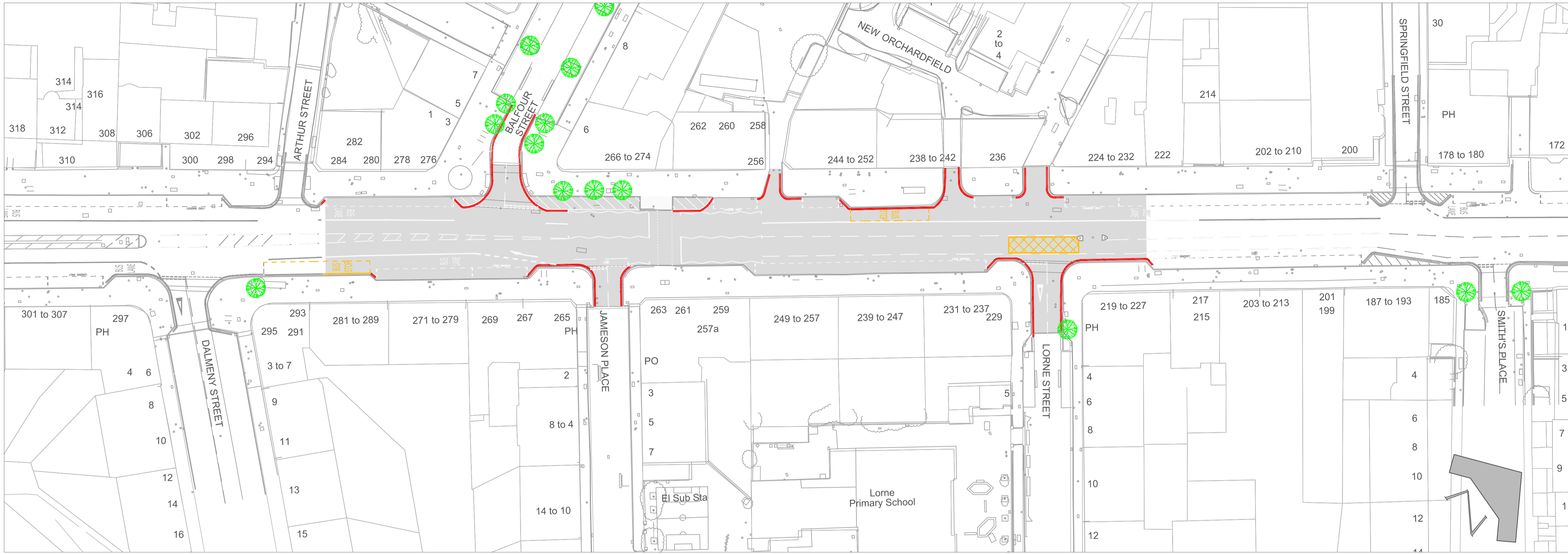
TRANSPORT
TRAFFIC ENGINEERING
NEW WORKS
Road & Transport Design

APPENDIX 4
FOOT OF THE WALK TO PILRIG STREET
OUTLINE DESIGN
SHEET 1 OF 5

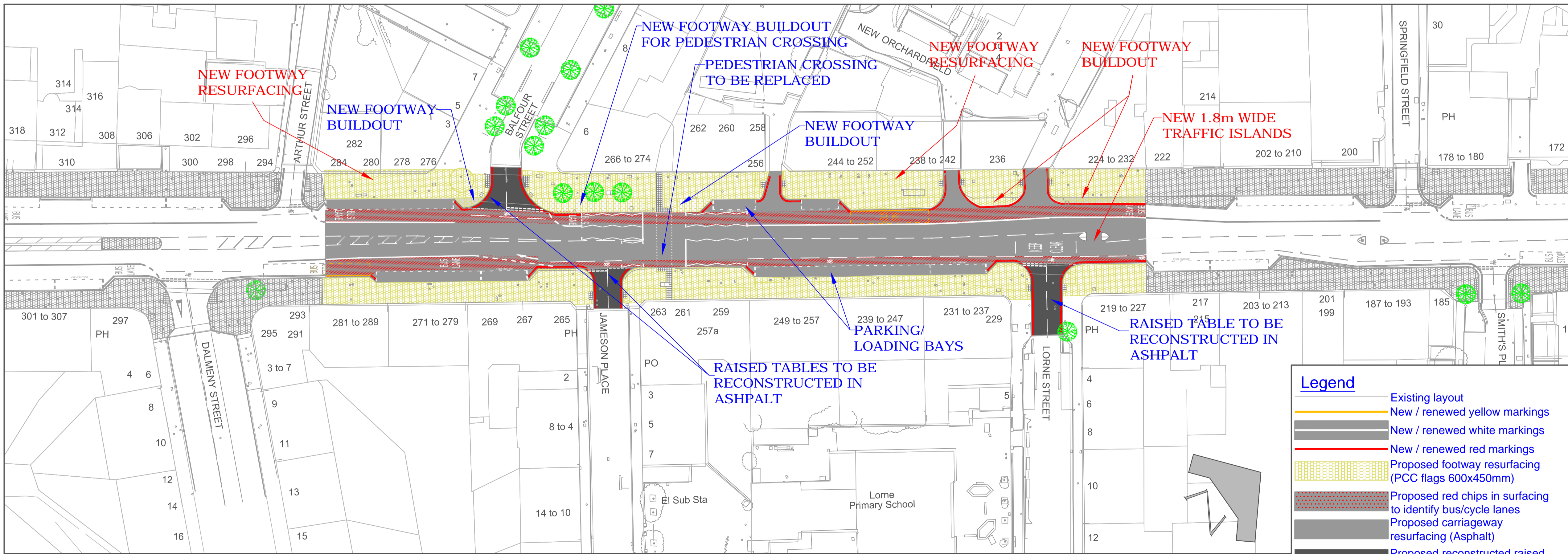
Date: SEPTEMBER 2012 No.: 636045 Drawn by: S MACKENZIE
Scale: 1:500 Checked by: D Wilson



NOTES:



EXISTING LAYOUT OF LEITH WALK BETWEEN ARTHUR STREET AND LORNE STREET (SECTION 6)



PROPOSED LEITH WALK IMPROVEMENTS BETWEEN ARTHUR STREET AND LORNE STREET (SECTION 6)

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2012)

- Legend**
- Existing layout
 - New / renewed yellow markings
 - New / renewed white markings
 - New / renewed red markings
 - Proposed footway resurfacing (PCC flags 600x450mm)
 - Proposed red chips in surfacing to identify bus/cycle lanes
 - Proposed carriageway resurfacing (Asphalt)
 - Proposed reconstructed raised table

REVISION	DETAILS	BY	DATE	CHECKED

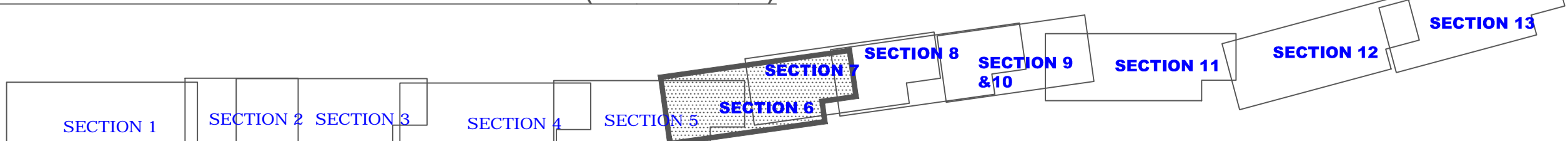
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

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

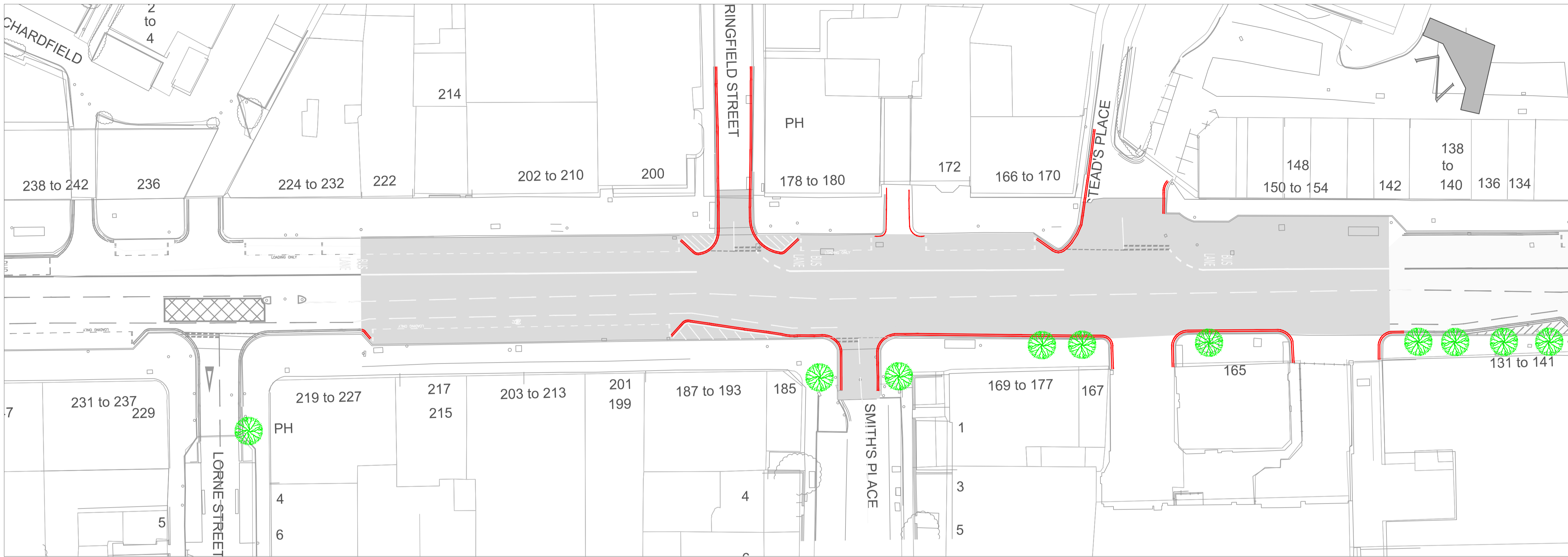
TRANSPORT
TRAFFIC ENGINEERING
NEW WORKS
Road & Transport Design

APPENDIX 4
FOOT OF THE WALK TO PILGRIG STREET
OUTLINE DESIGN
SHEET 2 OF 5

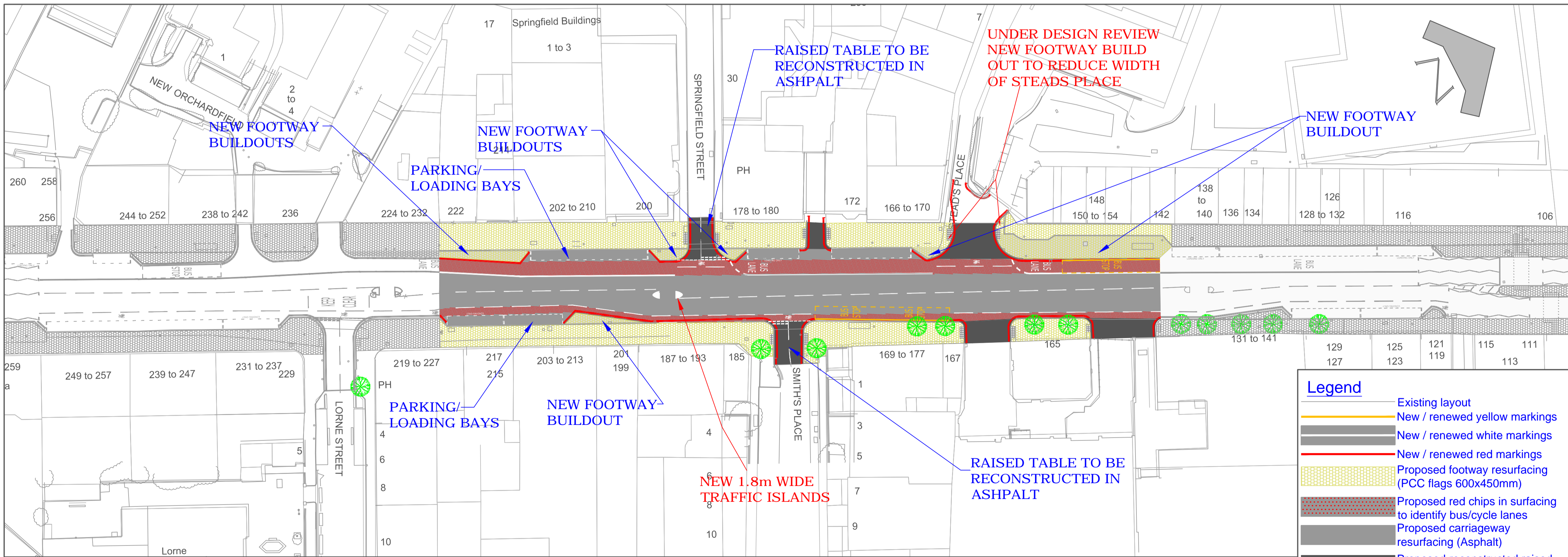
Date: SEPTEMBER 2012
Scale: 1:500
No.: 636045
Drawn by: S MACKENZIE
Checked by: D Wilson



NOTES:



EXISTING LAYOUT OF LEITH WALK BETWEEN LORNE STREET AND STEAD'S PLACE (SECTION 7)



PROPOSED LEITH WALK IMPROVEMENTS BETWEEN LORNE STREET AND STEAD'S PLACE (SECTION 7)

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2012)

REVISION	DETAILS	BY	DATE	CHECKED

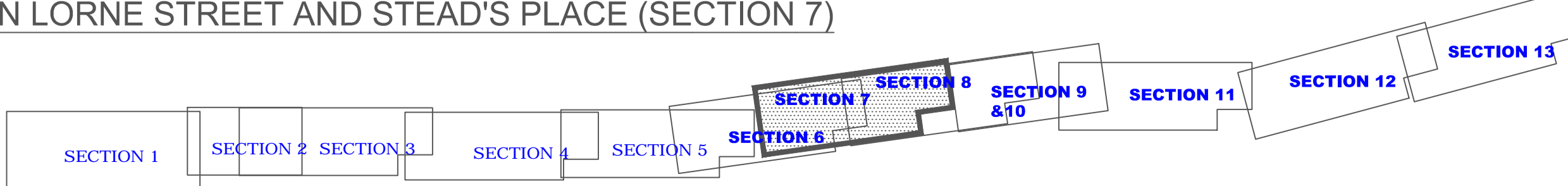
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

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

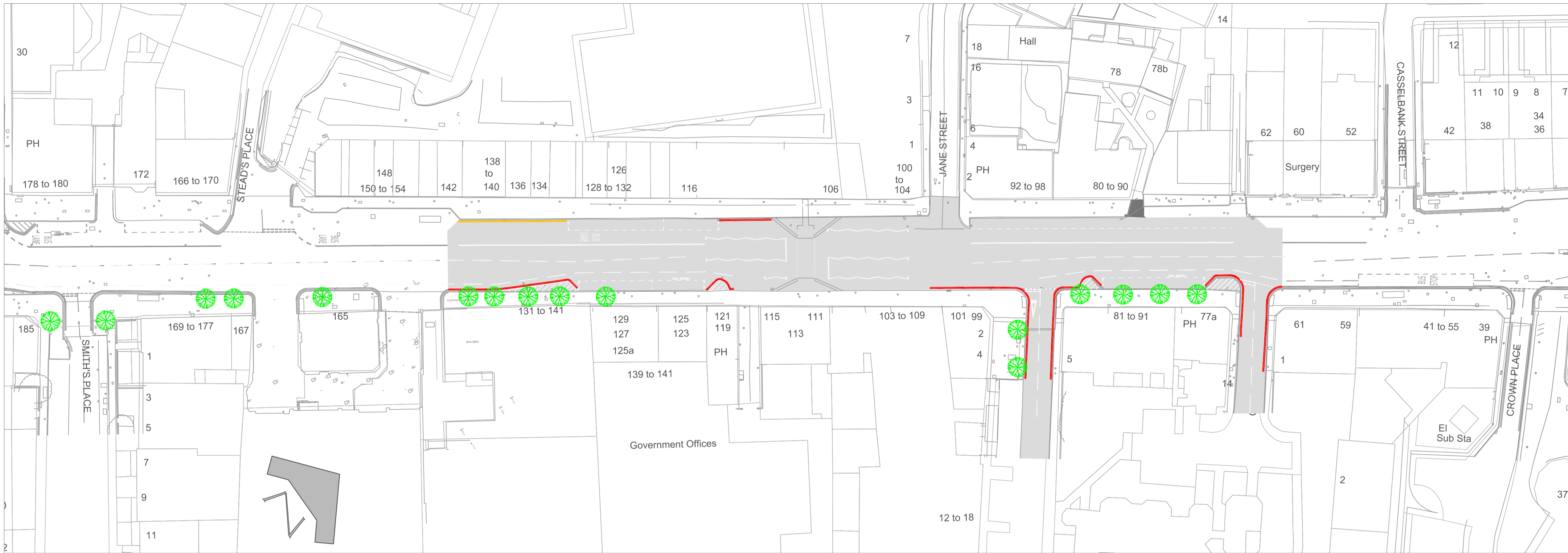
TRANSPORT
ENGINEERING
NEW WORKS
Road & Transport Design

