

# Notice of meeting and agenda

## Transport and Environment Committee

**10 am, Tuesday, 4 June 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

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## **1. Order of business**

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- 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**

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- 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**

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- 3.1 Wojtek Memorial Trust – in regard to item 7.2 (Wojtek “the Soldier Bear” Commemorative Statue for West Princes Street Gardens) – e-mail request (circulated)

## **4. Minutes**

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- 4.1 Transport and Environment Committee 19 March 2013 (circulated) – submitted for approval as a correct record
- 4.2 Edinburgh Access Forum 8 April 2013 (circulated) – submitted for noting

## **5. Key decisions forward plan**

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

## **6. Business bulletin**

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- 6.1 Transport and Environment Committee Business Bulletin (circulated)

## **7. Executive decisions**

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- 7.1 Wojtek “the Soldier Bear” Commemorative Statue for West Princes Street Gardens– report by the Director of Services for Communities (circulated)  
(Councillor Rankin invited for ward interest)
- 7.2 Heavy Goods Vehicle (HGV) Bans and Monitoring Air Quality in Great Stuart Street – report by the Director of Services for Communities (circulated)  
(Councillor Rankin invited for ward interest)
- 7.3 Building a Vision for the City Centre – Consultation Outcome – report by the Director of Services for Communities (circulated)

- 7.4 Public Realm Strategy - Annual Review 2012 – 13 – report by the Director of Services for Communities (circulated)
- 7.5 Water of Leith Flood Prevention Scheme phase 2 Update – report by the Director of Services for Communities (circulated)
- (Councillors Balfour, Burns, Corbett, Dixon, Edie Fullerton, Key and Ross invited for ward interest)
- 7.6 Pedestrian Facilities, Ferry Road/Granton Road - Motion by Councillor Jackson – report by the Director of Services for Communities (circulated)
- (Councillors Day and Redpath invited for ward interest)
- 7.7 Controlled Parking Zone – Amendments to Residents’ Permits Eligibility – report by the Director of Services for Communities (circulated)
- (Councillors Balfour, Blacklock, Burgess, Chapman, Edie, Dixon, Fullerton, Godzik, Howat, Main, Milligan, Perry, Rankin, Rose, Ross, Wilson and Whyte invited for ward interest)
- 7.8 Bus Lane Camera Enforcement Expansion and Bus Lane Network Review – report by the Director of Services for Communities (circulated)
- 7.9 Pedestrian Crossings Prioritisation 2013/14 – report by the Director of Services for Communities (circulated)
- 7.10 Roads and Footways Additional Capital Investment Budget Allocation 2013/14 – report by the Director of Services for Communities (circulated)
- 7.11 Street Lighting replacement of failed columns – report by the Director of Services for Communities (circulated)
- 7.12 Dropped Kerb Access in Edinburgh – report by the Director of Services for Communities (circulated)
- 7.13 Achieving Excellence Performance Report – referral from the Governance, Risk and Best Value Committee – report by the Head of Legal, Risk and Compliance (circulated).
- 7.14 Waste and Recycling Update – report by the Director of Services for Communities (circulated)
- 7.15 Trees in the City – Draft policies and action plan – report by the Director of Services for Communities (circulated)
- 7.16 Nuclear Submarine Dismantling at Rosyth: Ministry Of Defence Response to Consultation – report by the Director of Services for Communities (circulated)

- 7.17 Cleanliness of the City – report by the Director of Services for Communities (circulated)
- 7.18 Bike Lease Scheme and Promotion of Cycling Motion by Councillor Mackenzie – report by the Director of Services for Communities (circulated)
- 7.19 Appointments to Working Groups, etc – 2013/14 – report by the Director of Corporate Governance (circulated)

## **8. Routine decisions**

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- 8.1 Survey of Demand for Taxis within the City of Edinburgh – referral from the Regulatory Committee – report by the Head of Legal, Risk and Compliance (circulated).
- 8.2 Withdrawal of the Proposed Double Yellow Line Markings, Circus Lane, TRO/12/18A – report by the Director of Services for Communities (circulated)
- 8.3 Church Hill – Amendment to Parking Places – report by the Director of Services for Communities (circulated)
- 8.4 Proposed Double Yellow Line Markings in the Vicinity of Craiglockhart Primary School – Traffic regulation Order 12/21 – report by the Director of Services for Communities (circulated)
- 8.5 Conference attendance – 8<sup>th</sup> Annual UK Light Rail Conference – report by the Director of Services for Communities (circulated)

## **9. Motions**

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If any

### **Carol Campbell**

Head of Legal, Risk and Compliance

## **Committee Members**

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



## Information about the Transport and Environment Committee

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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

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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](mailto:morris.smith@edinburgh.gov.uk) or [veronica.macmillan@edinburgh.gov.uk](mailto: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](http://www.edinburgh.gov.uk/cpol).

## **Item No 3.1**

I would like to request that Raymond Muszynski (Morris & Steedman Associates) and I be allowed to attend the meeting of the Transport and Environment Committee on June 4th to speak briefly to the item on the proposal for a statue of Wojtek the Bear to be placed in Princes Street Gardens.

I will be able to make a small bronze available for display to supplement the report prepared by David Jamieson.

I look forward to hearing from you.

Krystyna Szumelukowa  
Trustee

Wojtek Memorial Trust

Date: Fri, 31 May 2013 16:53:19 +0100 (BST)  
From: Ashley Lloyd  
Reply-To:  
To: Rhona Sinclair <  
Cc:  
Subject: Deputation Request

Item 3.2

Dear Rhona

I have just been sent a link to the report to be tabled next week at the TE meeting on the 4 June 2013 (i.e. less than two working days time!).

This report quotes me extensively but has not been subject to any review by me.

Accordingly, I request that a deputation be heard before the report is presented.

Please confirm.

Regards,

Ashley Lloyd.

**From:** Josh Miller  
**Sent:** 31 May 2013 14:20  
**To:** Committee Enquiry; Veronica Macmillan  
**Cc:**  
**Subject:** deputation request

Item 3.3

Dear CEC

I would like to request giving a deputation at the Transport and Environment Committee on Tue 4<sup>th</sup> June.

- It will be Gill Hames, Vice Chair of the George Street Association making the deputation.
- The purpose of the deputation is to object to executive decision 7.3 on the Vision for the City Centre
- The basis for the objection is that we believe it goes against the consultation feedback, is not what is best for the city centre

Many thanks

Josh Miller  
Chairman, George Street Association

**From:** Carolyn Smith  
**Sent:** 03 June 2013 10:02  
**To:** Veronica Macmillan  
**Subject:** Deputation Request

Item 3.4

Dear Veronica,

Andy Neal, Chief Executive of Essential Edinburgh would like to make a deputation at the Transport and Environment Committee on Tuesday 4 June 2013. The deputation is to object to executive decision 7.3 on the Vision for the city centre, similiar in points raised by the George Street Committee.