APPENDIX 4
FOOT OF THE WALK TO PILGRIG STREET
OUTLINE DESIGN
SHEET 3 OF 5

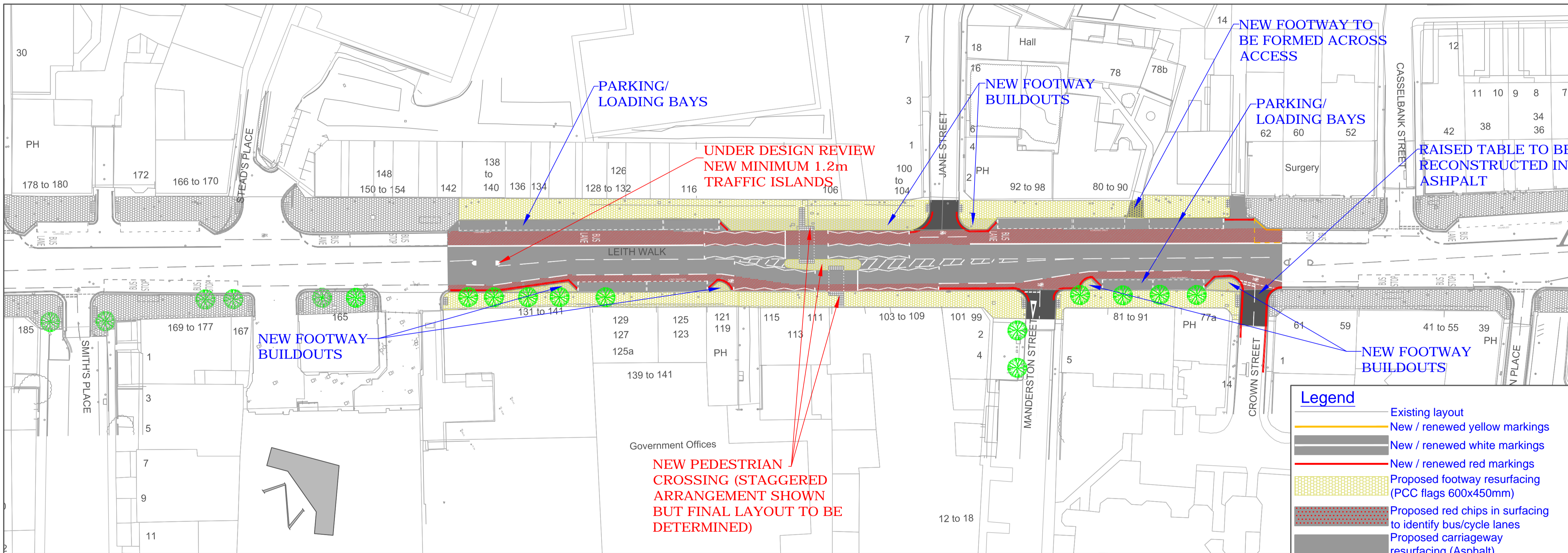
Date: SEPTEMBER 2012 No.: 636045 Drawn by: S MACKENZIE
Scale: 1:500 Checked by: D Wilson



NOTES:



EXISTING LAYOUT OF LEITH WALK BETWEEN STEAD'S PLACE AND CROWN STREET (SECTION 8)



PROPOSED LEITH WALK IMPROVEMENTS BETWEEN STEAD'S PLACE AND CROWN STREET (SECTION 8)

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2012)

REVISION	DETAILS	BY	DATE	CHECKED

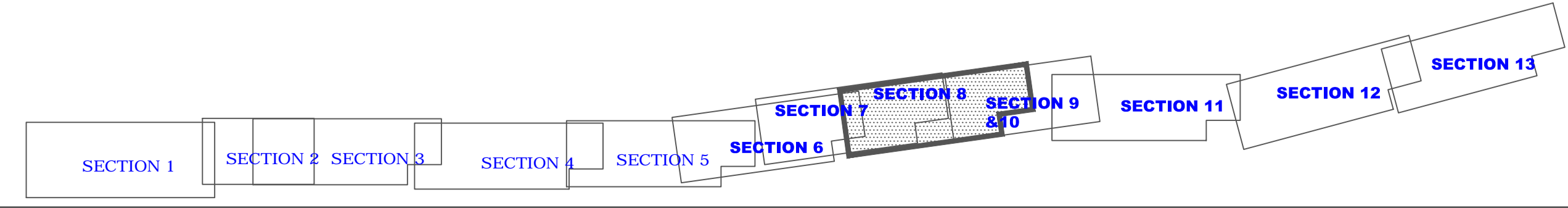
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

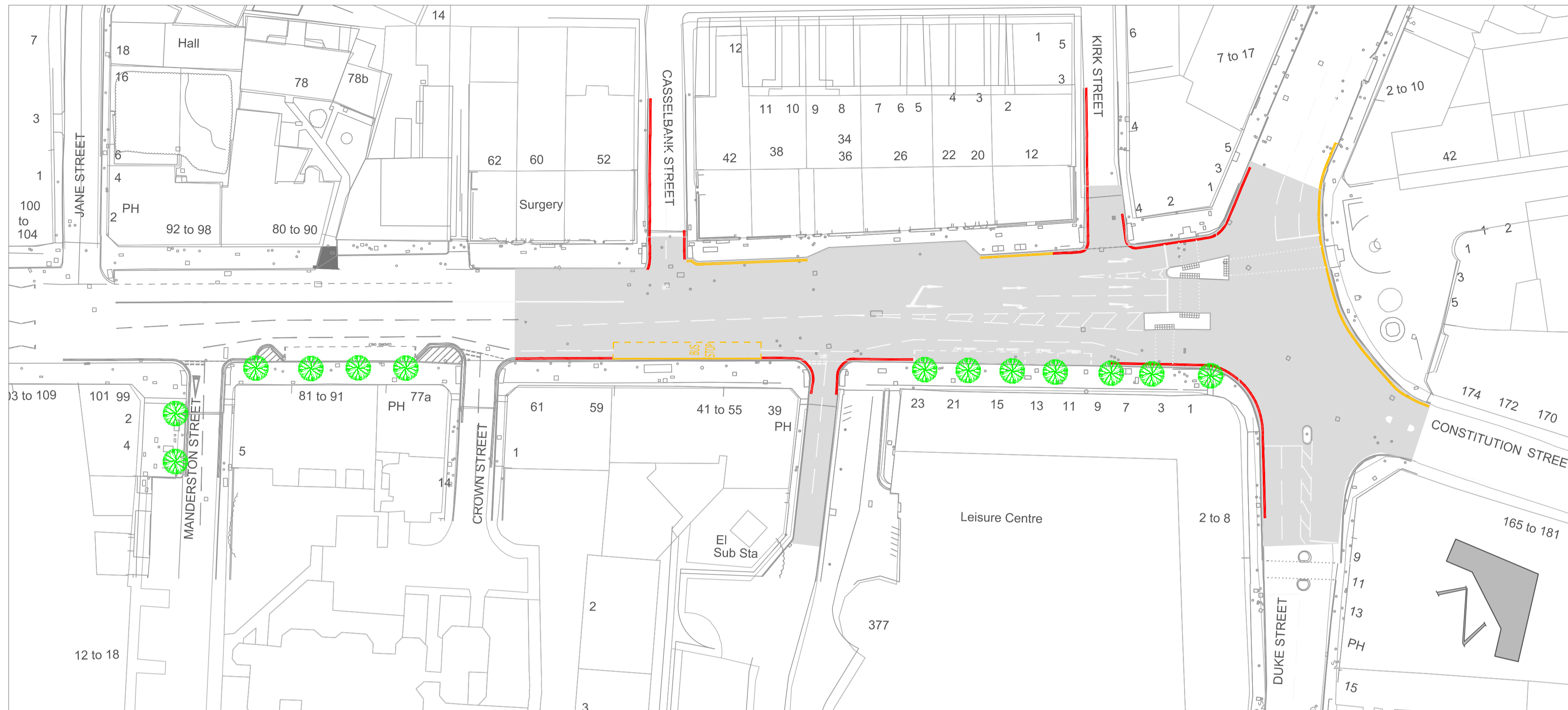
SERVICES FOR COMMUNITIES
The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ
Tel No 0131 200 2000

TRANSPORT
TRAFFIC ENGINEERING
NEW WORKS
Road & Transport Design

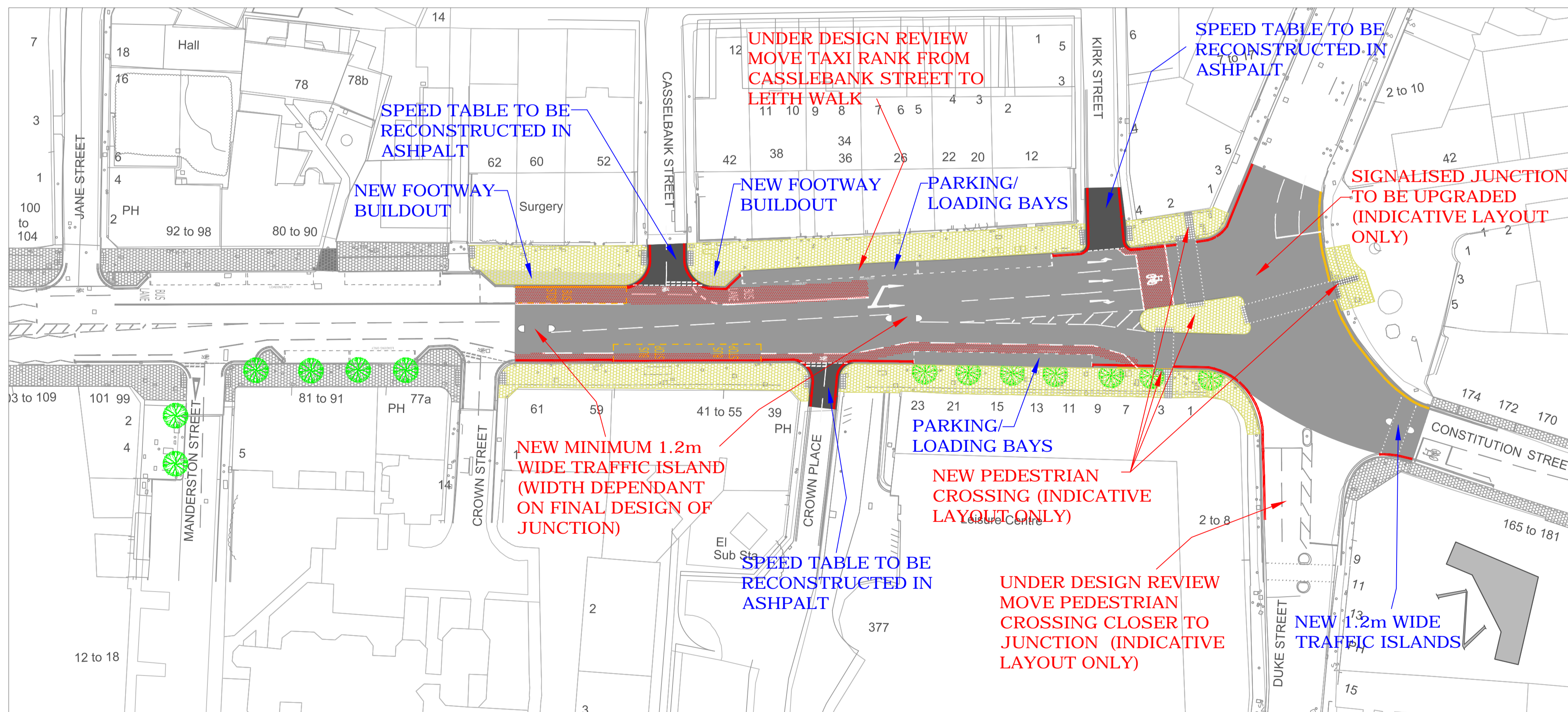
APPENDIX 4
FOOT OF THE WALK TO PILGRIG STREET
OUTLINE DESIGN
SHEET 4 OF 5

Date: SEPTEMBER 2012 No.: 636045 Drawn by: S MACKENZIE
Scale: 1:500 Checked by: D Wilson





EXISTING LAYOUT OF LEITH WALK BETWEEN CROWN STREET AND GREAT JUNCTION STREET (SECTIONS 9 & 10)



PROPOSED LEITH WALK IMPROVEMENTS BETWEEN CROWN STREET AND GREAT JUNCTION STREET (SECTION 9 & 10)

NOTES:

THE LAYOUT SHOWN AT THE FOOT OF THE WALK JUNCTION IS INDICATIVE ONLY AT THIS STAGE. OTHER LAYOUT OPTIONS WILL BE CONSIDERED AND TESTED AS THE DESIGN IS REFINED.

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100023420 (2012)

REVISION	DETAILS	BY	DATE	CHECKED

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

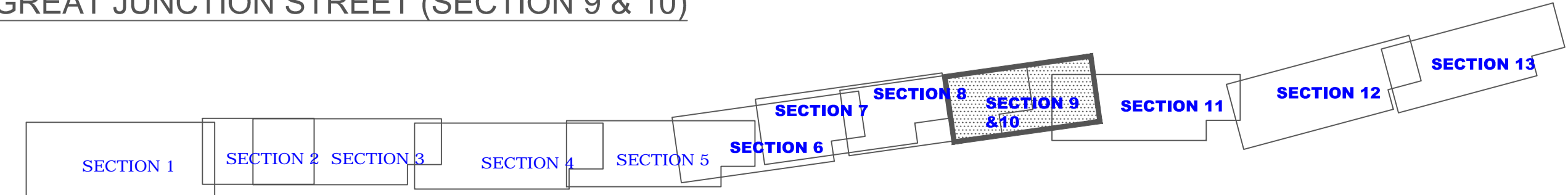
SERVICES FOR COMMUNITIES
The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ
Tel No 0131 200 2000

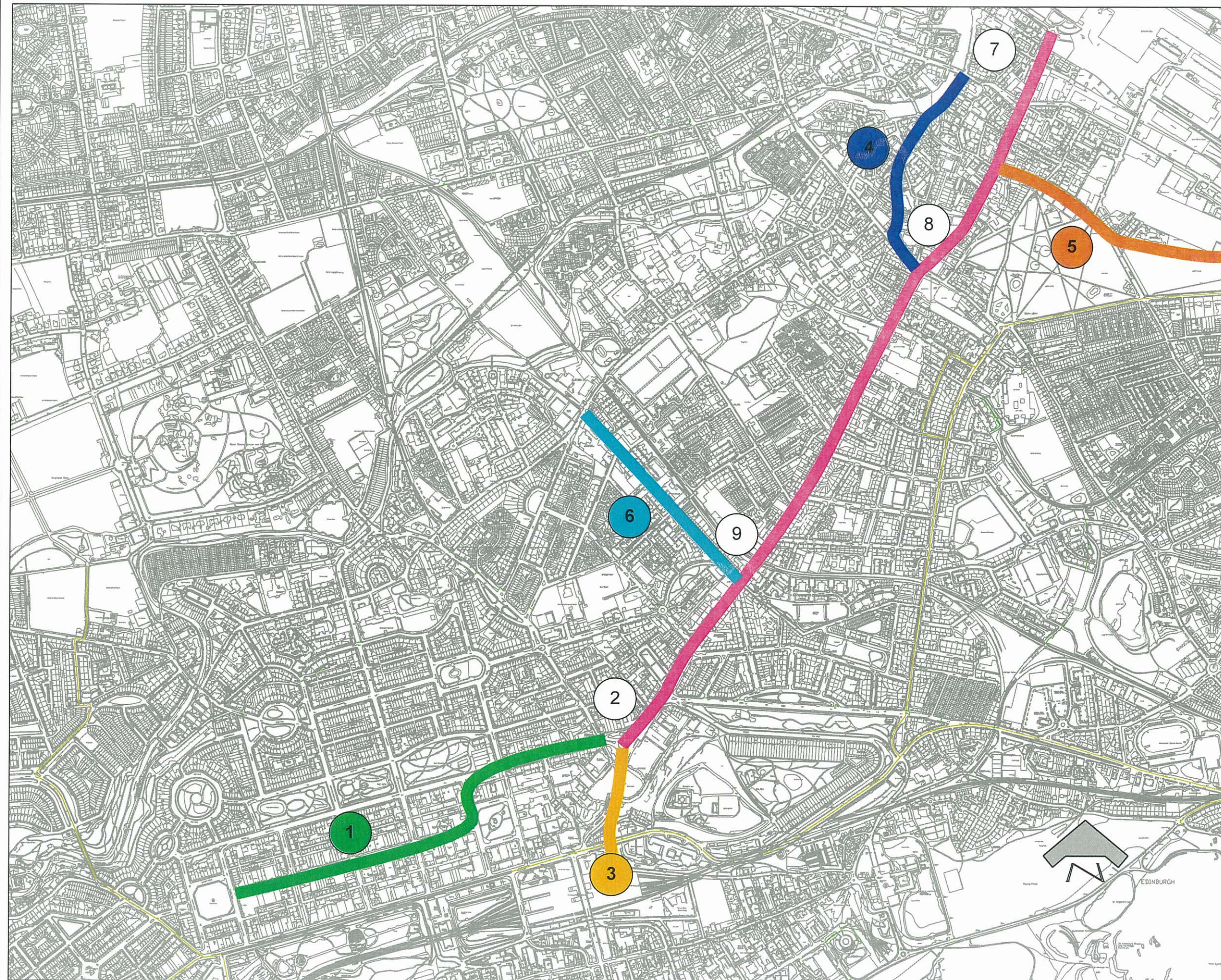
TRANSPORT ENGINEERING
NEW WORKS
Road & Transport Design