Regards,

Carolyn

Carolyn Smith  
PA to Andy Neal, Chief Executive

**Essential Edinburgh**

From: Tricia Brindle  
Sent: 31 May 2013 15:57  
To: Veronica Macmillan  
Subject: Transport and Environment Committee 4 June 2013

Item 3.5

Transport and Environment Committee 4 June 2013 Pedestrian Facilities Ferry Road/Granton Road Item 7.6 Request to be heard.

A deputation representing Trinity Community Council, Wardie Primary School Parents' Association, parents of pupils attending other schools in the area, and local residents requests to be heard for Item 7.6 in support of the installation of the additional pedestrian phase discussed in the report on the above item.

There is great concern amongst all members of the community about dangers to pedestrians when crossing Granton Road, where currently there is no "green man" facility. There is very widespread support throughout the community for improvements to safety for pedestrians at this junction.

If you require any additional information or If I can be of further assistance please do not hesitate to contact me.

Patricia Brindle

**From:** henrywhaley

Item 3.6

**Sent:** 03 June 2013 11:24

**To:** Veronica Macmillan; Morris Smith

**Subject:** Deputation to Transport & Environment Committee

Hi,

I'd like to speak to you about the potential to make a deputation to tomorrow's T&E committee under agenda item 7.10.

I understand that I would need to do this as a representative of an organisation and I'm currently arranging this accreditation.

Could you please call me to discuss what is achievable?

Many thanks

Henry

## Transport and Environment Committee

10.00 am, Tuesday, 19 March 2013

### Present

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

### 1. Deputation: Moray Feu Residents – Charlotte Square – Public Realm Traffic Regulation and Redetermination Order

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The Committee considered a deputation request from Dr Ashley Lloyd, on behalf of the Moray Feu Residents, in relation to a report by the Director of Services for Communities on two traffic regulation orders and a redetermination order in support of the approved Charlotte Square public realm improvements. Legal advice received by the Committee from the Head of Legal, Risk and Compliance advised that hearing deputations on traffic regulation orders could expose the Council to legal challenge.

### Decision

- 1) To agree not to hear the deputation on the grounds that it could expose the Council to legal challenge.
- 2) To invite the deputation to remain for the Committee's consideration of the Director of Services for Communities report at item 10 below.

(Reference – e-mail dated 20 November 2012, submitted.)

### 2. Deputation: Kirkliston Community Council – Kirkliston Public Transport Issues: Response to Petition

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The Committee agreed to hear a deputation from John Cross, Kirkliston Community Council, on Kirkliston's Public Transport Issues.

The deputation outlined his main concerns and asked the Committee to consider the following assertions:

- Kirkliston was poorly served by public transport.



- Kirkliston suffered through not being served by Lothian Buses, with a resultant high fares cost penalty and poor access to a comprehensive bus network.
- the public transport network had not evolved in response to the expansion of housing in Kirkliston.
- bus services for Kirkliston had recently been cut by some 50%.
- the Council had a responsibility to provide adequate bus services for Kirkliston through subsidy, however, extra housing being built in the area might mean that some services could become commercially viable in the future.
- the Council should encourage more bus operators to serve Kirkliston.

## **Decision**

The Convener thanked the Deputation for his presentation and invited him to remain for the Committee's consideration of the report by the Director of Services for Communities at item 11 below.

(Reference – e-mail dated 6 March 2013, submitted.)

### **3. Deputation: Merchiston Community Council – Merchiston Gulls De-nesting Pilot Project**

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The Committee agreed to hear a deputation from Dr Mairianna Clyde, Chair of Merchiston Community Council, on the Merchiston Gulls De-nesting Pilot Project.

The deputation outlined her main concerns and asked the Committee to consider the following:

- That the Council should continue with the gulls de-nesting pilot project in order to confirm the positive results.
- The cost of carrying out the pilot project was £9,000 which was substantially lower than the cost of £25,000 per year estimated for the project. The costs for future years should be substantially reduced as there would be no need for a roof survey and visits from Council officers were likely to be shorter.
- De-nesting is cheap, humane and effective.
- There was no evidence of displacement of gulls to surrounding areas.
- The suggestion by the Council that further de-nesting activities should be offered to residents on a commercial basis failed to differentiate between detached and semi-detached houses and tenement areas. It would be difficult to raise money from all residents in a tenement building, and only co-ordinated action by a public authority would work.

- Dumfries and Galloway Council offered a free de-nesting service for residents.
- If the project was extended, the de-nesting work could begin in April 2013 in time to interrupt another nesting season and build on the experience the Council had gained in running the services last year.

## **Decision**

The Convener thanked the Deputation for her presentation and invited her to remain for the Committee's consideration of the report by the Director of Services for Communities at item 15 below.

(References – e-mail dated 11 March 2013, submitted; paper by Merchiston Community Council, tabled.)

## **4. Deputation: Braidwood Neighbourhood Association – Dumbiedykes Public Transport Access: Response to Petition**

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The Committee agreed to hear a deputation from Elizabeth Mulligan, Marion Bradley and Marion Chalmers of the Braidwood Neighbourhood Association on Dumbiedykes Public Transport Access.

The deputation outlined their main concerns and asked the Committee to consider the following assertions:

- The location of Dumbiedykes at the foot of a steep hill made access to local amenities very difficult for the elderly and infirm, as well as mothers and toddlers.
- Many of the residents of Dumbiedykes were elderly or experienced mobility issues and had real difficulty getting around.
- To get to the Southside residents had to take two buses via George Street as the gradients were too steep to manage. Residents required access to the Southside to visit the doctor, dentist and to access affordable shopping.
- Travel to the Edinburgh Royal Infirmary was also difficult for residents who had to take two buses.
- Residents in Dumbiedykes were being penalised because of the lack of bus services and were experiencing social isolation.
- The Braidwood Neighbourhood Association had devised a proposal re-route of the 36 service and 49 route service which was contained within their tabled paper.

## Decision

The Convener thanked the Deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Director of Services for Communities at item 12 below.

(References – e-mail dated 11 March 2013, submitted; paper by Braidwood Neighbourhood Association, tabled.)

## 5. Deputations: George Street Festival Traffic Management

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### 5.1 – Essential Edinburgh

The Committee agreed to hear a deputation from Andy Neal, Chief Executive of Essential Edinburgh on George Street Festival Traffic Management.

The deputation outlined his main concerns and asked the Committee to consider the following assertions:

- Essential Edinburgh had supported last year's event in George Street, however, businesses in George Street had experienced a downturn in business last year due to lack of access to parking, unfair competition and the frontage of some businesses being blocked off.
- Alternative proposals for George Street had been discussed at a recent Events Planning Operations Group (EPOG) meeting. Essential Edinburgh were under the impression that the agreement from the EPOG meeting was for three options to be worked on by the roads team and presented to the Committee.
- Essential Edinburgh would like consideration to be given to trying something different this year and would like to come back with an alternative proposal.
- Essential Edinburgh were concerned that a precedent that was being set and wondered how the Council would react if the Masonic Hall "Fringe Company" proposed the same idea in the other block of George Street. This could potentially lead to all four blocks of George Street being closed to traffic.
- Essential Edinburgh were keen to work with the Council and a desirable outcome would be to agree a vision for the street to shape future proposals and make future decision making easy and transparent.

## **Decision**

The Convener thanked the Deputation for his presentation and invited him to remain for the Committee's consideration of the report by the Director of Services for Communities at item 39 below.

(References – e-mail dated 13 March 2013, submitted; paper by Essential Edinburgh, tabled.)

### **5.2 – Salt “n” Sauce Productions**

The Committee agreed to hear a deputation from Tommy Sheppard, Director, Salt “n” Sauce Productions, on George Street Festival Traffic Management.

The deputation outlined his main concerns and asked the Committee to consider the following assertions:

- Salt “n” Sauce Productions supported the recommendations in the George Street Traffic Management report.
- The closure of George Street worked well last year and very few problems were encountered.
- Opinions were divided from businesses about the closure of George Street. However, there were a number of factors at play last year that could have affected the downturn in business, such as the Olympics, the recession and the relatively good weather.
- Salt “n” Sauce Productions had engaged with businesses over the last six months to discuss how they could address their concerns. Other providers/businesses had been invited to offer food and drink from the Speigelterrace and many providers supported the recommendations in the report.

## **Decision**

The Convener thanked the Deputation for his presentation and invited him to remain for the Committee's consideration of the report by the Director of Services for Communities at item 39 below.

(Reference – e-mail dated 14 March 2013, submitted.)

### **5.3 – George Street Association**

The Committee agreed to hear a deputation from Josh Miller, Chair of the George Street Association, on George Street Festival Traffic Management.

The deputation outlined his main concerns and asked the Committee to consider the following assertions:

- The George Street Association supported the comments made by Essential Edinburgh.
- The overall idea of bringing the festival back into the centre of Edinburgh was something they were in favour of.
- Whilst last year's event was a great success, there were concerns about the effect the closure of George Street had on the rest of the street. Other licenced premises and retailers were badly affected and some businesses opposite the Assembly Rooms traded down.
- There was evidence to suggest that the full closure of George Street to traffic resulted in people not wanting to shop in the area.
- To have a downturn in business during one of the busiest times of the year was unfair. The event should attract people and benefit all businesses in George Street.
- The George Street Association had suggested placing the Speightent in St Andrew's Square as an alternative proposal.

## **Decision**

The Convener thanked the Deputation for his presentation and invited him to remain for the Committee's consideration of the report by the Director of Services for Communities at item 39 below.

(Reference – e-mail 18 March 2013, submitted.)

## **6. Minutes**

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### **Decision**

To approve the Minutes of the Transport and Environment Committee of 15 January 2013 as a correct record.

## **7. Key Decisions Forward Plan**

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The Transport and Environment Committee Key Decisions Forward Plan for the period April 2013 to June 2013 was presented.

### **Decision**

To note the Key Decisions Forward Plan for April to June 2013.

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

## 8. Business Bulletin

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The Transport and Environment Committee Business Bulletin for 19 March 2013 was presented.

### Decision

To note the Business Bulletin.

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

## 9. Transport and Environment Committee – Policy Development and Review Work Programme

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Approval was sought for the Transport and Environment Committee Policy Development and Review Sub-Committee Work Programme for May 2013 to July 2013.

### Decision

- 1) To approve the Work Programme for May to July 2013.
- 2) To refer the Work Programme to the Policy Development and Review Sub-Committee for detailed consideration.

(Reference – Policy Development and Review Sub-Committee Work Programme, submitted.)

## 10. Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders

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Details were provided of two Traffic Regulation Orders and a Redetermination Order that were advertised on 18 May 2012 in support of the approved Charlotte Square public realm improvements. The report advised the Committee of the representations made to Council during the statutory consultation period and made recommendations to address the objections received.

### Decision

- 1) To agree to abandon the proposed 7.5T weight restriction on Hope Street.
- 2) To agree to reduce the loading prohibitions proposed on the east side of Hope Street.
- 3) To note the relaxation to allow HGVs through the Queensferry Street/Shandwick Place “bus gate” at night.

- 4) To note the responses to the objections and the steps that had been taken to address those objections, including the incorporation of traffic signals at North Charlotte Street junction.
- 5) To instruct 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) To delegate to the Director of Services for Communities the making of the Orders, pending decisions from the public hearing.
- 7) To note that a further report on the proposed implementation of a 20mph speed limit on Charlotte Street and the wider residential area would be brought to the Committee.
- 8) To note that a further report would be submitted to the Committee on the enforcement of Heavy Goods Vehicle (HGV) bans, and to ask the Director of Services for Communities to also report at that time on the following points raised by the Moray Feu Traffic Sub-Committee:
  - (i) that the monitoring and use of air pollution and noise pollution data in Edinburgh was independently reviewed;
  - (ii) that air quality and noise data was used to assess the health impacts of moving traffic from commercial streets to residential areas, where any health impacts were necessarily exacerbated by the greater time that residents are exposed to street pollution in their home.
- 9) That the above report also consider the concerns raised by the Moray Feu Traffic Sub-Committee on passive diffusion tube monitoring.

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

## **11. Kirkliston Public Transport Issues: Response to Petition**

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The Petitions Committee had considered a petition on Kirkliston Public Transport provision and had requested the Director of Services for Communities to report to the Transport and Environment Committee.

Details were provided of the background of recent bus service changes in Kirkliston, together with issues around the relationship between the Council and Lothian Buses. Funding issues and actions proposed to help address the issues raised in the petition were also outlined.

### **Decision**

- 1) To agree the actions proposed to address the issues raised in the Petition.