APPENDIX 4
FOOT OF THE WALK TO PILGRIG STREET
OUTLINE DESIGN
SHEET 5 OF 5

Date: SEPTEMBER 2012 No.: 636045 Drawn by: S MACKENZIE
Scale: 1:500 Checked by: D Wilson

DRG. NO. RTD/636045/1/1/10





1. Links to George Street cycle route.
2. Future Picardy Place reconfiguration of roundabout into junction layout and improvements to Leith Street.
3. Links to Waverley Station and Calton Road accessible entrance.
4. Shore to Henderson Street public space including replacement of setts and environment improvements-completed 2012
5. Portobello to Leith Links cycleway (completed 2012)
6. McDonald Road cycle lane
7. Increase in pavement space at Bernard Street and at the corner of Baltic Street
8. Place making exercise in Kirkgate, Links View, and Coatfield Lane commencing in 2013
9. Plans for redevelopment of 7 Shrubhill Place (by Unite) and 1 Shrubhill Place (Block A)

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2012)

REVISION	DETAILS	BY	DATE	CHECKED

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

The City of Edinburgh Council
1 Cockburn Street
Edinburgh EH1 1BJ
Tel No 0131 200 2000

CITY CENTRE & LEITH NEIGHBOURHOOD
SERVICES FOR COMMUNITIES

The Leith Programme
Appendix 5
Area and Connectivity

Date: February 2013
Scale: Not to scale
Job No.: 035535
Checked by:

Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

The 2012 Merchiston Gulls De-nesting Pilot Project

Item number	7.7
Report number	
Wards	9 & 10

Links

Coalition pledges	N.A.
Council outcomes	CO26
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contacts: Susan Mooney, Head of Service
Dr Andrew Mackie, Environmental Health & Scientific Services Manager

E-mail: susan.mooney@edinburgh.gov.uk | Tel 0131 529 7587
andrew.mackie@edinburgh.gov.uk | Tel: 0131 469 5925

Executive summary

The 2012 Merchiston Gulls De-nesting Pilot Project

Summary

- To inform the Transport and Environment Committee of the outcome of the 2012 Merchiston Gulls De-nesting Pilot Project
- To advise the Transport and Environment Committee that updated information and advice on dealing with nesting gulls has been made available in both printed format and via the Council's website.

Recommendations

It is recommended that the Committee:

- a) notes the report;
- b) notes that no funding is available in the budget for continuation of the project and further de-nesting activities should be offered to residents on a commercial basis;
- c) notes that this report discharges the instruction from the Transport, Infrastructure and Environment Committee of 21 February 2012 to undertake an initial one year de-nesting project in Merchiston and to receive a report on the effectiveness of the pilot, to include information on any displacement to adjacent areas;
- d) notes that this report also fulfils the instruction from the Transport, Infrastructure and Environment Committee of 21 February 2012 to provide further reports on the Dumfries Project, along with information on any relevant initiatives to Committee on an annual basis.

Measures of success

- The total number of gulls' nests removed during the five visit cycles was 107 and 165 eggs were destroyed.
- No complaints about gulls' nuisance were received from residents within the pilot area over the duration of the project.

Financial impact

- The cost of undertaking five visits between 26 April and 12 July 2012 to each property in the streets identified by Merchiston Community Council was £9,000.
- The cost of continuing to provide the service for a further 4 years would be £36,000 (£9000 per annum), for which there is no budget provision.

Equalities impact

- This report proposes no change to current policies or procedures and as such a full impact assessment is not required. The contents have no relevance to the public sector Equality Duty of the Equality Act 2010.

Sustainability impact

- There are no sustainability impacts associated with this report as defined by the Climate Change (Scotland) Act 2009.

Consultation and engagement

- Prior to the Transport, Infrastructure and Environment Committee approving the project, officials met with representatives of Merchiston Community Council to define the scope and objectives of the project. Further discussions took place with representatives of the Community Council following the Committee's decision to proceed with the project.
- Prior to commencing the project, all properties within the pilot area were leafleted to explain what was being proposed. Feedback received as a result of the leafleting was almost universally supportive, with only one person dissenting and requesting that the Council did not access their roof in order to remove nesting material.
- The outcome of the pilot project has been discussed with representatives of Merchiston Community Council.
- The contents of this report have been discussed with local ward members, who are satisfied with the report.

Background reading / external references

Report to TIE Committee, dated 27 July 2010, [Gull nests in Tenemental Areas](#).

Report to TIE Committee, dated 29 November 2011 [Gulls Nests in Tenemental Areas](#)

Report to TIE Committee, dated 21 February 2012, [Control of Gulls and Feral Pigeons in the City](#)

The 2012 Merchiston Gulls De-nesting Pilot Project

1. Background

- 1.1 Following representations by Merchiston Community Council, supported by former Councillor Buchan, and consideration of a report on the control of Gulls and Feral Pigeons in the City, the Transport, Infrastructure and Environment Committee on 21 February 2012 decided:

“to note that although it was likely that displacement to adjacent neighbourhoods would result from any pilot project, to agree to an initial one year project in Merchiston and to receive a report on the effectiveness of the pilot to include information on any displacement to adjacent areas”.

- 1.2 The pilot project was carried out in the following locations within the Merchiston area, as suggested by Merchiston Community Council: Bruntsfield Place, Dundee Terrace, Bryson Road, Watson Crescent, Fowler Terrace, Yeaman Place and Temple Park Crescent.
- 1.3 There were initially estimated to be approximately 165 tenemental properties in the pilot area, to which some 1,500 leaflets were hand delivered in advance of the project commencing.
- 1.4 Dumfries and Galloway Council have been undertaking a de-nesting project in Dumfries city centre since 2009 and reports on the outcome of the project have been presented to the Transport, Infrastructure and Environment Committee on an annual basis.

2. Main report

- 2.1 Prior to undertaking nest removal work within the pilot area, detailed surveys of all roofs were undertaken to identify equipment requirements and areas which might not be conducive to safe access. The roof survey established that specialist access equipment was not required and nest removal could be achieved by operatives obtaining safe access to the roofs of the tenements.

2.2 The first of five rounds of visits took place on 26 April 2012, when 12 nests were removed. The next two rounds took place on 17 May and 31 May, with a total of 56 nests and 106 eggs removed. On 26 June a further 21 nests and 40 eggs were dealt with and during the final round of visits on 12 July, 18 nests and 19 eggs were removed. Each of the visits was scheduled to minimise the likelihood of finding live gull chicks in the nests to be removed and was successful as no hatched chicks were found.

2.3 No complaints about gulls' behaviour were received from residents living in the pilot area.

It is difficult to assess the impact of the project on the surrounding neighbourhoods, in particular whether gulls were re-locating to other areas, due to the low number of complaints received from local residents. The numbers of complaints about gulls received from areas adjoining Merchiston were 7 in 2011 and 5 in 2012. During the 2011 and 2012 gull nesting seasons, a total of 79 complaints or enquiries regarding gull issues were received in each year from across the City.

The low number of complaints may indicate that displacement of nesting gulls in Year 1 was not a significant issue. The small size of the pilot project area may also be a factor. Experience from the much larger Dumfries project suggests that displacement of gulls to surrounding areas may become an issue in future years.

2.4 The cost of carrying out the pilot project was £9000. This cost was substantially lower than the cost of £25,000 per year estimated for the project, reported to the Transport, Infrastructure and Environment Committee on 21 February 2012. The reasons for the lower actual cost were that access was achieved to all roof areas without the need to hire mechanical elevators, and access to the roofs of blocks of tenements could be done from one point, allowing movement across the roofs of all properties in the block.

2.5 As gulls only return to their fledging site after 4 -5 years to breed, evaluation of the impact of the pilot project on future gull numbers in the area will not be possible until the project has continued for this time period.

2.6 Based on the actual cost of the project in 2012, the cost for continuing the pilot project for a further 4 years would be £36,000 (£9000 per annum). This service can also be provided by the Council's Pest Control Service to individual residents on a commercial basis. The cost per visit to a resident for removal of nests from their property is £70.50; it is likely that at least three visits will be required during the nesting season to ensure a property remains nest-free. It should also be noted that residents can purchase a gulls de-nesting service from commercial pest control organisations.

2.7 As instructed by the Committee on 21 February 2012, a review of advice on gulls provided by the Council was carried out. This resulted in the production of

a new colour leaflet to assist those affected by the activities of gulls in protecting their property. The Council's web based information on gulls was also updated.

- 2.8 Following discussions with officials of Dumfries and Galloway Council, it is understood that further funding will be sought from the Council to continue with the gull de-nesting project in the centre of Dumfries in 2013/14. The general opinion is that the city centre has seen a further reduction in gull numbers, nuisance and complaints, but there is some evidence of displacement of gulls to areas outside the project area. To date, no report on the outcome of the 2012 programme has been presented to the Council. There has also not been a detailed evaluation of the overall impact on gull populations of this project since it commenced in 2009.

3. Recommendations

- 3.1 It is recommended that the Committee:
- a) notes the report;
 - b) notes that no funding is available in the budget for continuation of the project and further de-nesting activities should be offered to residents on a commercial basis;
 - c) notes that this report discharges the instruction from the Transport, Infrastructure and Environment Committee of 21 February 2012 to undertake an initial one year de-nesting project in Merchiston and to receive a report on the effectiveness of the pilot, to include information on any displacement to adjacent areas;
 - d) notes that this report also fulfils the instruction from the Transport, Infrastructure and Environment Committee of 21 February 2012 to provide further reports on the Dumfries Project, along with information on any relevant initiatives to Committee on an annual basis.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	N.A.
Council outcomes	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	None

Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

Improving Air Quality in Edinburgh: Low Emissions Zone (LEZ) Options

Item number	7.8
Report number	
Wards	All

Links

Coalition pledges	P51
Council outcomes	CO10, CO15 and CO22
Single Outcome Agreement	S02

Mark Turley

Director of Services for Communities

Contacts: Susan Mooney, Head of Service
Dr Andrew Mackie, Environmental Health & Scientific Services Manager

E-mail: susan.mooney@edinburgh.gov.uk | Tel 0131 529 7587
andrew.mackie@edinburgh.gov.uk | Tel: 0131 469 5925

Executive summary

Improving Air Quality in Edinburgh: Low Emissions Zone (LEZ) Options

Summary

- This report responds to the Transport and Environment Committee's decision of 23 November 2012, following consideration of item 7.14, "Air Quality Progress Report 2012", to receive a report on the options around Low Emissions Zones (LEZs) in the city in up to two meeting cycles.
- The report also expands on options for LEZs in Edinburgh described in the report "Developing a New Local Transport Strategy: Issues for Review", considered by the Committee on 15 January 2013.

Recommendations

- 1 It is recommended that the Transport and Environment Committee:
 - a) noting that most of the costs are likely to be funded by Scottish Government grant, approves the commissioning of appropriate external consultancy support to carry out a full feasibility assessment of Low Emissions Zone / Emissions Management options for the city;
 - b) notes that the recommended assessments should include those options for air quality set out in the Issues for Review component of the "Development of a New Local Transport Strategy" report and consider further the feasibility of options, employing the Government's recently revised Vehicle Emissions Factors (VEFs);
 - c) agrees that feasibility assessments and associated comparison studies commence following publication of the Scottish Government's forthcoming National Framework for Low Emissions Zones.

Measures of success

- The early measure of success will be to develop a business case to enable the Council to make decisions on the feasibility of introducing a vehicle emissions management / LEZ scheme in the city.

- Longer term success will be measurable and sustained improvements in the quality of air in the city, particularly in the city centre; the reduction and eventual removal of one or more of existing Air Quality Management Areas (AQMA) and a reduced risk of future AQMA declarations.

Financial impact

- The report seeks approval for the procurement of consultancy support to take forward a full technical and financial appraisal of LEZ options, including LEZs operating in other urban areas, and to report on their feasibility for Edinburgh. Costs for this consultancy work are estimated as £12,500 - £15,000.
- It is anticipated that between 80% and 100% of the cost for consultancy work can be recovered by the Council through Scottish Government Local Air Quality grant funding. The Department has submitted an application for funding and a response is awaited.
- Costs for the implementation and enforcement of LEZs vary widely, depending on geographical extent, range of vehicle classification(s) groups covered and method(s) of scheme enforcement. Indicative LEZ implementation costs will form part of the consultancy brief and will be included in a fully-developed options report to Committee later this year.

Equalities impact

- This report describes a range of potential Emissions Management / Low Emissions Zone options for the city and seeks approval for the appointment of an appropriate consultant to take forward a full feasibility assessment, including the associated technical, financial and political considerations. As such, the report does not indicate a requirement for a formal Equalities Impact Assessment.

Sustainability impact

- This report does not in itself produce any direct environmental impact.

Consultation and engagement

- The report offers options and seeks authorisation to procure external consultancy to assess a range of Low Emissions Zone (LEZ) options for the City.
- Outcomes of the assessments will require further consideration by the Committee. Review and assessment of LEZ options will be considered as part of the Local Transport Strategy and will necessitate wide stakeholder consultation, including with representative organisations of business and commerce, bus and freight fleet operators, taxi companies, Scottish Government, the Regional

Transport Authority (SESTRAN), Scottish Environment Protection Agency (SEPA), the Scottish Traffic Commissioner and the public.

Background reading / external references

- Scottish Government Local Air Quality Management Guidance: Low Emissions Zones (Scottish Government, 2009)
- Edinburgh Low Emissions Strategy Feasibility Study for City of Edinburgh Council (TTR Ltd., 2007)
- Edinburgh Low Emissions Strategy – Bus Emissions Analysis (TTR Ltd. 2011)
- Developing a New Local Transport Strategy – Issues for Review (Transport & Environment Committee 15 January 2013)
- Air Quality Progress Report 2012 (Transport and Environment Committee 23 November 2012 and 6 December 2012).

Improving Air Quality in Edinburgh: Low Emissions Zone (LEZ) Options

1. Background

- 1.1 As a result of positive initiatives introduced by the Council over the past decade, air quality across the city is generally good. However, further action in certain areas of the city is required to ensure that air quality targets are achieved at these locations.
- 1.2 The most recent air quality monitoring indicates some improvements in air quality, significantly in St John's Road, Corstorphine, which has been the most affected part of the Council's three current Air Quality Management Areas (AQMA). However, the level of improvement is not consistent across the city, particularly in the City Centre AQMA.
- 1.3 Recent monitoring has also shown new issues emerging elsewhere. The Air Quality Progress Report 2012 (Transport and Environment Committee, 23 November 2012) described the requirement for two additional Air Quality Management Areas: A9 Glasgow Road (Ratho Station / Newbridge) and at Inverleith Row / Ferry Road. Additionally, the City Centre AQMA is being extended due to air quality standards being exceeded at several locations.
- 1.4 In considering additional actions which the Council might take to improve air quality, the Transport and Environment Committee instructed a report within two meeting cycles on Low Emissions Zone (LEZ) options for the city. This report is an initial response and will be followed up with a more detailed assessment, which will be reported to the Committee at a later date.
- 1.5 This report parallels the Air Quality section of the "Developing a New Local Transport Strategy - Issues for Review" report, considered by the Committee on 15 January 2013. The report outlined a number of potential emissions management options, including LEZs, focussed principally on the bus and road freight sectors. Further work requires to be done to ensure the Council has all the necessary information to allow it to take an informed decision.

The Committee approved the "Developing a New Local Transport Strategy - Issues for Review" report for consultation with key stakeholders and the public. The consultation will include emissions management options, including LEZs, intended to have a positive impact on air quality.

- 1.6 A significant factor influencing air quality relates to vehicle emissions. Previously, Governments advised that developments in engine technology would result in reduced emissions from vehicles, which would lead to air quality improvements over time as older vehicles were progressively replaced with new vehicles with lower pollutant-emitting engines. However, recent information from the UK and Scottish Governments suggests that previous assumptions about vehicle emissions performance were incorrect. This has been suspected for a number of years and has contributed to the disappointing performance of a range of actions to deliver improvements. The persistent problems in Edinburgh are not unique and are being experienced by most urban authorities throughout the UK.