- 2) To note that Kirkliston Community Council would be consulted on proposed improvements.
- 3) To note the intention to tender for a Framework Contract covering the supply of Supported Bus Services.
- 4) To note the intention to retender bus service 63 under the above Framework Contract.
- 5) To advise the Petitions Committee of the decision of the Transport and Environment Committee and to note that an update would be provided in the Petitions Committee Business Bulletin.

(References – Petitions Committee, 3 December 2012 (minute item 3(a)); report by the Director of Services for Communities, submitted.)

## **12. Dumbiedykes Public Transport Access: Response to Petition**

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The Petitions Committee had considered a petition on Dumbiedykes Public Transport Access and had requested the Director of Services for Communities to report to the Transport and Environment Committee.

Details were provided of the background to current public transport provision in the area, together with some suggestions for assisting residents in achieving their aims. Funding issues and actions proposed to help address the issues raised in the petition were also outlined.

### **Decision**

- 1) To note that a demographic survey of the Dumbiedykes area was planned to establish the transport needs of residents.
- 2) To note that community representatives would be included in this process.
- 3) To note that a comprehensive report detailing the results of the demographic study and proposals for addressing the issues raised in the Petition would be brought to the Committee in due course.
- 4) To note that further discussions would take place with bus operators with a view to bringing forward improved public transport access for Dumbiedykes.
- 5) To advise the Petitions Committee of the decision of the Transport and Environment Committee and to note that an update would be provided in the Petitions Committee Business Bulletin.

(References – Petitions Committee, 22 January 2013 (minute item 3(a)); report by the Director of Services for Communities, submitted.)



## 13. Water of Leith Phase 2

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A verbal update was provided by the Director of Services for Communities on the progress of the Water of Leith Phase 2 project.

### Decision

To note the verbal update by the Director of Services for Communities.

## 14. The Leith Programme: Consultation and Design

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Details were provided of the consultation that had 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. A delivery timetable for the programme was outlined.

### Motion

- 1) To agree the longer term vision for the corridor, as outlined in paragraphs 2.27 to 2.32 of the Director's report, as a proactive step towards achieving sustainable transport targets for Edinburgh.
- 2) To agree the final design for Constitution Street which should be implemented from April 2013 onwards.
- 3) To agree 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 the Convener, Vice Convener and local Councillors and implemented from September 2013.
- 4) To agree the design principles for the section from Pilrig Street to Picardy Place, as outlined in paragraphs 2.30 and 2.31 of the Director's report.
- 5) To instruct 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 to note that:
  - (i) if third party funding was awarded, the final design would be approved through an oversight group of the Convener, Vice Convener and local Councillors.
  - (ii) if third party funding was not confirmed by the end of 2013, officers would pursue a design for approval through an oversight group of the Convener, Vice Convener and local Councillors for the southern section, based on the preliminary design and amended with consultation feedback, that was deliverable within available budget.
- 6) To agree to refer the Director's report to the Planning and Economy Committees for noting.

- 7) To agree that officers hold discussions with relevant stakeholders on signage and branding and report back to a future Transport and Environment Committee.
- 8) To thank officers involved in the preparation of the report and the organisations and individuals who responded to the consultation exercise.

- moved by Councillor Hinds, seconded by Councillor Orr.

#### **Amendment**

- 1) To approve recommendations 3.1.1 to 3.1.6 in the report by the Director of Services for Communities.
- 2) To agree to consider a report on the feasibility of implementing 20mph zones on part or all of Leith Walk once the pilots already underway within the City of Edinburgh had concluded, and dependent on support from the public being evident in responses to the Local Transport Strategy consultation.

- moved by Councillor Booth, seconded by Councillor Bagshaw.

#### **Voting**

For the motion	-	13 votes
For the amendment	-	2 votes

#### **Decision**

To approve the motion by Councillor Hinds.

(References – Finance and Resources Committee, 31 July 2012 (minute item 3(b)); report by the Director of Services for Communities, submitted.)

#### **Declaration of Interest**

Councillor Booth declared a non-financial interest in the above item as a Director of Greener Leith.

## **15. The 2012 Merchiston Gulls De-nesting Pilot Project**

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Details were provided of the outcome of the 2012 Merchiston Gulls De-nesting Pilot Project. Updated information and advice on dealing with nesting gulls had been made available in both printed format and via the Council's website.

#### **Motion**

- 1) To note the report.
- 2) To note that no funding was available in the budget for continuation of the project and further de-nesting activities should be offered to residents on a commercial basis.

- 3) To note that the Director's report discharged 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.
- 4) To note that the Director's report also fulfilled 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.
- 5) To note that officers would be prepared to offer assistance to the Merchiston Community Council, or any other organisations, should they wish to apply for funding from Neighbourhood Partnerships for de-nesting activities.

- moved by Councillor Hinds, seconded by Councillor Orr.

#### **Amendment 1**

- 1) To note the success of the de-nesting pilot scheme and also the fact that the scheme was significantly below budget.
- 2) To agree to continue the pilot and also ask the Director to identify budget for expansion of the scheme if the pilot continued to be successful.

- moved by Councillor McInnes, seconded by Councillor Jackson.

#### **Amendment 2**

- 1) To approve recommendations 3.1(a) to 3.1(d) in the Director's report.
- 2) To agree to receive a report on the current and potential future approaches to reducing the amount of food waste which gulls may be able to access, including but not limited to advice and information for residents and businesses; and ensuring all waste was contained in a way that could not be accessed by gulls or other animals.
- 3) To agree to receive a report on whether any preventative measures could be offered on a commercial basis to residents that included but were not limited to wire, netting and anti-roosting spikes.

- moved Councillor Booth, seconded by Councillor Bagshaw.

#### **Voting**

For the motion	-	9 votes
For amendment 1	-	4 votes
For amendment 2	-	2 votes

## Decision

To approve the motion by Councillor Hinds.

(References – Transport, Infrastructure and Environment Committee, 21 February 2012 (minute item 2(b)); report by the Director of Services for Communities, submitted.)

## 16. Improving Air Quality in Edinburgh – Low Emissions Zone (LEZ) Options

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An update was provided on options around Low Emission Zones (LEZ) as previously requested by the Committee.

### Decision

- 1) To note that as most of the costs were likely to be funded by Scottish Government grant, to approve the commissioning of appropriate external consultancy support to carry out a full feasibility assessment of Low Emissions Zone/Emissions Management options for the city.
- 2) To note 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 alternative options, employing the Government’s recently revised Vehicle Emissions Factors (VEFs).
- 3) To agree that feasibility assessments and associated comparison studies are commenced following publication of the Scottish Government’s forthcoming National Framework for Low Emissions Zones.