2. Main report

- 2.1 A Low Emissions Zone (LEZ) is a geographically defined area where the most polluting vehicles are restricted, deterred or discouraged from access and use, and vehicles of a specified emissions standard can enter freely. Vehicles which do not meet that standard are either excluded or are required to pay a financial penalty, if they wish to enter the zone.
- 2.2 A LEZ can offer similar outcomes to an accelerated fleet turnover, helping to reduce emissions more quickly than would otherwise happen. It is likely that the current and ongoing economic climate is exerting a delaying effect on normal fleet turnover rates across all vehicle sectors.
- 2.3 A LEZ is often introduced as part of a wider emissions reduction strategy, which can include other elements, such as exhaust retrofit schemes, park and ride sites, electric vehicles and electric charging infrastructure, cycling and walking strategies, travel plans, Council and other organisations' fleet upgrades. Consequently, consideration of LEZs will be included as part of the Local Transport Strategy.
- 2.4 Where a local authority in Scotland with declared Air Quality Management Areas (AQMAs) is considering the potential introduction of a LEZ as a component of an Air Quality Action Plan, Scottish Government has issued advisory guidance to assist in the process.
- 2.5 The current Scottish Government guidance describes how the economic rationale for LEZ schemes is linked to the external costs of operating polluting vehicles, which places costs on the community through adverse health impacts and damage to ecosystems and the wider environment. As well as impacting on the health of residents and visitors, elevated levels of air pollutants can adversely affect the built fabric of the city.
- 2.6 A number of local authorities in the UK have introduced, or are considering introducing some form of LEZ to help deliver improvements in local air quality

e.g. London, Oxford, Reading, York, Bath, Norwich. A review of these schemes will be included as part of the assessment of LEZ options for Edinburgh.

- 2.7 The Council's current Air Quality Action Plan (AQAP) contains a range of actions designed to improve air quality at locations where issues exist. The key actions focus on encouraging voluntary emissions reduction in the bus and road freight sectors. To date these actions have been moderately successful, however they are constrained by the ability of operators to fund them. The generally depressed economic climate during recent years has impacted on operators' opportunity to finance accelerated fleet upgrade / renewal programmes. It is likely that this position will not change significantly in the foreseeable future.
- 2.8 The Council's Air Quality Action Plan is being updated during 2013 and the review will take full account of any decision to introduce a LEZ. This would be a major new initiative in terms of air quality management in Edinburgh and will impact substantially on the future shape and direction of the AQAP.
- 2.9 In the Air Quality section of the 'Developing a New Local Transport Strategy – Issues for Review' report considered by the Committee on 15 January 2013, a range of five 'emissions management' options were described. These options focused primarily on bus and lorry emissions, as these produce relatively large amounts of pollution. However, detailed technical analysis of the air quality issues has still to take place.
- 2.10 Emissions management options described in the 'Developing a New Local Transport Strategy - Issues for Review' report, which will form part of the consultation on the report, agreed by the Committee on 15 January 2013 are:
- **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
 - **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.
 - **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.
 - **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 Emissions Zone, with or without charging, for goods vehicles
 - **Option 5:** Continue with current voluntary efforts to reduce emissions.

2.11 The UK and Scottish Governments have recently released a fully-revised Vehicle Emissions Factors (VEFs) toolkit, in acknowledgement of the substantial gap that exists between predicted and measured ambient levels of vehicle pollution. The gap is the result of an overestimation of the benefits that would accrue from improving Euro engine standards. The revised toolkits will enable more accurate evaluation of vehicle emissions and allow the most appropriate categories of vehicles to be identified. It is essential that the new VEFs are utilised in analysing pollutant sources to inform the Council's decision making process for a LEZ in Edinburgh.

2.12 The Scottish Government, in conjunction with the UK Government expects to publish a National Framework for Low Emissions Zones in May 2013. It is anticipated that the national framework will provide consistent implementation criteria and avoid replication of assessment effort by individual local authorities.

It will also ensure that national fleet operators are subjected to similar LEZ criteria across the country.

2.13 The work involved in carrying out the technical and financial feasibility assessments of LEZ / strategic vehicle emissions management options for Edinburgh is substantial and will require the support of an appropriate external consultant. Committee approval is therefore sought to tender and procure the necessary consultant to take forward the assessments and to provide a full feasibility report. Costs for this work, including a report on the operation and success of LEZs elsewhere, are currently estimated to be around £12,500 - £15,000. Funding from Scottish Government is available to support this work and a bid has been submitted.

It is considered that the suggested feasibility study commences after the Scottish / UK Governments have released the National Framework for Low Emissions Zones, anticipated to be in May 2013.

3. Recommendations

3.1 It is recommended that the Transport and Environment Committee:

- a) noting that most of the costs are likely to be funded by Scottish Government grant, approves the commissioning of appropriate external consultancy support to carry out a full feasibility assessment of Low Emissions Zone / Emissions Management options for the city;
- b) notes that the recommended assessments should include those options for air quality set out in the Issues for Review section of the "Development of a New Local Transport Strategy" report and consider further the feasibility of alternative options, employing the Government's recently revised Vehicle Emissions Factors (VEFs);

- c) agrees that feasibility assessments and associated comparison studies commence following publication of the Scottish Government's forthcoming National Framework for Low Emissions Zones.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	51 – Investigate the possible introduction of low emissions zones
Council outcomes	CO10 – Improved health and reduced inequalities CO15 – The public is protected CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO2 – Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health
Appendices	None

Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

Powderhall and Hopetoun – Update Report

Item number	7.9
Report number	
Wards	12 - Leith Walk

Links

Coalition pledges	
Council outcomes	CO16 , CO19 and CO22
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Andrew McBride, Development Control Manager, Transport Policy and Planning

E-mail: andrew.mcbride@edinburgh.gov.uk Tel: 0131 529 3523

Executive summary

Powderhall and Hopetoun - Update Report

Summary

Previous reports to Committee, as listed below in the *Background Reading* section, detailed the difficulties encountered in completing the road adoptions at both the Powderhall and Hopetoun 'village' developments.

Adoption is the process whereby new roads within developments, built in accordance with Road Construction Consents (RCCs) issued by the Council, are added to the list of publicly maintained roads.

Council Officers and the Convenor of this Committee have met with Taylor Wimpey's Technical Director and legal representative and discussed with them a proposal to amend the adoption request to omit the parking bays. This omission is as per the request of the residents of both developments.

After consideration, the developer rejected this proposal and requested that the Council adopt the roads in full. This request is in accordance with the RCC agreements between the Council and Taylor Wimpey and the requirements of the Roads (Scotland) Act 1984. As a result the Council is obliged to add all the footways, carriageways and parking bays, which were included in their RCCs, to its list of publicly maintained roads.

The Council's legal advice is:

- 1 regardless of whether or not the parking bays are adopted, as the bays form part of the road, the residents cannot lawfully control or issue fines to non residents parking in these bays;
- 2 the Council cannot competently promote a Traffic Regulation Order to stop up the parts of the road that form the parking bays.

The Transport, Infrastructure and Environment Committee, at its meeting of 27 July 2010 approved a recommendation to offer owners/occupiers a discounted residents parking permit. Whilst this does not satisfy the desires of the residents this is the only competent option open to the Council. The creation of unique parking zones for the 'villages' would, in addition to preventing commuter parking, prevent N1 permit holders parking in the developments.

Recommendations

It is recommended that the Committee:

- 1 notes that Managing Director of Taylor Wimpey East Scotland Ltd has confirmed to the Council that they do not wish to amend the terms of their original Road Construction Consents; and
- 2 notes that further discussions between the Managing Director of Taylor Wimpey East Scotland Ltd, the Convener and the Acting Head of Transport will take place on the matter.

Measures of success

To ensure appropriate assistance is given to residents to the extent compatible with the Council's statutory obligations.

Financial impact

If Controlled Parking Zones for the villages are introduced the proposed discounted permits potentially means a loss in income of £200,000 per annum. This will be absorbed in the Parking revenue budget.

Equalities impact

Not applicable. This report relates to developments given planning permission in 1999 and 2000. Equalities impact matters were considered as part of consideration of the applications in accordance with procedures in place at that time.

Sustainability impact

Not applicable. The maintenance and control of the parking bays is the only matter under consideration. Regardless of the final decision the parking bays will be used in the same manner.

Consultation and engagement

Meeting - Committee Convener with Taylor Wimpey Technical director and Transport officers on 20/11/2012.

Background reading/external references

http://www.edinburgh.gov.uk/download/meetings/id/36509/item_no_61-powderhall_and_hopetoun-parking_on_roads_within_developments-response_to_motion_by_former_councillor_gordon_mackenzie

http://www.edinburgh.gov.uk/download/meetings/id/36746/minute_13-09-12

http://www.edinburgh.gov.uk/download/meetings/id/14143/new_development_roads_in_controlled_parking_areas-update_report

http://www.edinburgh.gov.uk/download/meetings/id/14150/minute_270710

http://www.edinburgh.gov.uk/download/meetings/id/13866/controlled_parking_scheme-management_of_provision_within_housing_developments

http://www.edinburgh.gov.uk/download/meetings/id/13863/minute_290708

Powderhall and Hopetoun - Update Report

1. Background

- 1.1 The RCCs granted to Bryant Homes (now Taylor Wimpey), in 1999 and 2000, by the Council, in its capacity as a local roads authority, included the roadside parking bays. As such, from the date when the footways, carriageways and parking bays came into use they assumed the full legal status as roads, and their use, including the management and enforcement of parking, can only be regulated by the City of Edinburgh Council.
- 1.2 The residents have advised the Council that when these properties were marketed by the developer's selling agents it was understood by the residents that the disputed parking areas were private and for the sole use of the residents in the 'villages'. It is understood that the residents' property factors subsequently employed private contractors to issue civil fines to non-residents using the parking spaces. Enforcement of parking on public roads, as these are, by a private contractor is illegal, however the residents wish to continue with this practise.
- 1.3 The matter was most recently considered by Transport, Infrastructure and Environment Committee at its meeting of 13 September 2012. The decision was 'to note that that further discussions would take place with residents, the developer and other stakeholders as necessary and that a report be brought back to Committee as soon as possible'.
- 1.4 Under the terms of the Roads (Scotland) Act 1984 the Council must add the roads, built in accordance with an RCC issued by it, to its list of publicly maintained roads within 12 months of application by the developer. Taylor Wimpey applied in February 2012 and all required remedial works have been completed at both sites.

2. Main report

- 2.1 As per the decision of 13 September 2012, the Convenor has met with senior technical and legal representatives of Taylor Wimpey. It has not been possible to arrange a joint meeting with the company and the residents' representatives. The residents' representatives have indicated to the Convenor that they wish the parking bays to be excluded from the adoption and subsequently 'stopped up' (ie removed from the list of roads).
- 2.2 At the meetings referred to above, a proposal for Taylor Wimpey to amend the adoption requests omitting the parking bays was discussed. The Council subsequently wrote to the company requesting it considers this option. The Company have rejected this and lodged a formal request on 21 January 'that we conclude the adoption process for the roads and pavements as contained in our applications for adoption, at both developments without any further consideration of partial or hybrid arrangements'.
- 2.3 Given Taylor Wimpey's recent confirmation (Appendix 3) that they wish the Council to proceed with full adoption any action by the Council to further delay may result in challenge by them under Section 16 of Roads (Scotland) Act 1984. As Taylor Wimpey have complied in full with the terms of their RCC it is probable that any such challenge would be successful.
- 2.4 In addition to confirming that a decision to further delay adoption would be *ultra vires*, the Council Solicitor has indicated that any attempt by the Council to promote a stopping up of the parking bays, whether these are adopted or unadopted, would also be incompetent. This is because the statutory test for promotion of such an Order (that the parts of the roads to be stopped up are 'no longer required for the purpose for which they were built') is not met.
- 2.5 Given the above, if the parking bays were to remain unadopted the residents would be left in a situation where they have to pay to maintain the parking bays but cannot control them. Adoption takes the maintenance burden from them and, with the renewed offer of discounted residents' permits, it is considered that promotion of an order to include all the roads in the Controlled Parking Zone (CPZ) is the only solution that can be competently progressed by the Council.
- 2.6 At its meeting on 27 July 2010, the Transport, Infrastructure and Environment Committee decided to offer the Powderhall Owners Association a scaled reduction in annual permit over a period of four years. It is considered appropriate to extend this reduction to the residents of Hopetoun 'village'.
- 2.7 The terms of the offer were that in year one (post incorporation of the streets in the CPZ schedule) a free permit is offered, in year two a 70% reduction is offered, in year three a 50% reduction and, finally, in year 4 a 30% reduction. In year 5 full residents permit charges would apply.

3. Recommendations

- 3.1 It is recommended that the Committee:
 - 3.1.1 notes that Managing Director of Taylor Wimpey East Scotland Ltd has confirmed to the Council that they do not wish to amend the terms of their original Road Construction Consents; and
 - 3.1.2 notes that further discussions between the Managing Director of Taylor Wimpey East Scotland Ltd, the Convener and the Acting Head of Transport will take place on the matter.

Mark Turley

Director of Services for Communities

Links

Coalition pledges

Council outcomes

CO16 - Well-housed – People live in a good quality home that is affordable and meets their needs in a well managed Neighbourhood

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

1 – Letter to Peter Matthews, Taylor Wimpey East Ltd dated 31 January 2013.

2- Letter from Peter Matthews, Taylor Wimpey East Scotland dated 25 February 2013.

Peter Matthews
Taylor Wimpey East Ltd
1 Masterton Park
South Castle Drive
DUNFERMLINE
KY11 8NX

Date 31 January 2013
Your ref
Our ref T/TP/DC/ED/00/0031,
ED/01/0017/SR521897/NF

Dear Mr Matthews

POWDERHALL AND HOPETOUN – ADOPTION

I write in response to the email of 21 January 2013 from Derek Wilson to Alan Howie and Andrew McBride in which it was indicated that, after discussion at a Regional Board meeting, you were no longer willing to consider applying for adoption of only the carriageways and footways.

This response is extremely disappointing given previous assurances that your company would work with elected members and Council officers towards a solution affording some degree of compromise with the wishes of the residents. This is especially regrettable in light of the fact that it appears it was selling agents employed by your company who implied to purchasers that the parking was private (contrary to the granted Road Construction Consents).

Councillor Hinds would be grateful for an opportunity to meet with you and members of your Board to discuss the matter further. In the meantime I have instructed that a report goes back to the Transport and Environment Committee on the 19 March 2013 advising of the latest developments, and noting that we will not be progressing with the adoptions until further notice.

Should you wish to discuss this further please contact me on the details below.

Yours sincerely

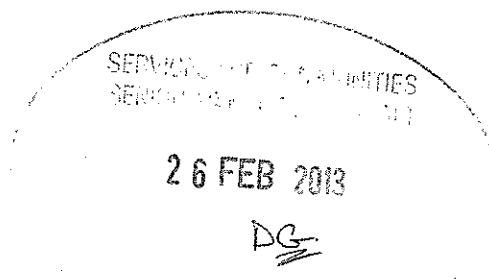
∟
J

John Bury
Acting Head of Transport

John Bury, Acting Head of Transport, Services for Communities
Transport, C5, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 529 3494, email john.bury@edinburgh.gov.uk



Taylor Wimpey



Mr John Bury
Acting Head of Transport
Services for Communities Transport
C5 Waverley Court
4 East Market Street
Edinburgh
EH8 8BG

Taylor Wimpey East Scotland
1 Masterton Park
South Castle Drive
Dunfermline, Fife
KY11 8NX.

T: 01383 845700
F: 01383 845725
DX 551000 Dunfermline 7

www.taylorwimpey.co.uk

Our Ref: PSM/TF/027

Your Ref: T/TP/DC/ED/00/0031D/01/0017/SR521897/NF

25 February 2013

Dear Mr Bury,

Hopetoun & Powderhall, Edinburgh

I write further to your letter of 31 January 2013, in relation to the developments at Hopetoun and Powderhall, Edinburgh.

First, I would like to make you aware that the decision to instigate formal adoption, as intimated by Derek Wilson our Technical Director to your colleagues on the 21 January 2013, was not taken lightly and is supported by me and the Taylor Wimpey East Scotland Management Board. Whilst I appreciate your disappointment with the most recent events, I would like to make you aware that throughout the agreed period for negotiations, our representatives did work with the elected members and Council Officers at all stages, and we offered various options that were ultimately discarded for various reasons and at no stage did we frustrate the spirit of negotiations.

You may be aware that the agreement between Councillor Hinds and us was to collaborate for 12 weeks leading up to 21 December 2012, in an attempt to find a mutually agreeable solution to the issues at Hopetoun and Powderhall. From the outset we reserved the right to withdraw from the negotiations and ask that the Council formally conclude the adoptions process in the event negotiations failed to conclude a suitable solution by that date. It became clear by 21 December 2012, that a suitable solution was unachievable between all relevant parties and therefore we deemed it appropriate to request that your Officers progress the adoption in terms of the Roads Construction Consent for both developments, as per our earlier agreement.

Taylor Wimpey UK Limited
Registered Number:
1392762 England and Wales.
Registered Office:
Gate House, Turnpike Road
High Wycombe, Buckinghamshire
HP12 3NR

Taylor Wimpey East Scotland is a
division of Taylor Wimpey UK Ltd

Second, I would ask you to refrain from making further comments regarding the manner in which Taylor Wimpey's selling agents acted, and that there has been any breach of the Road Construction Consents granted. To our knowledge there has been no evidence supplied to suggest that this matter resulted from any form of implied sales process. Indeed, our aim is to have the roads and parking spaces adopted without further delay in keeping with the requirements of both Road Construction Consents.