(References – Transport and Environment Committee, 23 November 2012 (minute item 16); report by the Director of Services for Communities, submitted.)

## 17. Powderhall and Hopetoun – Update Report

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An update report was provided on the difficulties encountered in completing the road adoptions at both the Powderhall and Hopetoun ‘village’ developments.

### Decision

- 1) To note the amount of time taken to find a satisfactory solution to the parking issues raised by owners of Powderhall and Hopetoun.
- 2) To agree to formally consult with the owners of Powderhall and Hopetoun on the following two options:
  - (i) The partial adoption of the roads and pavements excluding the parking bays.

- (ii) A parking permit discount arrangement which would involve full adoption.
- 3) To agree to write to Taylor Wimpey to:
- advise them of the proposed course of action.
  - request that they considered submitting a revised Road Construction Consent (RCC) that excluded the private parking spaces until the matter was resolved.
  - confirm that they would be advised of the outcome of the consultation with the owners.

(References – Transport, Infrastructure and Environment Committee, 13 September 2012 (minute item 5(a)); report by the Director of Services for Communities, submitted.)

## **18. Road Safety Plan: Progress Update**

---

An update was provided on the implementation of the Road Safety Plan for 2020. The update provided background on the Plan's development to date and progress against the Plan's short-term interventions (2012-12), and also outlined future implementation through interventions that covered the Plan's medium-term period (2013 -15).

### **Decision**

- 1) To note the positive progress made under the "Streets Ahead Road Safety in Edinburgh" partnership.
- 2) To agree to the changes to the Plan set out in the Director's report.

(References – Transport, Infrastructure and Environment Committee 4 May 2010 (minute item 22); report by the Director of Services for Communities, submitted.)

## **19. Review of Experimental Traffic Regulation Order – Business Parking Permits**

---

Approval was sought to commence the statutory procedures to make permanent the measures introduced under an Experimental Traffic Regulation Order (ETRO) which introduced amendments governing business and retailers' parking permits in the Extended Controlled Parking Zones (S1 to S4 and N1 to N5).

### **Decision**

- 1) To agree to the commencement of the statutory procedure to formally vary the TRO.
- 2) To agree to the introduction of a business parking permit for class two retail outlets. The permit would initially cost £300.00 per annum, with a maximum of two permits allowed per business.

- 3) To agree that there was no requirement for retailers' vehicles to be liveried.
- 4) To agree to two permits per business, with a maximum of two vehicles allocated to each permit.

(References – Transport, Environment and Infrastructure Committee, 29 November 2011 (minute item 30); report by the Director of Services for Communities, submitted.)

## **20. Waste and Recycling Update**

---

An update was provided on the performance in reducing the amount of waste being sent to landfill and increasing recycling rates, and on the progress made in the implementation of the policy of not collecting excess domestic waste.

### **Decision**

To note the contents of the report.

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

## **21. Review of Provision of Scientific Services in Scotland**

---

Details were provided of a review currently underway of scientific services in Scotland. The aim of the review was to identify opportunities for creating a shared service available to all Scottish local authorities.

### **Decision**

- 1) To note the contents of the report.
- 2) To note that the Council was participating in the review programme recognising that this did not commit the Council to joining a shared scientific service.
- 3) To agree to receive a further report to update the Committee on progress following the review of options and the publication of a business case in late summer 2013.

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

## **22. Response to SEPA Statement on Consultation Arrangements for Flood Risk Management Planning**

---

Approval was sought for the Council's response to the consultation by SEPA entitled "Flood Risk Management (FRM) Planning in Scotland: Statement of Consultation Arrangements". A response was required to be submitted by 22 March 2013.

## **Decision**

To approve the response to SEPA that reflected the observations and comments outlined in the Director's report.

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

## **23. Scottish Water Environment Consultations**

---

Approval was sought for the Council's responses to the following two consultations by the Scottish Environmental Protections Agency (SEPA):

- Working Together to protect and improve Scotland's Water Environment: Getting involved in Developing the Second River Basin Plan; and
- Improving the physical condition of Scotland's Water Environment - A consultation on a supplementary plan for the River Basin Management Plans.

## **Decision**

To approve the responses to the two consultations by SEPA as detailed in Appendices one and two to the Director's report.

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

## **24. Achieving Excellence Performance Report to October 2012 – referral from Committee**

---

The Corporate Policy and Strategy Committee on 22 January 2013 considered a report providing an update on performance against specific targets and outcomes across the Council's Performance Framework for the period to October 2012. The report was referred to the Transport and Environment Committee for further scrutiny.

## **Decision**

To note the report.

(Reference – report by the Head of Legal, Risk and Compliance, submitted.)

## **25. Tackling Dog Fouling in Edinburgh**

---

In response to a Motion by Councillor Day, details were provided of the measures used to tackle dog fouling based on a successful and award winning Forth Neighbourhood Partnership Campaign. Approval was sought for the introduction of two further pilot schemes to tackle dog fouling in the city.

## **Decision**

- 1) To note the success of the Forth Neighbourhood Partnership Model and its implementation elsewhere in Edinburgh.
- 2) To approve the introduction of the Green Dog Walkers' Scheme on a pilot basis in Edinburgh.
- 3) To approve of the introduction of the Pride campaign on a pilot basis in Edinburgh.
- 4) To agree to receive a further report on the review of the pilot schemes after six months of operation.
- 5) To discharge the motion from Councillor Day remitted to Transport, Infrastructure and Environment Committee from Council on 20 September 2012.

(References – Act of Council No 19 of 20 September 2012; Transport, Infrastructure and Environment Committee of 11 October 2012 (minute item 3.1); report by the Director of Services for Communities, submitted.)

## **26. Emergency Water Ingress Charges**

---

Approval was sought for proposed amendments to the current charging arrangements for responding to emergency water ingress requests.

### **Decision**

- 1) To approve the revised charges for response to emergency water ingress charges as detailed in the report by the Director of Services for Communities.
- 2) To agree that the revised charging arrangements be monitored and reviewed and that a further report be presented to the Committee in one year's time.

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

## **27. ECOSTARS Edinburgh**

---

An update was provided on the progress of the ECOSTARS Edinburgh scheme, which provided recognition and advice on environmental best practice to operators of goods and passenger vehicle fleets.

### **Decision**

- 1) To note the Director's report and endorse the activities of the ECOSTARS Edinburgh project.



- 2) To instruct officers to assess the provision of additional benefits from membership of the scheme, which could encourage other fleet operators to join and report any proposals back to the Committee.
- 3) To request a further report prior to the end of the Intelligent Energy Europe (IEE) funded period, to include proposals for continuation of the project beyond May 2014.