Third, I note that you are now recommending that adoptions will not be progressed further, and you intend going back to Committee in March to ratify this. This is extremely disappointing to us, as your letter of 21 December 2012 and the agreement between us and Councillor Hinds was predicated on the basis that we had the express right to request, without further questioning, adoption of the developments should an agreement not be reached by 21 December 2012.

Finally, I would be delighted to meet you and Councillor Hinds at the earliest opportunity to discuss the way forward, and I will ask my PA Trudy Fleming to liaise with your office to arrange a meeting. I intend to bring Derek Wilson and Scott Colquhoun our in-house Company Counsel.

Yours sincerely

Peter S Matthews
Managing Director

Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

Road Safety Plan: Progress Update

Item number	7.10
Report number	
Wards	All

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO2 and SO4

Mark Turley

Director of Services for Communities

Contact: Steven Murrell, Project Officer, Road Safety

E-mail: steven.murrell@edinburgh.gov.uk | Tel: 0131 469 3699

Executive summary

Road Safety Plan: Progress Update

Summary

This report provides an update on the implementation of the Road Safety Plan for Edinburgh to 2020 (Plan). The update provides background on the Plan's development to-date and progress against the Plan's short-term interventions (2010-12); it also outlines future implementation through interventions covering the Plan's medium-term period (2013-15).

Recommendations

- 1 It is recommended that the Committee notes the positive progress made under the [Streets Ahead Road Safety in Edinburgh](#) partnership, and agrees to the changes to the Plan set out in this report.

Measures of success

The Streets Ahead partnership's collective approach to working involves the key stakeholders of the Council, the Police, the Fire Service and NHS Lothian, and a variety of other stakeholders including user groups. Such collaborative working is proving to be effective and successful.

The Council has adopted the challenging targets contained in the Scottish Government's Road Safety Framework (see main report). Meeting these targets set for achievement by 2020 will offer a measure of success for the Plan and the Streets Ahead partnership.

Financial impact

The Plan guides priorities and programmes for expending approved annual capital and revenue budgets: £765,000 and £36,000 respectively from Road Safety 2012/13, and £60,000 from the 2012/13 Cycling revenue budget.

Equalities impact

The Plan takes into account the road safety needs of all users. Due regard will be given to the protected characteristics (Age, Disability and Religion & Belief) through the Plan's interventions, and any associated consultation or design processes.

Sustainability impact

The Plan encourages a safer environment for journeys to be undertaken by the environmentally friendly modes of walking and cycling, both of which are key priority groups within the Plan.

Consultation and engagement

The Plan was developed through partnership working and consultation with elected members, professional staff, wider stakeholders and user groups. Consultation workshops were undertaken on the 5 and 10 November 2009 and 4 December 2009 to obtain views of a wide range of stakeholders and user groups. These views shaped the development of the priority areas and interventions contained within the Plan.

In addition to the key Streets Ahead partners, the workshops included the following stakeholders:

• Lothian Buses	• Central Taxis
• A City for All Ages advisory group	• ctc
• Older Peoples Forum	• Living Streets
• Pupils from various high schools	• First Edinburgh
• Edinburgh Chamber of Commerce	• Young Peoples Council
• Road Haulage Association	• Spokes
• Edinburgh World Heritage Trust	• Edinburgh Cycle Forum

Since the Plan's launch in 2010, other stakeholders have become actively involved in the Plan's development including Edinburgh Trams, the Tram project, and BEAR Scotland.

Consultation and engagement is put in place for all projects stemming from the Plan. Key projects of note include:

- cycle safety events: five events, which will take place in March, June and October 2012 at key locations across the city; The Royal Infirmary, Edinburgh University, Ocean Terminal, The Western General, Festival Square and Waverley Court.
- pedestrian access study Gorgie/Dalry Road corridor: streets audit to establish issues and potential solutions involving members of the community; and consultation with the Neighbourhood Partnership and Gorgie and Dalry Community Council.
- pedestrian crossings: locations prioritised for improvements undergo local consultation to shape the final location and designs.
- 20mph pilot: widespread phased consultation across 19,000 households and businesses, including residents groups, Streetscape and community councils.

Background reading/external references

- Background Paper - Report to the Transport, Infrastructure and Environment Committee 28 July 2009 titled "Scotland's Road Safety Framework to 2020"
http://www.edinburgh.gov.uk/download/meetings/id/8622/scotlands_road_safety_framework_to_2020
- Background Paper - Report to the Transport, Infrastructure and Environment Committee 4 May 2010 titled "Road Safety Plan for Edinburgh to 2020"
http://www.edinburgh.gov.uk/download/meetings/id/2329/road_safety_plan_for_edinburgh_to_2020
- Background Paper - Report to the Transport, Infrastructure and Environment Committee 21 September 2010 titled "Streets Ahead Road Safety in Edinburgh"
http://www.edinburgh.gov.uk/download/meetings/id/28101/streets_ahead_road_safety_in_edinburgh
- Appendix 1 - Road Safety Plan for Edinburgh to 2020 Update
- Appendix 2 - Medium-term interventions

- Appendix 3 - 2004-2011 Incident Data
- Appendix 4 - Road Safety Plan branding

Road Safety Plan: Progress Update

1. Background

- 1.1 This report provides an update to the Committee on progress against the short-term interventions within the Plan for Edinburgh to 2020, which the Transport, Infrastructure and Environment Committee approved on 4 May 2010.

2. Main report

- 2.1 The Plan establishes a clear approach by the Council and its key partners (Lothian and Borders Police, Lothian and Borders Fire and Rescue Service, NHS Lothian) to reducing casualties across the city. *Streets Ahead Road Safety in Edinburgh* is the resulting partnership.
- 2.2 Partnership working ensures that the Plan acts as a focus for all road safety activity in Edinburgh, through a series of short, medium and long-term interventions. These interventions (68 in all) help target resources to areas with the greatest impact in reducing numbers of people killed or seriously injured on Edinburgh roads.
- 2.3 Short-term intervention progress is detailed in Appendix 1, with medium-term interventions (many continue from the short-term, others tailored to reflect road and casualty analysis) listed in Appendix 2. Appendix 2 also identifies where interventions going-forward are new, or have been modified from the short-term Plan period.
- 2.4 The Council has adopted the targets (below) contained in the Scottish Government's Road Safety Framework. These target reductions for 2020 are set-against a baseline of casualty data (average data from the period 2004-2008) for Edinburgh. Data analysis charts showing incident levels for Edinburgh between 2004 and 2011 are shown in Appendix 3.

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

- 2.5 The Plan runs from 1 January 2011 to 31 December 2020. Currently only 2011 incident data is available for comparison against the 2020 targets. Verified 2012 data will not be available through the Police and Scottish Government until April 2013 at the earliest. There is limited value in this single year of data as analysis usually spans a three or five year period.
- 2.6 Incident data will be analysed for the next Road Safety Plan update in two years. This will provide an analysis using three years of data against the 2020 targets. The analysis will consider road casualty figures in the context of changes in individual travel patterns and behaviours over-time, for example:
- An aging population within the city.
 - The 2009 recession and its resulting impacts upon travel patterns.
 - Overall levels of motor-traffic in Edinburgh, based on kilometres travelled per year, has been falling year-on-year relative to the 2008 baseline figure (Scottish Transport Statistics).
 - Cycling is becoming more popular, with Edinburgh having the highest level of cycling of all the Scottish local authorities (journeys to/from work by bike account for over 7% of all journeys: Scottish Household Survey, 2011).
- 2.7 Since the Plan's launch in 2010, there have been a variety of key issues that have impacted upon the Plan's development; mainly through external influences:
- Cycle safety summit: following high-profile incidents involving cyclists a summit was called by Alison Johnson Green MSP, and was chaired by Keith Brown the Minister for Transport. The summit brought a greater political emphasis on issues associated with cycling safety; that has influenced a series of 'Drive Safe Cycle Safe' campaigns being run across the city.
 - The development of new liaison arrangements pending the introduction of a National Fire Service and a National Police Force. The implications of which are yet to become clear, but dialogue is ongoing between the Council, the Police and the Fire Service.
 - Tram governance: the tram continues to remain a high priority area for focus amongst the Plan partners; with specific interventions going forward featuring in Appendix 2.

- Government legislation change: in 2011 UK legislation changed meaning the Council can apply through the Scottish Government (on a scheme by scheme basis) to implement traffic calming schemes without the use of physical traffic calming. The evaluation of the 2012/13 20mph pilot project, together with the Local Transport Strategy consultation will inform how this will be taken forward and will be reported to the Transport and Environment Committee.

2.8 Some of the major achievements over the Plan period 2010-2012 include:

- Young Driver events provided Theatre in Education productions, interactive activities and real-life scenarios to over 5000 of Edinburgh's S6 pupils.
- 'Drive Safe Cycle Safe' campaigns ran on radio, bus advertising and other media, aided by interactive information 'roadshows' across the city.
- South central 20mph limit pilot provided a new approach to traffic calming and encouraging walking and cycling through signage, surface markings, community engagement, publicity and promotion campaigns.
- Tram awareness education to schools near tram infrastructure highlights dangers/scenarios through activities and games.
- Development of *Streets Ahead Road Safety in Edinburgh* brand and logo (see Appendix 4) to provide an integrated identity for the partnership, and a website to provide public road safety information and advice.

2.9 Some of the key-issues going forward into the medium-term for Streets Ahead include: tram, traffic management, cyclist and pedestrian safety, notably elderly people. These are encompassed within the medium-term interventions (Appendix 2), including the new tram interventions of:

- Energisation: manage road and public safety communications for the energisation of overhead lines for each section of the tram route; and
- Operations: maintain and develop safety management systems on a continuous basis.

3. Recommendations

- 3.1 It is recommended that the Committee notes the positive progress made under the [*Streets Ahead Road Safety in Edinburgh*](#) partnership, and agrees to the Plan changes set out in this report.

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.

Single Outcome Agreement SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.

SO4 - Edinburgh's communities are safer and have improved physical and social fabric.

Appendices Appendix 1 - Road Safety Plan for Edinburgh to 2020 Update

Appendix 2 - Medium-term interventions




Appendix 3 - 2004-2011 Incident Data





Appendix 4 - Road Safety Plan branding






Appendix 1. Road Safety Plan for Edinburgh to 2020 Update






Progress report covering the short-term interventions (2010-2012)






1. Short term interventions






Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_C1	Data analysis - undertake further investigation and analysis to determine patterns of cyclist collision occurrence and identify notable cycle groups at risk.	100 %		Services for Communities	<ul style="list-style-type: none"> Cycle incident analysis reports produced: All Incident Analysis 2004-2010 and Cycle Analysis 2004-2010. The methodology involved extracting pertinent data from the raw data (casualty, vehicle, and accident, spreadsheets and databases). Cycle Analysis 2004-2010 reports published on Streets Ahead website.
SfCTR_C2	Cycle safety working group - key stakeholders to meet twice yearly to discuss results of data analysis, and agree relevant interventions including awareness raising, enforcement, training and alterations to the road environment.	100 %		Services for Communities	<ul style="list-style-type: none"> A working group has been initiated, and has met bi-monthly since May 2011, and comprises representatives from the Council, the Police, Spokes, ctc and the Bike Station as well as Lothian Buses and First Bus. The aim of the group is to reduce the number of road traffic incidents involving cyclists on Edinburgh's roads by changing cyclist and motorist behaviours. The objectives of the working group are to: Reduce the number of cyclists involved in fatal and serious collisions; Raise awareness of the consequences of inappropriate motorist and cyclist behaviour; Raise awareness of the potential hazards faced by drivers, cyclists and pedestrians; Improve behaviours of cyclists and motorists through targeted campaigns; Encourage the sharing of space philosophy amongst drivers and cyclists.
SfCTR_C3	Campaigns - support national and initiate local campaigns aimed at safer cycling and the health benefits of cycling.	90 %		Services for Communities	<ul style="list-style-type: none"> The cycle safety working group established six key messages aimed at cyclists and six aimed at motorists. First campaign (April 2012) to target cyclist and driver behaviours at junctions. Second campaign coinciding with Bike Week (June 2012) highlighted blind spots around large goods vehicles, to encourage cyclists to avoid these. Third campaign coincides with the clock change in October, encouraging cyclists to be seen, and warning drivers who cut across oncoming cyclists. Campaigns complimented by education roadshows across the city i.e Royal Infirmary, Ocean Terminal, University campuses involving Council and Police officers, Lothian Buses, Spokes and Edinburgh University representatives. Campaigns included bus advertising and radio advertising the campaign was complimented by police enforcement. Blind spot mirrors are to be installed across the Council's fleet of large vehicles. Warning signs for the backs of large vehicles are similarly being investigated these have all ready been fitted First Bus vehicles.

Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_C4	Cycle training - ensure the Scottish Cycle Training Scheme resources and practical training is promoted in every school, particularly in areas of deprivation and promote adult cycle training city-wide.	30 %		Services for Communities	<ul style="list-style-type: none"> Pupils trained during 2011/12 increased again due to more staff and volunteers having been recruited and trained to lead Bikeability level 2 (road skills training). As of August 2012 there are 3548 primary 6 pupils, with 36% of these trained to Bikeability level 2, although pupils trained in other years mean that 67% of eligible pupils actually received training in 51% of all primary schools. This represents an increase from 2010/11 when 1165 pupils representing 33% of primary 6 pupils being trained in 38% of primary schools. A grant from Cycling Scotland's Bikeability Fund allowed the provision of 163 bikes for pupils across 8 primary schools, enabling them to complete their Bikeability training and have the means to continue cycling. This will continue until the end of 2011/12. Adult cycle training is carried out by qualified freelance cycle trainers: Edinburgh University and The Bike Station. Children & Families have set a target of 100% of 6th year pupils being able to cycle by 2016/17.
SfCTR_C5	Network management - ensure cyclists' needs are accommodated in new road and maintenance schemes.	75 %		Services for Communities	<ul style="list-style-type: none"> The design process applies appropriate design guidance for cyclists: including Cycling by Design; Cycle Friendly Design Guide; Cycling Scotland Design Standards. As part of the New Works Quality Management System, design proposals are issued to the Cycle Team for review and approval, with recommendations incorporated into the design. The Cycle Team would like a similar arrangement to be put in place for maintenance schemes designed by Road Services. Contractors' Temporary Traffic Management Systems are checked to ensure that cycle provision complies with the Traffic Signs Manual Ch 8. Schemes are subject to a Road User Safety Audit at the preliminary design, detailed design, construction and post construction (in operation) stages and the recommendations by the auditor are incorporated into the scheme.
SfCTR_D2	Data analysis - examines driver age distribution and gender split to determine factors between casualties and the age and sex of drivers.	15 %		Services for Communities	<ul style="list-style-type: none"> The analyst brought in on a one year contract left after 6 month to pursue a full-time role. Analysis to-date has examined 'All Incidents' data, determining the percentage of vehicles involved. Further analysis to be undertaken.
SfCTR_D3	Data analysis - identify the factors responsible for incident causation and determine remedial measures.	100 %		Services for Communities	<ul style="list-style-type: none"> Accident Intervention Prevention (AIP) process identifies responsible factors. Annual analysis of the strategic road network identifies locations with a higher than anticipated level of personal injury incidents. Identified locations are investigated and an annual programme is carried out at sites where an engineering solution can be found. Implemented 2011/12 sites included anti-skid surfacing and electronic "queues ahead likely" signs on the approach to Cramond Brig/A90 and 3 new pedestrian islands on Waterfront Ave. 2012/13 sites for implementation include introducing a spiral road marking layout on the roundabout at the A1/Jewel junction and a scheme on the A71 at the Dalmahoy Hotel to either introduce "Crossroads Ahead" electronic signing or a possible contribution to a full signalisation of the junction.






Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_E1	Bus use - investigate the cause of incidents involving elderly people using buses in Edinburgh.	100 %		Services for Communities	<ul style="list-style-type: none"> Analysis was undertaken for 2004-2009 regarding bus related incidents, Females accounted for 72% of all incidents, whilst 53% of all incidents involve over 60's. Standing on-board is the biggest risk for the over 60's, (Risk from boarding and alighting is more notable than for other age ranges). Of relevance, 75% of KSI's are the over 60's. Postcode analysis determined Princes St/Hanover St) has double the number of casualties than other postcode sectors for all casualties and for those over 60. Bus passenger casualties tend to concentrate in the City Centre. Top ten post code sectors are almost the same for all passengers and those aged 60 plus.
SfCTR_E2	Research - investigate whether there is an increased risk of elderly people, particularly in areas of deprivation, being involved in an incident and the specific causes.	0 %		Services for Communities	
SfCTR_E3	Consult - a City for All Ages Advisory Group, the Edinburgh Equalities Network and Equalities Transport Group to be regularly consulted to ensure the needs of elderly people are incorporated into remedial measures.	40 %		Services for Communities	<ul style="list-style-type: none"> Presentation given to Equalities Transport Group in 2010 and again in early 2012, present the outline findings of E1 analysis, and to understand the views of elderly people and those with mobility issues. A City for All Ages consulted through invitation to the quarterly Action Plan 2 meetings.
SfCTR_If1	Audit - identify key areas, carriageways and T-junctions/staggered junctions with the greatest rate of incidents and conduct detailed analysis on these.	70 %		Services for Communities	<ul style="list-style-type: none"> AIP schemes which involved detailed analysis include 2010/11: Saughton Road North – Buildouts and VAS; Telford Road – anti skid and yellow Box; Gorgie Road/Chesser Avenue – anti skid; West Harbour Road/Chestnut Street – buildouts and VAS; Muirhouse Green, Davidson's Mains, Broughton St – signs and lines; West Savile Terrace - signalised junction; 2011/12 sites included anti-skid surfacing and electronic "queues ahead likely" signs on the approach to Cramond Brig/A90 and 3 new pedestrian islands on Waterfront Ave. 2012/13 sites for implementation include introducing a spiral road marking layout on the roundabout at the A1/Jewel junction and a scheme on the A71 at the Dalmahoy Hotel to either introduce "Crossroads Ahead" electronic signing or a possible contribution to a full signalisation of the junction.
SfCTR_If5	Corridor approaches - establish corridor approaches to examine the needs and safety implications of all users.	66 %		Services for Communities	<ul style="list-style-type: none"> Pedestrian study during 2011/12 examining safety improvements on Gorgie/Dalry Road corridor and the Bike corridor between Kings Buildings and George Square implemented July 2012. Such corridor approaches shall inform future studies being undertaken across the city i.e. the tram access study (see P5) being implemented during 2012/13.






Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_If6	Development control - ensure planning applications & Council projects impacting on public realm comply with relevant national/local development & design guides i.e. Movement & Development , Active Travel Plan , Designing Streets , Standards for Streets .	100 %		Services for Communities	<ul style="list-style-type: none"> Transport has been consulted on 1,535 planning applications since the Road Safety Plan's launch until the end of July 2012. Officers have assessed the safety of these applications in accordance with relevant national and local development and design guides.
SfCTR_Im1	Policing - through data analysis and intelligence led policing, effectively target enforcement and complement the 'don't risk it' message by raising the perceived risk of being caught.	60 %		Lothian and Borders Police	<ul style="list-style-type: none"> L&B Police continue to support ACPOS campaigns to enforce and highlight the dangers of the use of mobile phones whilst driving, seatbelt and speeding campaigns, all of which are planned as a response to national data analysis. Local data analysis suggested that road users who are most likely to be killed or seriously injured are cyclists or pedestrians. A multi-phased cycling initiative under the banner of the Streets Ahead is undergoing and further work will be prompted in relation to pedestrians.
SfCTR_Im2	Campaigns - support national awareness raising campaigns.	100 %		Lothian and Borders Police	<ul style="list-style-type: none"> L&B Police have provided the dates and details of the National ACPOS campaigns for the Streets Ahead website. Details of relevant initiatives are also provided. ACPOS campaigns will continue as a rolling programme.
SfCTR_M1	Campaigns - promote the national motorcycling website being developed by the Scottish Government that contains road safety information and links, and the targeted Road Safety Scotland publicity campaigns aimed at motorcyclists.	100 %		Lothian and Borders Police	<ul style="list-style-type: none"> Analysis of serious and fatal road collisions involving motorcyclists in the City of Edinburgh highlights that numbers are reasonably low therefore further work in this regard is not treated as a priority at this time. Police are cognisant however that they will be guided by the data provided and if there is an increase they will respond accordingly. It is acknowledged that there would appear to be an increase in incidents involving small engined vehicles (under 125cc) and analytical work is ongoing in this respect for M4. Members of the action plan have been tasked with looking at initiatives within other cities to compare and contrast to take forward as best practice for the future if required.
SfCTR_M2	Awareness - publicise the rising trend in motorcycle related injuries and increase awareness through combined user group awareness training, for example Bikesafe .	10 %		Lothian and Borders Police	<ul style="list-style-type: none"> MAG and BMF (British Motorcycle Federation) consulted as part of Action Plan 3. Awareness will be linked with M1.






Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_M3	Network management and development - consider the needs and vulnerabilities of motorcyclists when designing new roads and implementing safety features on existing roads.	80 %		Services for Communities	<ul style="list-style-type: none"> • Consideration is given to providing high friction surfacing at sites which can be hazardous to motorcyclists and other road traffic including approaches to junctions; bends and sites with poor visibility, and also on areas of coloured surfacing. • Minimised use of road markings with a lower skid resistance. Replacement of drain covers with covers incorporating high friction material is currently being investigated. • At junctions and bends consideration also given to locating street furniture/vegetation back from the carriageway and on the inside of bends, designing entry angles to avoid high entry speeds and blind spots, and providing hazard markers to help guide motorcyclists. • Future consideration could be given to retro-fitting safety fences at high risk sites to motorcyclists with a motorcycle protection system such as BikeGuard.
SfCTR_M4	Link to cycling - investigate the potential to link aspects of cycle campaigns with motorcycle campaigns to benefit conditions for two wheeled vehicles.	20 %		Lothian and Borders Police	<ul style="list-style-type: none"> • Cycle analysis identifies urban issues, notably at junctions. Most of the Motorcycle campaigns relate to the dangers of large vehicles on country roads. • Cognisance is taken to the campaigns relating to the dangers faced by motorcycles at junctions and other city related campaigns. This is reflected in the commitment to campaigns in IM2.
SfCTR_M5	Enforcement - ensure continued enforcement of the laws against mini-moped and unlicensed motorcycles, and riders who drive them unsafely both on the roads and in public spaces.	100 %		Lothian and Borders Police	<ul style="list-style-type: none"> • Mini-moto leaflets are issued at select Police stations. As far as enforcement is concerned off road bikes are sent out whenever possible, usually in response to a specific request from the division, to give attention to this problem however resource implications prove restrictive. • The RTA legislation allowing off road bikes to be seized in certain circumstances is utilized whenever possible. Any offenders will be dealt with robustly. • Unfortunately most off road bikes lack any obvious identifiers which present a challenge identifying culprits. Ongoing in terms of a proactive and reactive policing issue.
SfCTR_P1	Data analysis - undertake detailed pedestrian casualty analysis to establish, for example, if alcohol plays a greater part in incidents, if notable pedestrian casualties occur in areas of deprivation. Develop an action plan targeting risk groups & causes.	80 %		Services for Communities	<ul style="list-style-type: none"> • Pedestrian Incident Analysis 2004-2010 report produced. • The methodology involved extracting pertinent data from the raw data (casualty, vehicle, and accident, spreadsheets and databases). The report has been published on the Streets Ahead website. Action Plan still be developed, aligned with the Active Travel Action Plan.
SfCTR_P2	Audits - examine the usage of existing pedestrian crossing facilities and identify if either the existing or new installations are required.	50 %		Services for Communities	<ul style="list-style-type: none"> • Before existing signalised pedestrian crossings are upgraded/maintained, locations are to be reassessed (using the adjusted PV squared methodology) to determine if the crossing is still needed. • 15 locations were re-assessed during 2012: a signal at Muirhouse Parkway shows little use, while another on Bonnington Road scored particularly low. The decision-making process will need to involve community groups during 2012.



Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_P3	Audits - review all major junctions and assess the effectiveness of existing crossing and control methods, with regard to use by all age and ability ranges. Continue to introduce pedestrian crossing provision.	66 %		Services for Communities	<ul style="list-style-type: none"> The Council's approved pedestrian crossing prioritisation process exists to assess the suitability of new crossing applications. Crossings built 2011/12: Gilmerton Road signals at Moredunvale Rd; Bellevue signals north of the junction with East Claremont Street; Restalrig Road island at Restalrig Crescent; Murrayburn Rd island at Drumbryden Dr; Restalrig Road island at Post Office; Beaufort Rd island west of Mansionhouse Road; Prospect Bank School junction treatment. 17 further locations are being consulted on for potential construction (including three signalised facilities) during 2012/13.
SfCTR_P5	Routes - establish routes to and through the city centre and other key destinations including tram stops most used by pedestrians, and establish means of reducing conflict at key points, so as to enable more people to walk greater distances in safety.	66 %		Services for Communities	<ul style="list-style-type: none"> Gorgie/Dalry Road corridor study was the first to identify barriers and recommend pedestrian improvements. Accident analysis identified notable areas. Site 'walkthrough' involving the community identified issues with site-lines, crossing & clutter. Fortnightly working group meets establishing specific project aims for this corridor, and ways forward. Access to tram project during 2012/13 will remove barriers and provide pedestrian access improvements to/from tram stops in the west of the city.
SfCTR_P6	City centre - investigate the potential for increasing pedestrian priority, and pedestrian-only zones in the city centre and incorporate this into an action plan for pedestrians.	20 %		Services for Communities	<ul style="list-style-type: none"> Princes Street & City Centre Public Realm project aims to improve the pedestrian experience, recent work resulted in a series of short, medium and long term proposals. The intention of installing temporary measures is that the impacts can be monitored and location specific measures adapted. In many instances tram project and associated road closures and diversions has reduced the feasibility of options for extending pedestrian space. Following the initial remit addressing the whole city centre, a Rose Street sub-project including Essential Edinburgh & the Council has been initiated.
SfCTR_S5	Safety cameras - continue to support the Safety Camera Programme and its initiatives.	100 %		Lothian and Borders Police	<ul style="list-style-type: none"> The Safety Camera Partnership submits annual Operational Plan consisting a list of sites for mobile/fixed camera sites. All L&B camera sites reviewed in 2011. Details of current sites can be found on www.lbsafetycameras.co.uk. The red light digital upgrade is now complete: they also detect speeding vehicles during the green & amber phases - deterring drivers from "racing the lights". The Safety Camera Partnership also funded the installation of 2 new vehicle activated signs at Corstorphine Road to advise drivers of the 30mph speed limit. In September 2011 the Safety Camera Partnership attended the Young Drivers Event hosted at the Corn Exchange for S6 pupils, and helped to host a "Road Safety Village" at the 2012 Royal Highland Show.
SfCTR_S6	Review - review speed limits on all class A and class B roads, and look to implement any changes indicated by such a review.	100 %		Services for Communities	<ul style="list-style-type: none"> The city was split into route segments for A&B roads. Review methodology agreed with L&BP Road Policing. Vehicle speed and volume surveys ascertained. Recommendations, based on surveys, consulted/agreed with L&BP, agreed by the Transport, Infrastructure and Environment Committee. Two roads to have their limits reduced and a variety of other locations included onto the AIP list of priority locations for further detailed assessment over 2012/13 and 2013/14.

Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_S7	Investigate - investigate the potential to make existing streets, notably city centre streets and shopping areas a 20mph speed limit, whilst establishing the potential economic, environmental and health impact on the city.	70 %		Services for Communities	<ul style="list-style-type: none"> 20mph limit pilot in South Edinburgh: Committee approved a pilot September 2010; 19,000 residents and commercial premises consulted; general interest in the scheme; Committee requested additional streets be added required further consultation (ended June 2011) Findings reported to Committee August 2011 for decision: make the Traffic Regulation Order across the majority of streets in the pilot area excluding a core strategic network of busier traffic routes (remain at 30mph speed limit). Fortnightly working group. Scheme launched end March 2012. Community launch on 23 March 2011 with advertising campaign Evaluation and citywide roll-out potential being assessed throughout 2012/13.
SfCTR_T1	Data analysis - identify whether tram works appear to have any impact upon the incident data.	60 %		Services for Communities	<ul style="list-style-type: none"> Incident data collected by the Council and Edinburgh Trams for Princes Street during 2011. Issue of cyclist incidents and tram lines. Design options considering The Mound junction following consultation with Spokes.
SfCTR_T2	Traffic management - encourage more effective control of traffic management works and temporary works on the Tram project.	60 %		Edinburgh Trams	<ul style="list-style-type: none"> Temporary Traffic & Pedestrian Management Procedure for Utilities & Tram Construction Works have been developed to document how the Council project team, contractors and stakeholders manage the temporary Traffic & Pedestrian Management (TPM) work stream on the Edinburgh tram project. The TPM group aims to minimise disruption and encourage safety. The plan deals with both utilities works and the construction phases of the tram project.
SfCTR_T3	Responsibility - promote responsibility across all user groups during the implementation of the tram works.	60 %		Edinburgh Trams	<ul style="list-style-type: none"> Links with T4. Notable stage of the project is the energisation of the mini-test track (Glasgow Road - Gogar depot) December'11. An education initiative focusing on the Gogar Castle area, including messages on signals, junctions, protocols, Highway Code and the tram Code of Practice has taken place. Preparations well underway for energisation of the test track out to the airport from November 2012 and the beginning of test track operations in December 2012. Further education initiatives are planned.
SfCTR_T4	Education - provide education to identified target user groups regarding future integration with the completed tram project and required safety practices to be adopted.	66 %		Edinburgh Trams	<ul style="list-style-type: none"> Presentations given to a variety of schools covered: what to look out for, dangers trams bring, how they work, live electrical wiring implications, tram design/speed/noise/routes, construction sites, how to stay safe/awareness, background/history/benefits of trams, the depot and control room. Involved question/answer session and interactive activities. The Risk Factory visited the depot and agreed to incorporate tram education to their road safety scenarios aimed at pupils. The Tram team visited Roseburn and Balgreen schools to discuss construction safety, with visits including plant equipment demonstrations/their dangers. Other education approaches include involvement at the Young Driver events (2010 & 11); sponsoring events with the Bike Station; stalls including rail layouts at St James Centre; the Edinburgh Trams website; sponsoring a road safety video including a view from the drivers cabin.

Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_T5	Interaction - raise awareness of hazards of trams and tram lines with pedestrians, cyclists and drivers, and provide training of cyclists and alternative routes for cyclists to be developed and promoted.	60 %		Edinburgh Trams	<ul style="list-style-type: none"> In 2009 a Cycle Tram Integration Study determined the requirements for more detailed work to ensure the needs of cyclists were fully incorporated. This resulted in a 'Cycling and Trams' leaflet (targeted in cycle shops) and a 'Cycle Safety near the Tramway' video on the the website, to increase awareness of how best to interact with trams and tram lines. The Bike Station carried out cycle training on Princess Street, and at a road safety event at Ocean Terminal Sep'10. Spokes consulted to establish alternative cycle routes and road markings at junctions. Risk assessments have been shared, and site visits organised. Further work planned to promote and encourage safe cycling adjacent to the tram route. As construction work is completed, further road safety audits and periodic assessments anticipated.
SfCTR_V1	Targeted measures - prioritise resources on reducing the number of collisions caused by the three primary vehicle types (cars, goods vehicles and motorcycles) identified in the analysis of the collision data as being the primary cause of collisions.	50 %		Services for Communities	<ul style="list-style-type: none"> Resources are not being specifically targeted at the three primary vehicle types, although these are indirectly targeted through the ongoing Accident Intervention Prevention (AIP) process. Annual analysis of the strategic road network identifies locations with a higher than anticipated level of personal injury incidents. Identified locations are investigated and an annual programme is carried out at sites where an engineering solution can be found.
SfCTR_V2	Campaign - support national campaigns to promote the use of Fresnel lenses by left-hand drive HGVs to avoid blind spots/side-swipe incidents, and encourage the fitting of close-proximity lenses to HGVs.	33 %		Services for Communities	<ul style="list-style-type: none"> Advice sought via Scottish Government (June'11) on national progress in this area, to tailor initiatives for Edinburgh. Scot. Govt. discussing their approach intra-road safety/ cycling/freight. A 2010 proposal for an ambitious marketing campaign proved difficult to sustain given the financial restrictions. The Council purchased 1000 fresnel lenses, to be fitted to 500 of its large vehicle fleet during 2012/13. Lenses offered to the Street Ahead partners, and potential to involve the Freight Haulage Association to involve a freight partner organisation to utilise the remaining lenses.
SfCTR_WT1	Create a Communication and Branding Strategy	100 %		Services for Communities	<ul style="list-style-type: none"> Communication officers working group established; Streets Ahead brand/brand guidelines developed; Communications Plans being developed for 20mph Limit Pilot; Streets Ahead website went live March'11. Branding used on letter heads, consultation documents, promotional materials and Parksmart banners for outside schools.
SfCTR_WT2	Working group – Establish a strategic road safety group of key stakeholders and delivery partners to meet every three months, including a review meeting each year to monitor the action plans.	100 %		Services for Communities	<ul style="list-style-type: none"> Strategic road safety group of key stakeholders and delivery partners has met every three months since 2010, to review action plan progress and steer the work of the Plan. Regular representation is received through Lothian & Borders Police, Lothian & Borders Fire Service, NHS Lothian, Services for Communities Roads and Transport, BEAR Scotland and Edinburgh Trams.

Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_WT3	Strategic approach - sign Edinburgh up to the European Road Safety Charter .	100 %		Services for Communities	<ul style="list-style-type: none"> Report submitted to the Council's Transport, Infrastructure and Environment Committee September'11, requesting permission to sign up to this Charter. Approval granted - application completed and approved within Transport. Application submitted June'11. Membership status confirmed January 2012.
SfCTR_WT5	Data analysis - direct vision and focus toward main at-risk categories identified through the analysis, and ensure regular monitoring of incident data as part of a continuous programme to identify trends.	80 %		Services for Communities	<ul style="list-style-type: none"> Detailed analysis has focused on cyclists and pedestrians due to them being the highest risk categories of users based on incident statistics in the city. Monthly monitoring establishes number and type of all incidents, whilst annual monitoring focuses in more detail on a citywide basis.
SfCTR_WT7	Fatal incidents - where a need for partner intervention is identified during an investigation of a fatal collision Lothian and Borders Police will invite all relevant partners to convene a Casualty Reduction Forum.	100 %		Lothian and Borders Police	<ul style="list-style-type: none"> L&BP's desire to visit the scene of every fatal road traffic collision. The timing of each visit is determined by the circumstances and where an immediate concern is raised by the reporting officers, collision investigators, traffic management or roads authority. A post fatal site meeting is held at the earliest opportunity. Where it is obvious that the cause of the fatality is not related to the road, site meetings are not treated as urgent and are carried out in 'batches' depending on availability. Eleven post fatal site visits arranged and completed 17/08/2012. Two were deemed to be 'suicide' with a further two classed as 'medical'. Two sites identified as possibly requiring some attention but not considered a contributory factor; remaining five attributed to driver/pedestrian error. Will continue as part of a rolling programme.
SfCTR_WT8	Public health - link road safety issues with health initiatives, particularly in relation to health inequalities, to ensure that both reap benefits.	80 %		NHS Lothian	<ul style="list-style-type: none"> Links with i) Active Travel ii) Alcohol iii) Winter Weather iv) Young Drivers: i) Active Travel Action Plan agreed, with ongoing implementation of activities. Overlaps include school cycle training & the Edinburgh Physical Activity and Health Alliance ii) Contributory factor in some incidents so reducing harmful use of alcohol is part of a health contribution. NE Drugs & Alcohol forum includes Licensing Officers & L&B Police. Edinburgh is over-provided with off-sale premises with licensing Board presumption against new licenses iii) Falls on icy pavements/roads and more frail people being confined to their home are major public health issues. Support Edinburgh Uni. Research identifying locations where elderly people have fallen 'outdoors'. CEC review of winter maintenance of pavements and roads placed greater emphasis on local routes iv) Events supported as disproportionate incidents among young people from more deprived areas. Need to ensure future events incorporate those who left school at age 16: higher proportions from deprived areas. Comprehensive plan required to address these issues with young people.
SfCTR_WT10	Public update - produce a bi-annual update on the delivery of the Road Safety Plan.	100 %		Services for Communities	<ul style="list-style-type: none"> Road Safety incident statistics review report to be submitted to the Council's TIE Committee in November 2011, to include this progress list of short-term interventions. As with all TIE Committee reports, this will be made public, and updated statistics will be made available via the Streets Ahead website. Road Safety Plan Progress Report (bi-annual update) being submitted to January 2013 TIE Committee.

Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_WT1 2	Research - best practice including Road Safety Scotland & the UK Parliamentary Advisory Council for Transport Safety, to feed into the bi-annual update of the plan. Additional funding opportunities should similarly be investigated.	80 %		Services for Communities	<ul style="list-style-type: none"> Monthly best-practice research identifies relevant research and guidance that is then disseminated to intervention owners and working groups, as well as being incorporated within the Streets Ahead website. Additional funding opportunities being sought as part of YP5, for example.
SfCTR_WT1 3	Information management - investigate the development of an extranet site, to enable the sharing and coordination of information amongst Plan partners, and aid the implementation and review of the Plan.	100 %		Services for Communities	<ul style="list-style-type: none"> Communities of Practice (CoP) Extranet site went live November 2010, in which 50 practitioners have registered. Research, discussion topics, meeting minutes and agendas and other information relating to the Action Plans has been posted for sharing on this secure site. CoP was closed down late 2011, and was replaced by the Knowledge Hub extranet facility which has 75 members in summer 2012. The Knowledge Hub is not used to its full potential by partners.
SfCTR_YP1	Education - Road Safety Scotland resources form a core nursery to S6 programme, complimented by contextual learning, Council policy updates & partner support. Free resources to be distributed effectively to schools, prioritising those in deprived areas.	80 %		Children and Families	<ul style="list-style-type: none"> Nursery and primary visits to create awareness of everyday journey dangers/obstacles, suitable places to cross, promote Ziggy resources, play games to highlight traffic dangers. Use of adapted Street Sense resources to highlight good/bad behaviour on/around roads. Safety videos, posters and creative writing utilised to portray messages. JRSO's involved in teaching younger years. Video clips (walking, cycling and school bus) created to prepare pupils for school transition, & supplied to the website along with collated resources. Educational Theatre supported in schools, voluntary sector & secure units. Targeted learning approaches for children with additional support needs. CPD's provided to teachers. Road safety educational inputs provided at 15 primary & 4 secondary schools, as well as 7 other education settings. Evaluating existing resources based on usage in schools and links to curriculum for excellence.
SfCTR_YP2	Data analysis - investigate the circumstances of each child fatality and report to key delivery partners with recommendations for action.	100 %		Lothian and Borders Police	<ul style="list-style-type: none"> No child fatalities during 2010-2012. L&BP will continue to monitor and implement the necessary processes as required.
SfCTR_YP3	Children in deprived areas - continue to monitor and identify possible road safety issues that link to children living in areas of multiple deprivation and implement agreed action.	66 %		NHS Lothian	<ul style="list-style-type: none"> Collection & quality of data following road traffic incidents in Emergency Departments is variable, and there is evidence that the trauma data collected by the police (Stats 19) is incomplete in comparison to hospital data. Useful analysis to link NHS and L&BP data and show levels of under-reporting. Important links made with NHS's Information & Statistics Division to improve reporting of A&E data and accident reporting. Distribution of road safety materials through midwifery and health visitor services. Work with Road Safety Officers and Children & Families to increase uptake of road safety initiatives in schools in deprived areas. Need for more schools in deprived areas participate in road safety programmes/events.

Reference	Interventions	Progress	Status	Lead	Actions/Comments
SfCTR_YP4	School Travel Plans - continue to support their use, fully involving the local community, and utilise other funding/resources: Sustrans/Road Safety Scotland/Cycling Scotland.	100 %		Services for Communities	<ul style="list-style-type: none"> All 87 Edinburgh Primary Schools now have travel plans or are actively engaged in producing a travel plan. Only 2 from a possible 23 high schools are not working on a travel plan. The percentage of all schools either actively engaged with or having a completed travel plan has now risen to 98%. Continued approaches will be made to outstanding. To be eligible to receive any assistance or funding from CEC or Sustrans, schools must take part in the annual Sustrans Hands up Scotland survey every September. A priority list for travel plan interventions has been developed in order that limited resources can be distributed and the Hands up Scotland survey enables funds to be spent to the greatest benefit of actively encouraging walking and cycling. Engineering works identified through school travel plans are virtually all complete.
SfCTR_YP5	Pre-driver - investigate feasibility of introducing pre-driver events for senior school pupils, to influence attitudes & future driving behaviour before getting behind the wheel. Links could be made to other risk reduction work i.e. alcohol/drugs.	100 %		Lothian and Borders Police	<ul style="list-style-type: none"> Oct'10, Ocean Terminal: 'Don't be a Fool – Be Cool on the Road – Life's Matter' organised by L&BP. Sep'11, Corn Exchange: Young Driver event organised by L&BP and partners for all S6 pupils in Edinburgh. In excess of 2400 pupils attended and the majority of schools were represented. The event ran for 2 sessions per day, 2 hours in length and included a mix of a theatrical performance, an interactive quiz, and in input from a bereaved family followed by a series of interactive workshops focussing on elements of driving. The event has been funded by L&B Police, CEC and L&B FRS and will be compared by Forth One. It evaluated extremely well and the event ran again in Sep'12 following a similar format. Will continue to evaluate and develop the event (funding allowing) into future years.

Appendix 2 - Medium Term Interventions

REF.	INTERVENTION	LEAD	SOURCE
WORKING TOGETHER			
WT1	Strategic approach – Incorporate the European Road Safety Charter into Streets Ahead branding, and ensure Streets Ahead projects are reported back to the European Commission.	Services for Communities	Modified from the short-term
WT2	Data analysis - Direct vision and focus toward main at-risk categories identified through the analysis, and ensure regular monitoring of incident data as part of a continuous programme to identify trends.	Services for Communities	Carried over from the short-term
WT3	Fatal incidents – Where a need for partner intervention is identified during an investigation of a fatal collision Lothian and Borders Police will invite all relevant partners to convene a Casualty Reduction Forum.	Police	Carried over from the short-term
WT4	Public health – Link road safety issues with health initiatives, particularly in relation to health inequalities, to ensure that both reap benefits	NHS Lothian	Carried over from the short-term
WT5	Public update – Produce a bi-annual update on the delivery of the Road Safety Plan.	Services for Communities	Carried over from the short-term
WT6	Research – Continue to research best practice from elsewhere, including Road Safety Scotland and the UK Parliamentary Advisory Council for Transport Safety, to feed into the bi-annual update of the plan. Additional funding opportunities should similarly be investigated.	Services for Communities	Carried over from the short-term
WT7	Technology – Ensure new/emerging technologies are considered for application in developing new road safety approaches, whilst also ensuring their uses are understood amongst the public.	Services for Communities	Original medium-term intervention
WT8	Data analysis – Upgrade and improve current incident causation data recording and analysis procedures, and develop an operational target time for incident data returns to be completed within 10 weeks of the incident.	Police	Original medium-term intervention
WT9	Public attitudes – Research attitudes to road safety, to help shape future action plans.	Services for Communities	Original medium-term intervention
CHILDREN AND YOUNG PEOPLE			
YP1	Education – Road Safety Scotland resources adopted as a core programme from nursery to S6, supplemented by contextual learning and the new curriculum with support from partners, and reinforced by Council policy updates. Department For Transport and other free resources to be effectively and equally distributed through schools and to parents. Where resources are limited, schools in deprived areas should be prioritised.	Children & Families.	Carried over from the short-term
YP2	Data analysis – Investigate the circumstances of each child fatality and report to key delivery partners with recommendations for action.	Police	Carried over from the short-term
YP3	Children in deprived areas – Continue to monitor and identify possible road safety issues that link to children living in areas of multiple deprivation and implement agreed action.	NHS Lothian	Carried over from the short-term
YP4	School Travel Plans – Given that over 90% of schools now have a School Travel Plan an effective new approach needs to be developed to revisit and review the School Travel Plan process.	Services for Communities	Modified from the short-term
YP5	Pre-driver – Provide annual pre-driver events for senior school pupils and school leavers, to influence young people's attitudes to road safety and future driving behaviour before they get behind the wheel. Links could be made to other work on risk reduction i.e. alcohol, drugs.	Police	Modified from the short-term
YP6	E-learning – Consider the continued support of E-learning systems for road safety training in schools.	Children & Families.	Original medium-term intervention
CYCLISTS			
C1	Campaigns – Provide at least two local campaigns aimed at safer cycling and the health benefits of cycling.	Services for Communities	Modified from the short-term
C2	Cycle training – Ensure the Scottish Cycle Training Scheme resources and practical training is promoted in every school, particularly in areas of deprivation and promote adult cycle training city-wide.	Children & Families.	Carried over from the short-term

Appendix 2 - Medium Term Interventions

REF.	INTERVENTION	LEAD	SOURCE
C3	Network management – Ensure cyclists' needs are accommodated in new road and maintenance schemes.	Services for Communities	Carried over from the short-term
C4	Pilot – Investigate a pilot examining advance green signal phases for cyclists on a corridor in the city.	Services for Communities	Original medium-term intervention
C5	Training – Maintain and build upon safer cycling education and awareness measures through basic and further educational training initiatives, aimed at all road users to ensure safer interaction between users, appreciation of the highway code, and safer cycling practices.	Services for Communities	Original medium-term intervention
DRIVERS AND PASSENGERS			
D1	Training – Encourage large fleet operators to adopt good practice initiatives in the areas of road safety and environmental friendliness – most particularly the fleets of those involved in Streets Ahead.	Police	Modified from the short-term
D2	Data analysis – Examine driver age distribution and gender split to determine factors between casualties and the age and sex of drivers.	Services for Communities	Carried over from the short-term
D3	Data analysis – Identify the factors responsible for incident causation and determine remedial measures.	Services for Communities	Carried over from the short-term
ELDERLY PEOPLE			
E1	Research – Investigate whether there is an increased risk of elderly people, particularly in areas of deprivation, being involved in an incident and the specific causes.	Services for Communities	Carried over from the short-term
E2	Consult – A City for All Ages Advisory Group, the Edinburgh Equalities Network and Equalities Transport Group to be regularly consulted to ensure the needs of elderly people are incorporated into remedial measures.	Services for Communities	Carried over from the short-term
IMPAIRMENT			
Im1	Policing – Through data analysis and intelligence led policing, effectively target enforcement and complement the 'don't risk it' message by raising the perceived risk of being caught.	Police	Carried over from the short-term
Im2	Campaigns – Support national awareness raising campaigns.	Police	Carried over from the short-term
INFRASTRUCTURE			
If1	Audit – Identify key areas, carriageways and T-junctions/staggered junctions with the greatest rate of incidents and conduct detailed analysis on these.	Services for Communities	Carried over from the short-term
If2	Incident response – Investigate and improve upon the lag between emergency services and traffic control/network management responses.	Services for Communities	Original medium-term intervention
If3	Maintenance – Ensure footway clutter is minimised and aligned within design and maintenance schemes.	Services for Communities	Original medium-term intervention
If4	Accessibility – Identify and incorporate the use of accessibility standards in line with current DDA requirements into new maintenance schemes to improve on road safety.	Services for Communities	Original medium-term intervention
If5	Corridor approaches – Continue to examine the needs and safety implications of all users along priority corridors.	Services for Communities	Carried over from the short-term
If6	Development control – Ensure planning applications and Council projects that impact on the public realm comply with all relevant national and local development and design guides, such as the Council's Movement and Development, the Active Travel Plan, Designing Streets and Edinburgh Standards for Streets.	Services for Communities	Carried over from the short-term
MOTORCYCLISTS			
M1	Awareness – Publicise the rising trend in motorcycle related injuries and increase awareness through combined user group awareness training, for example Bikesafe.	Police	Carried over from the short-term

Appendix 2 - Medium Term Interventions

REF.	INTERVENTION	LEAD	SOURCE
M2	Network management and development – Consider the needs and vulnerabilities of motorcyclists when designing new roads and implementing safety features on existing roads.	Services for Communities	Carried over from the short-term
M3	Link to cycling – Investigate the potential to link aspects of cycle campaigns with motorcycle campaigns to benefit conditions for two wheeled vehicles.	Police	Carried over from the short-term
M4	Enforcement – Ensure continued enforcement of the laws against mini-moped and unlicensed motorcycles, and riders who drive them unsafely both on the roads and in public spaces.	Police	Carried over from the short-term
PEDESTRIANS			
P1	Data analysis – Undertake detailed analysis of pedestrian casualties to establish, for example, whether alcohol is playing a greater part in incidents, or if there are notable pedestrian casualties in areas of deprivation. Develop an action plan to target high risk groups and the specific causes of casualties within these groups.	Services for Communities	Carried over from the short-term
P2	Audits – Examine the usage of existing pedestrian crossing facilities and identify if either the existing or new installations are required.	Services for Communities	Carried over from the short-term
P3	Audits – Review all major junctions and assess the effectiveness of existing crossing and control methods, with regard to use by all age and ability ranges.	Services for Communities	Carried over from the short-term
P4	Crossings - Continue to introduce pedestrian crossing provision across the city using the approved prioritisation process.	Services for Communities	Carried over from the short-term
P5	Routes – Establish routes to and through the city centre and other key destinations including tram stops most used by pedestrians, and establish means of reducing conflict at key points, so as to enable more people to walk greater distances in safety.	Services for Communities	Carried over from the short-term
P6	City centre – Investigate the potential for increasing pedestrian priority, and pedestrian-only zones in the city centre and incorporate this into an action plan for pedestrians.	Services for Communities	Carried over from the short-term
P7	Disabled access – Consult with the Edinburgh Access Panel to ensure the needs of the disabled are incorporated into remedial measures.	Services for Communities	Carried over from the short-term
P8	Encouragement – Develop confidence building schemes such as ‘walking buses’, walks for health and buddying schemes.	Services for Communities	Original medium-term intervention
SPEED			
S1	Behaviour – Target behaviours regarding speeding as being socially unacceptable and allocate enforcement to tackle this.	Police	Original medium-term intervention
S2	Engineering – Develop and implement a process to assist with determining the suitability of traffic calming for environmental and health benefits in local areas.	Services for Communities	Original medium-term intervention
S3	Safety cameras – Continue to support the Safety Camera Programme and its initiatives.	Police	Carried over from the short-term
S4	Speed limits - Implement the recommendations highlighted through the A&B road speed limit review.	Services for Communities	Modified from the short-term
S5	Investigate – Investigate the potential to make existing streets, notably residential streets and shopping areas, a 20mph speed limit whilst establishing the potential economic, environmental and health impact on the city.	Services for Communities	Modified from the short-term
TRAM			
T1	Data analysis – Identify whether tram works appear to have any impact upon the incident data.	Services for Communities	Carried over from the short-term
T2	Traffic management – Encourage more effective control of traffic management works and temporary works on the Tram project.	City Development	Carried over from the short-term