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

## **28. Building a Vision for the City Centre**

---

Approval was sought to commence a consultation exercise on proposals for improving pedestrian space in the City Centre that drew on findings of a recent report commissioned by the Council by Gehl Architects.

### **Decision**

- 1) To agree the principles for improved pedestrian space in the City Centre and the consequential changes required to vehicle and public transport movements.
- 2) To agree the consultation and engagement plan.
- 3) To note the intention to report the outcomes of the consultation to the Committee in June 2013.
- 4) To agree to add cyclist groups and pedestrian groups to the list of stakeholders listed under “users of the city centre” in Appendix 1 to the Director’s report.

(References – Policy and Strategy Committee, 22 February 2011 (minute item 11); report by the Director of Services for Communities, submitted.)

## **29. Cleanliness of the City (CIMS) Report**

---

Details were provided of the latest Cleanliness Index Monitoring System (CIMS) assessment of Edinburgh’s streets that was carried out in December 2012 by Keep Scotland Beautiful (KSB).

### **Decision**

To note the report.

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

### **30. Proposed Waiting Restrictions Spylaw Bank Road – Committee Site Meeting**

---

An update was provided on the proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in Spylaw Bank Road. Approval was sought for a revision to the original proposal following the Committee site visit on 8 February 2013.

#### **Decision**

- 1) To set aside the remaining objections and approve the implementation of the amended TRO which had removed the proposed parking restrictions from the entrance to number 5 Spylaw Bank Road to its junction with Hailes Approach, as detailed in Appendix 2 to the Director's report.
- 2) To agree that the Director of Services for Communities send a copy of the report to all objectors for their information.

(References – Transport and Environment Committee, 15 January 2013 (minute item 16); report by the Director of Services for Communities, submitted.)

### **31. Objections to Proposed Waiting Restrictions Coltbridge Terrace – Traffic Regulation Order**

---

Details were provided of the objections received during the consultation on a proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in Coltbridge Terrace.

#### **Decision**

To set aside the objections and make the order as advertised to improve public safety, maintain emergency vehicular access and improve traffic flow.

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

### **32. Services for Communities: Financial Monitoring 2012/13 – Month 10 Position**

---

Details were provided of the month 10 revenue monitoring position for Services for Communities (SfC). At this stage a balanced position was forecast on the general fund and surplus income of £2.5m was forecast on the Housing Revenue Account (HRA).

#### **Decision**

To note Services for Communities' financial position at month 10.

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

### **33. Scottish Water Consultation: Shaping the Future of Water and Waste Water Services in Scotland 2013 - 2040**

---

Approval was sought for the Council's proposed response to a Scottish Water consultation document "Your Views Count", which would inform Scottish Water's draft plan to shape the future of water and waste services in Scotland between now and 2040.

#### **Decision**

- 1) To note Scottish Water's draft plans detailed in the consultation document "Your Views Count", responses to which would help to shape their final strategic projections and business plan for 2015-2020 and the future of water and waste water services in Scotland between now and 2040.
- 2) To approve the Council's draft response to the consultation document detailed in Appendix 1 to the Director's report, subject to the consultation response being amended to place less emphasis on high quality drinking water and to request that SEPA direct more resources to sewage capacity and flood prevention.

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

### **34. Crewe Toll Roundabout – Safety Monitoring**

---

In response to a motion by Councillor Hinds, of a series of safety improvements were implemented to make the Crewe Toll roundabout safer for cars, cyclists and pedestrians.

The Transport, Infrastructure and Environment Committee had asked that road incidents at the roundabout be monitored for one year following the implementation of the safety improvements. The findings of a road safety audit carried out at the junction between October 2010 and June 2012 was presented.

#### **Decision**

- 1) To discharge the motion by Councillor Hinds.
- 2) To note the reduction in the rate of road accidents during the monitoring period at Crewe Toll roundabout following the implementation of the safety improvements.

(References – Transport, Infrastructure and Environment Committee, 8 July 2009 (minute item 8); report by the Director of Services for Communities, submitted.)

### **35. Seafield Street and Arboretum Place/Arboretum Avenue/Inverleith Terrace – Commencement of Statutory Procedures to Permit the Use of Footway Cyclists**

---

Approval was sought to commence the statutory procedure to redetermine sections of footway to cycle track at Seafield Street, Arboretum Place, Arboretum Avenue and Inverleith Terrace.

#### **Decision**

To instruct the Director of Services for Communities to initiate and make the necessary Redetermination Order for the footpaths detailed in the Director's report under the relevant sections of the Roads (Scotland) Act 1984.

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

### **36. Cycling – Invitation for visit to the Netherlands**

---

Approval was sought for the Vice Convener of the Transport and Environment Committee to visit the Netherlands in June 2013. The trip, organised by the Dutch Embassy in London, provided the opportunity to learn from good practice in relation to cycling policy, integrated modes of travel and achieving value for money.

#### **Decision**

To approve a visit to the Netherlands by the Vice Convener of the Transport and Environment Committee.

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

### **37. Heritage Lottery Fund Application – Saughton Park and Gardens**

---

Details were provided of an application by the Council to the Heritage Lottery Fund to fund the restoration and regeneration of the historic Saughton Park and Gardens, which were presently in a poor state of repair and not fit-for-purpose.

#### **Decision**

- 1) To note that an application for funding had been submitted to the Heritage Lottery Fund to renovate Saughton Park and Gardens.
- 2) To note the intention to submit a more detailed report at the end of the development phase in 2015.

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

## 38. Priority Parking in Craigleith and Blinkbonny/Ravelston – Results of Formal Consultations

---

Details were provided of the results of the public consultations regarding proposals to introduce Priority Parking Schemes in the Craigleith and Blinkbonny/Ravelston areas.

### Decision

- 1) To approve the implementation of the Craigleith Priority Parking Area on a reduced scale focusing on the locations where there was support for the scheme.
- 2) To approve the readvertising of the Blinkbonny/Ravelston Priority Parking proposals and to write to the residents of the area informing them of the consultation process.
- 3) To approve the amendment of residents' parking permit charges to bring prices into line with other Priority Parking areas in Edinburgh.

(References – Transport and Environment Committee 23 November 2013 (item 7.3); report by the Director of Services for Communities, submitted.)

## 39. George Street: Festival Traffic Management

---

Approval was sought for a Temporary Traffic Regulation Order (TTRO) to close George Street between Hanover Street and Frederick Street to facilitate event space during August 2013.

### Motion

- 1) To authorise officers to pursue a Temporary Traffic Regulation Order (TTRO) that would close George Street to traffic between Hanover Street and Frederick Street during August 2013.
- 2) To refer the Director's report to the Corporate Policy and Strategy and Economy Committees for noting.
- 3) To agree that if an alternative proposal was received from Essential Edinburgh that had support from officers and required Committee approval, a special meeting of the Transport and Environment Committee would be arranged before June 2013 to consider the proposal in more detail.
- 4) To agree that officers meet with all appropriate stakeholders to discuss proposals for the future use of George Street during the Edinburgh Festival and report back to a future meeting of the Committee.

- moved by Councillor Hinds, seconded by Councillor Orr.

## **Amendment**

To take no action.

- moved by Councillor Mowat, seconded by Councillor McInnes.

## **Voting**

For the motion - 12 votes

For the amendment - 3 votes

## **Decision**

To approve the motion by Councillor Hinds.

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

## **40. Dropped Kerb Access – Motion by Councillor Bagshaw**

---

The following motion by Councillor Bagshaw, seconded by Councillor Booth, was submitted in terms of standing order 8.1:

“Committee:

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.

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.

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.

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.”

## **Decision**

To continue the motion to the next meeting of the Committee to allow a short report to be prepared on the costs involved in implementing the proposal and for an update on progress with the Responsible Parking (Scotland) Bill.

## **41. Dr Andrew Mackie – Valedictory**

---

The Convener advised that Dr Andrew Mackie would be retiring from his role as Environmental Health and Scientific Services Manager from April 2013.

The Convener, on behalf of the Committee, thanked Dr Mackie for his years of service to the Council and wished him well in the future.

## Edinburgh Access Forum

**3.00 pm, Monday 8 April 2013**

Present:- Councillor Lesley Hinds (CEC, Convener), David Bell (Balerno Ramblers), Rod Dalitz (Ramblers and Scottish Canoe Association), Matt Davis (CEC, Transport), Martin Duncan (CEC Natural Heritage Section), Sarah Fleming (British Horse Society), Keith Griffiths (Scotways), Peter Hawkins (CTC Scotland), Chris Hill (City Cycling Edinburgh), Keith Logie, (Parks & Greenspace, City of Edinburgh Council), Duncan Monteith (Parks and Greenspace), Sandy Scotland (Spokes), John Russell (Living Streets Edinburgh), Alan Shaw (Lothian Golf Association).

### Apologies

Sandy Allison, National Farmers Union Scotland  
Charlie Cumming, Edinburgh and Lothians Greenspace Trust  
Jennifer Lothian, East Lothian Council  
Jenny Hargreaves, CEC  
Alan McGregor, CEC

## 1. Welcome and Introduction

---

Councillor Hinds welcomed everyone to the meeting

## 2. Note of Meeting 24 September 2012

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### Decision

The Note of Meeting was approved with an amendment to page 2 item 5.4 to insert the word initial before infrastructure.

## 3. Core Path Update & Active Travel Information Hubs

---

Duncan Monteith, (Parks and Greenspace) advised that network rail were proposing not to allow paths to cross railway lines, this would affect one path in Edinburgh which would require to be reviewed

The project on active travel information was nearing completion with the first display being put up in Wester Hailes Plaza and a further display to be placed in the Oxfords area. It was hoped that this project would be rolled out across all neighbourhood areas.



## Decision

To note the update

### 4. Update on Current and Potential Cycling Projects

---

Matt Davis advised that the following progress had been made on cycling projects:

- 1 A major section of the Leith to Portobello had been opened in November along the former railway linking Leith links to Seafield Road, this scheme had been match funded by Sustrans
- 2 The South meadow Walk to Argyle Street junction scheme had now been completed
- 3 A new ramp had been completed on the Restalrig Rail Path
- 4 Work was due to start on North meadow Walk
- 5 Upgrading work was due to start on the national Cycle network route 1 (Haymarket to the Forth Road Bridge)
- 6 Work on a new link between Burdiehouse and Straiton Nature Reserve
- 7 Junction improvements between the Gyle and Newbridge
- 8 Upgrading of the Corstorphine rail path to Balgreen
- 9 Design work on schemes for future years on the family network, Meadows and South Edinburgh cycle lanes

## Decision

1. To note the update
2. The link to the report on road and pavement improvements that was considered by the transport and Environment committee to be made available to members
3. The Active Travel Officer to be invited to the next meeting
4. An update on signage issues to be provided to the next meeting
5. An item "Joint Potential Cycling and Walking projects" to be added to the next agenda

### 5. John Muir Trail Update

---

Martin Duncan advised that:

1. The launch date was April 2014

2. Upgrading of the footpath Daitches Brae to Brunstane Park was being undertaken, incorporation paving, edging and drainage at a cost of one hundred thousand pounds.
3. The waymarking phase was about to begin, it was intended to complete the survey by May, the consultation by the end of July and installation by January 2014
4. A Website and guidebook were being worked on

### **Decision**

1. To note the update
2. Copies of the routemaps to be sent to members
3. The issue of access for horse riders to be investigated

## **6. Local Access Issues.**

---

Martin Duncan provided an update on the following access issues

### **A) Currie Shed, Water of Leith Walkway**

The owner had now been granted planning permission, and a meeting had taken place with the architects and it had been agreed that the fence in place would remain during the construction period until January 2014, but there would be access along a path that would be 3 metres wide during this period, and widened to 4.5 metres after with a 4 metre wide whin dust surface.

### **B) Landslip Update, Water of Leith Walkway & South Side Princes Street Gardens**

There was no update at present for the reopening of this route as assessments and surveys were ongoing at present. Materials for railing repairs had been orderd for the Water of Leith walkway, nag monitoring work was still being undertaken at the castle rock

### **C) Portobello Promenade & Meadows Signage Update**

The no cycling signs on the promenade had been removed and replaced with shared access signage

There was one no cycling sign still in place at the meadows and this was being dealt with by the Neighbourhood Team.

## **D) Quarry Advisory Signage/Fencing**

The Public Health Enforcement Team was looking into this issue at Corstorphine Hill along with other sites around the city and an update would be provided to the next meeting.