Appendix 2 - Medium Term Interventions

REF.	INTERVENTION	LEAD	SOURCE
T3	Responsibility – Promote responsibility across all user groups during the implementation of the tram works.	Edinburgh Trams	Carried over from the short-term
T4	Education – Provide education to identified target user groups regarding future integration with the completed tram project and required safety practices to be adopted.	Edinburgh Trams	Carried over from the short-term
T5	Interaction – Raise awareness of hazards of trams and tram lines with pedestrians, cyclists and drivers, and provide training of cyclists and alternative routes for cyclists to be developed and promoted.	Edinburgh Trams	Carried over from the short-term
T6	Energisation - Manage road and public safety for the energisation of overhead lines for each section of the tram route, through testing, shadow running and into operation	Edinburgh Trams	Newly proposed
T7	Operations - Maintain and develop safety management systems on a continuous basis	Edinburgh Trams	Newly proposed
VEHICLES			
V1	Targeted measures – Prioritise resources on reducing the number of collisions caused by the three primary vehicle types (cars, goods vehicles and motorcycles) identified in the analysis of the collision data as being the primary cause of collisions.	Services for Communities	Carried over from the short-term
V2	Campaign – Support national campaigns to promote the use of Fresnel lenses by left-hand drive HGVs to avoid blind spots/side-swipe incidents, and encourage the fitting of close-proximity lenses to HGVs.	Services for Communities	Carried over from the short-term

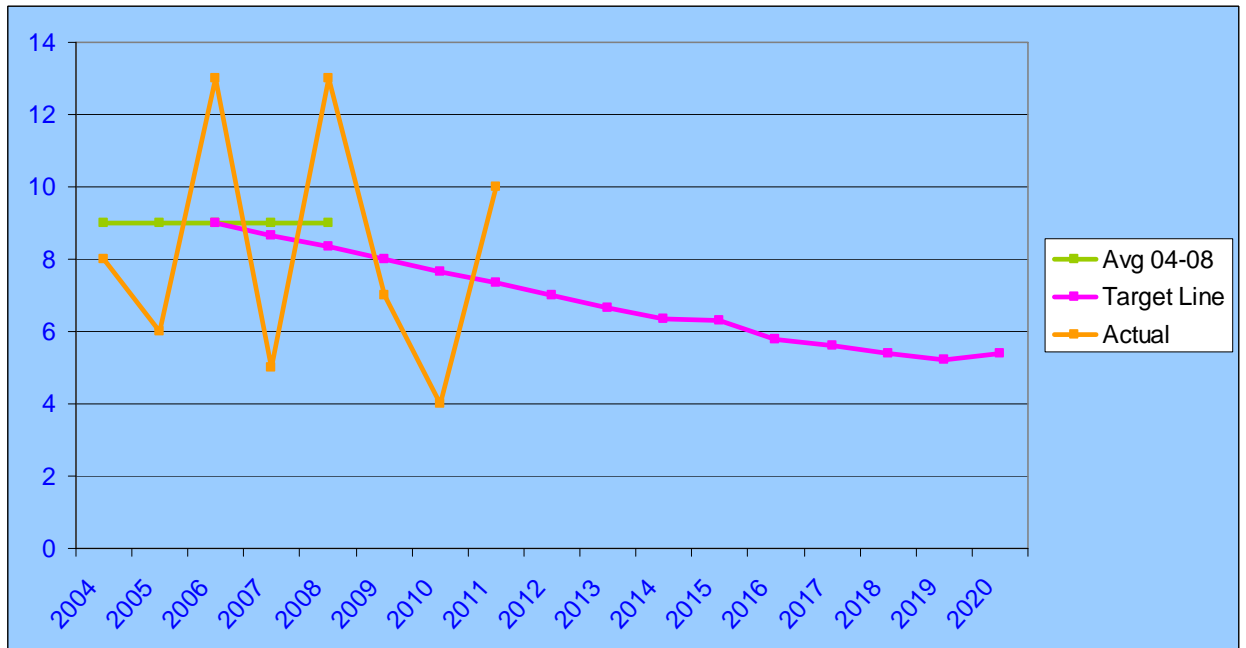
Removed from the Road Safety Plan

REF.	INTERVENTION	LEAD	RATIONAL
WORKING TOGETHER			
D1	Training – Support the Scottish Government in introducing the development of SAFED (Safe and Fuel Efficient Driving) training for van drivers in Edinburgh. (<i>From Scottish Plan: Introduce SAFED training for van drivers in Scotland.</i>)	Services for Communities	Morphed into the new D1
V4	Fleet – Plan partners to encourage their vehicle fleet operators to do more to ensure that users take full responsibility for their actions whilst operating vehicles, with a view to rolling out successful initiatives to the private sector.	Fire Service	Morphed into the new D1
V3	Fleet – Investigate the potential for all new cars purchased or hired by the Plan partners to have a high EuroNCAP (safety assessment) rating.	Fire Service	Deemed a low priority
WT9	Campaigns – Support the national introduction of a Scottish Road Safety Week.	Services for Communities	Covered in National RS Plan

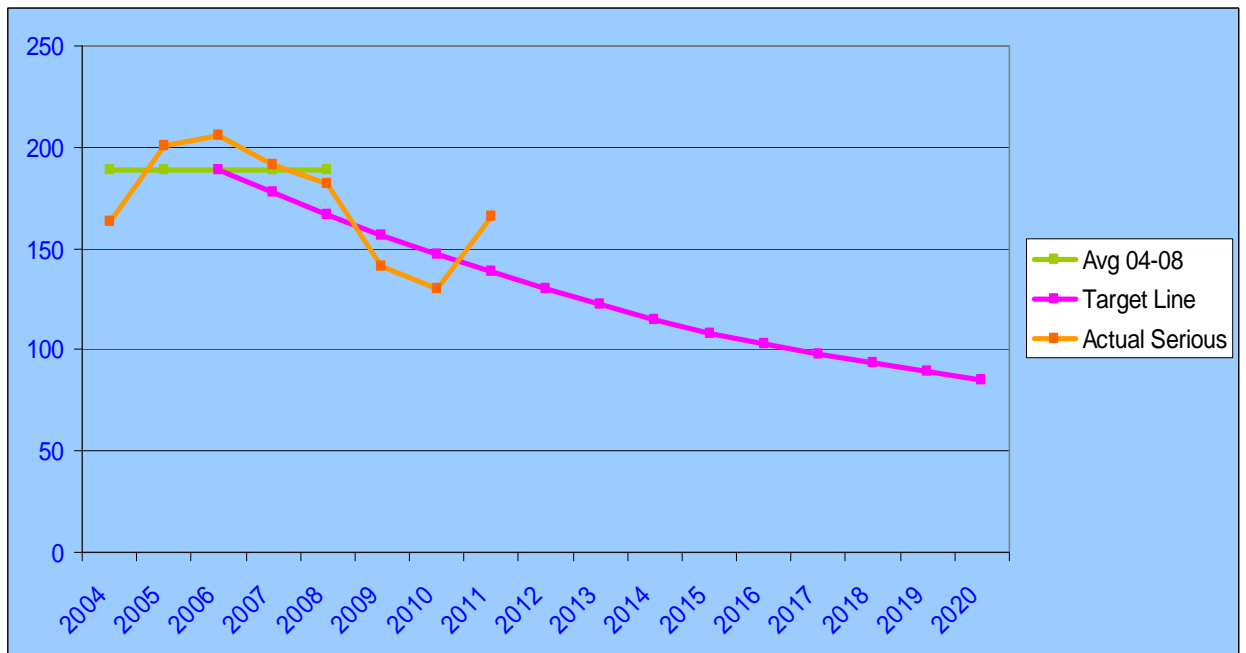
Appendix 3 Incident data 2004-2011

The following charts represent road casualty numbers for Edinburgh from 2004-2011 (last full year of casualty data currently available) and are set against the 2020 targets contained in the Plan, as set by the Scottish Government.

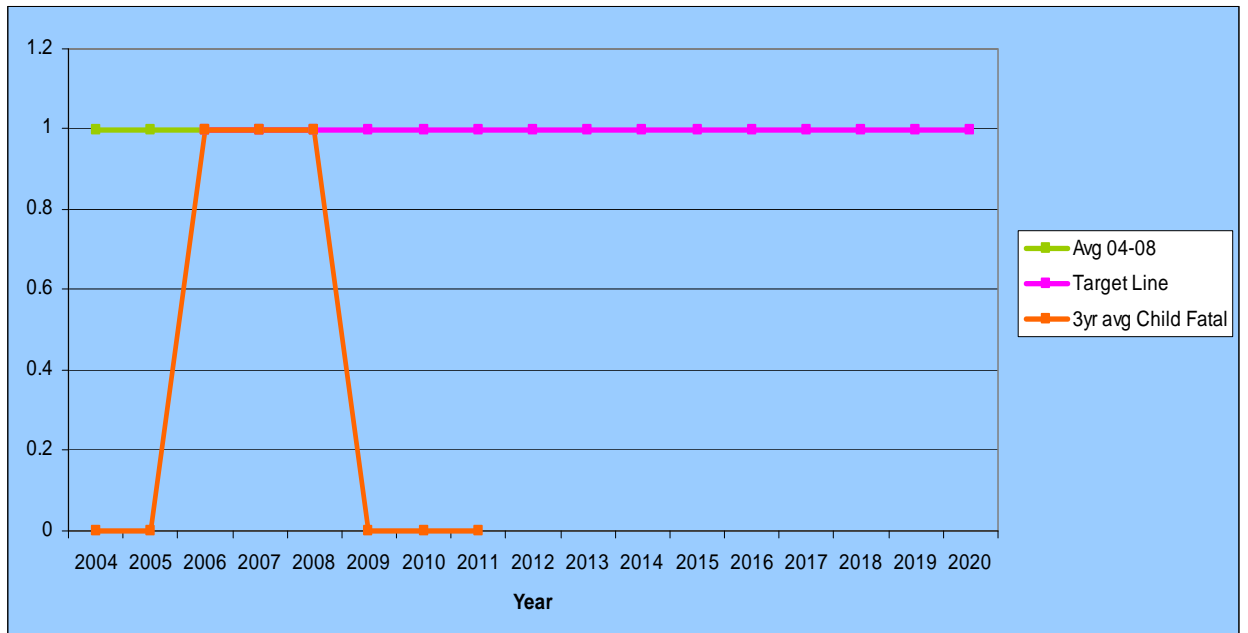
Target 1: a 40% reduction in the number of people killed in road collisions by 2020



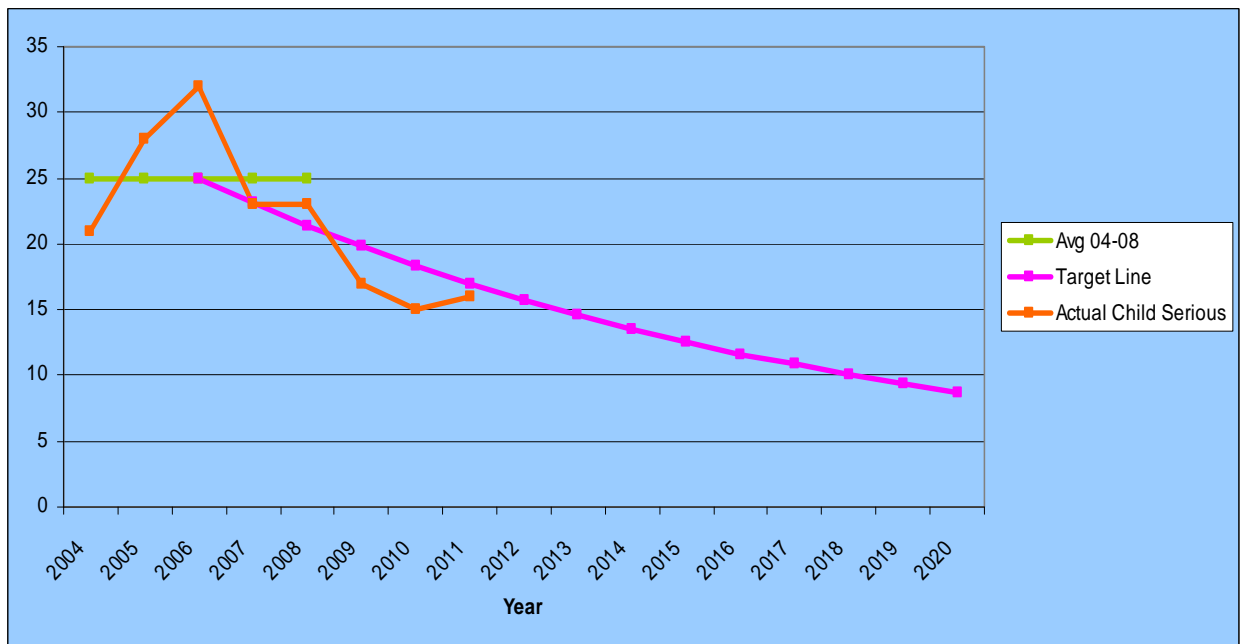
Target 2: a 55% reduction in the number of people seriously injured in road collisions by 2020



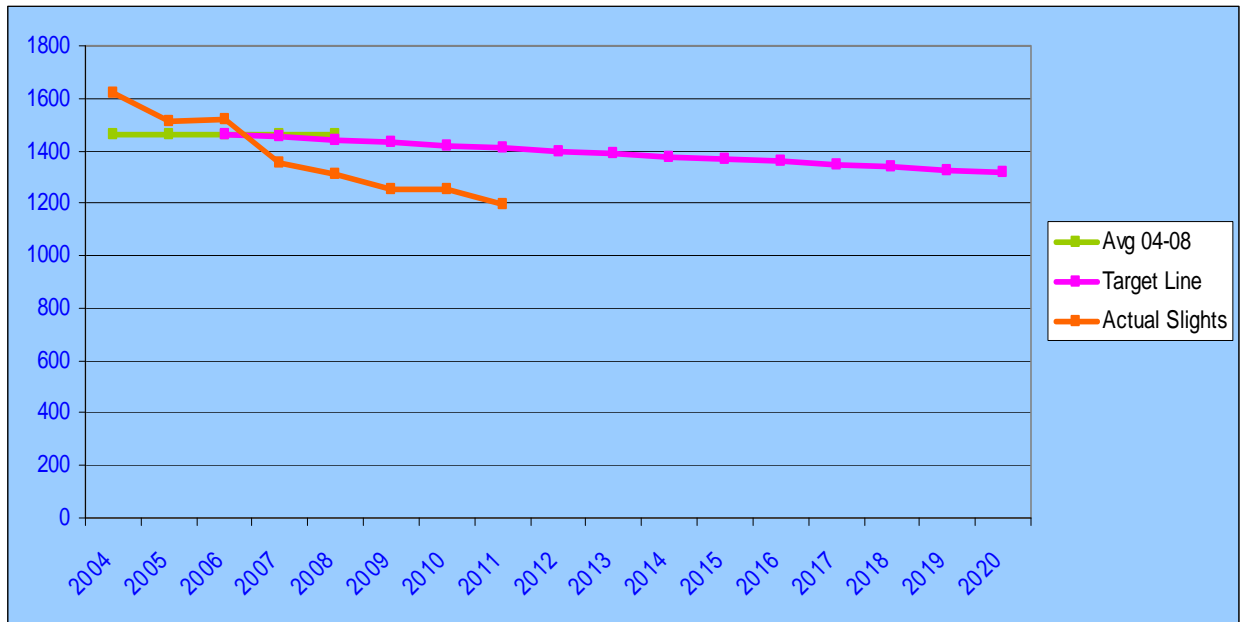
Target 3: a 50% reduction in the number of children (aged under 16) killed in road collisions by 2020



Target 4: a 65% reduction in children (aged under 16) seriously injured in road collisions by 2020



Target 5: a 10% reduction in the slight casualty rate by 2020



Appendix 4 – Road Safety Plan branding

The Road Safety Plan 2020 reflects the commitment of the City of Edinburgh Council and its principal partners Lothian and Borders Police, NHS Lothian, Lothian and Borders Fire and Rescue to focus on an integrated approach to the provision of road safety activity across the city.

The brand sets out to reflect the diverse nature of road safety. In doing so it adopts forms of words and imagery that reflect the broader activities, principals and aims of the partnership while being approachable and relevant to its audience.

The brand comprises three main elements, the form of words, typeface, and image. The use of a modern, informal, and friendly typeface is the first step towards projecting approachability. The words use cliché to associate the “Street” element with road safety and progressive forward thinking, while the graphic, alludes to street signage, drawing on familiar colours and imagery to effectively convey the aims of the partnership.