## **E) Pinkhill**

The land adjacent to the golf course had been fenced by the developer due to issues with flytipping and it was proposed that a gate would be installed to maintain access

## **F) Sandport**

Discussions were to take place with the residents association or their agent regarding the chain that had been erected along the water of Leith walkway, the conditions attached to the original planning consent would also require to be checked in respect of access

### **Decision**

1. To note the update
2. To request the Estates division to include rights of way in their checklist for land sales

## **7. Access Issues Process Review**

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### **Decision**

1. To note that the minutes of the Forum would be submitted to the Transport and Environment Committee for information
2. To note the Director of Services for Communities would submit a report on the membership of the Forum to the Transport and Environment Committee

## **8. Members Updates**

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The following matters were raised by members:

- a) The planning application for Newcraighall North development showed that the crossing via the old railway line across Newcraighall Road, which formed part of the link to Queen Margaret University would disappear
- b) Network Rail planned to infill the bridge at the west of the Newcraighall development, although this was not a right of way, it was a well used route
- c) Due to a recent court ruling on liability for injury guidance was required on signage around golf courses as a matter of urgency

- d) Work was proceeding on the road between the RIE and Greendykes was progressing but no finish date could be provided as yet
- e) Attention was brought to the petition that had been submitted for consideration in regards to Holyrood Park

### **Decision**

1. The department to prepare a briefing note for the Convener on the Newcraighall situation and to seek a meeting with network rail to discuss the matter
2. A meeting be arranged to discuss signage at golf courses
3. To advise members of the link to the petitions pages on the Council website

### **Declaration of Interests**

Councillor Hinds declared a non-financial interest in item 8(a & b) as a relative lived within close proximity to the application sites.

## **9. Date of Next Meeting**

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It was agreed that the next meeting of the Forum would take place on Wednesday 9 October 2013 at 2.00 pm

# Item No 5.1 Key decisions forward plan

## Transport and Environment Committee

[Period July 2013 to September 2013]

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1.	Request to provide a Surface Crossing of the Calder Road at Parkhead	27-Aug-13	7	<a href="#">Director Mark Turley</a>	
2.	Evaluation of the South Central Edinburgh 20 mph limit pilot	27-Aug-13		<a href="#">Director Mark Turley</a> <a href="#">Lead Officer :Steve Murrell</a>	
3.	Bus Service Procurement	27-Aug-13		<a href="#">Director Mark Turley</a> <a href="#">Lead Officer; Ewan Horne</a>	
4.	6% Budget commitment to cycling – Summary of expenditure	27-Aug-13		<a href="#">Director Mark Turley</a> <a href="#">Lead Officer; Chris Brace</a>	
5.	Report on Transport Review	27-Aug-13		<a href="#">Director Mark Turley</a> <a href="#">Lead Officer; Tony Lear</a>	
6.	Public and Accessible Transport Action Plan – report on consultation	27-Aug-13		<a href="#">Director Mark Turley</a> <a href="#">Lead Officer; Chris day</a>	
7.	Utility Company Report	27-Aug-13		<a href="#">Director Mark Turley</a> <a href="#">Lead Officer Stuart Harding</a>	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
8.	Bus Regulation (Scotland) Bill: Council response to Consultation by Iain Gray MSP	27-Aug-13		<a href="#">Director Mark Turley</a> <a href="#">Lead Officer Ewan Horne</a>	
9.	Road Asset Management Plan (RAMP)	27-Aug-13		<a href="#">Director Mark Turley</a> <a href="#">Lead Officer – Euan Kennedy</a>	
10.	Local Transport Strategy 2014-2019 Consultation version	27-Aug-13		<a href="#">Director Mark Turley</a> <a href="#">Lead Officer Ewan Kennedy</a>	
11.	Parking Charges on Greenways	27-Aug-13		<a href="#">Director Mark Turley</a> <a href="#">Lead officer Andrew Mitchell</a>	



# Item No 6.1 Business Bulletin

## Transport and Environment Committee

**10 am, Tuesday 4 June 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"><li>• Cllr Robert Aldridge</li><li>• Cllr Nigel Bagshaw</li><li>• Cllr Gavin Barrie</li><li>• Cllr Chas Booth</li><li>• Councillor Deidre Brock</li><li>• Cllr Karen Doran</li><li>• Cllr Nick Gardner</li><li>• Cllr Bill Henderson</li><li>• Cllr Allan Jackson</li><li>• Cllr Alex Lunn</li><li>• Cllr Mark McInnes</li><li>• Cllr Joanna Mowat</li><li>• Cllr Ian Perry</li><li>• Cllr Andrew Burns (ex officio)</li><li>• Cllr Steve Cardownie (ex officio)</li></ul>	<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>



## 1 Niddrie Burn Restoration

The Niddrie Burn Restoration (NBR) comprises the realignment of 1.8 Km of the Niddrie Burn from near the Edinburgh Royal Infirmary (ERI) to the Jack Kane Centre. The new ERI Link Road runs from Greendykes Road to Little France Drive at the ERI. Work on Niddrie Burn Restoration and ERI Link Road is now complete. There are minor issues of snagging to be rectified.

A bus lane enforcement camera has been installed to ensure that it is only authorised vehicles that will use the road. The only vehicles authorised to use this road are buses, taxis and emergency vehicles.

Project outturn costs are estimated at £11.000m which is within the project budget of £11.075m. However the Main Contractor has indicated that they are preparing a claim for additional costs associated with adverse weather and utility diversions. Advice from the project consultant suggests that these claims are not valid.

Persimmon Homes have now started building affordable homes. As part of the Council's Development Agreement with Scottish Enterprise and the Developers, bridge abutments require to be built for access to a future housing area on the north bank of the burn. The Council will meet the cost of the construction of the bridge abutments, which are estimated at £500k. This sum is included in the £11.000m estimated project outturn cost. It is anticipated that the work will begin on the abutments in September and will be complete by November 2013.

Official Opening will be *TBC*

## 2 Update: BBQ's within the Meadows.

The Meadows and Bruntsfield Links Advisory Group met on 25 March 2013 to agree the relocation of a number of barbecue sites with the aim of reducing the number of different areas throughout the park where barbecuing is allowed.

Recent news	Background
<p>This will make it clearer to park users where they are and aren't allowed to barbecue and make it easier for Council staff to manage the situation. The Neighbourhood Team has made arrangements to move the sites and to update the leaflets and maps accordingly.</p> <p>The Police and Local Community Safety Team are working together to tackle the problem of public urination with a number of actions in progress including new signage, increased patrols in problem areas and the Police are now issuing Fixed Penalty Notices.</p> <p>The analysis and impact of this work will be reported back to committee in the form of a report in October 2013.</p>	

**Forthcoming activities:**

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# Transport & Environment Committee

**4 June 2013**

## **Wojtek “the Soldier Bear” Commemorative Statue for West Princes Street Gardens**

<b>Item number</b>	7.1
<b>Report number</b>	
<b>Wards</b>	City Centre

### **Links**

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<b>Coalition pledges</b>	P31
<b>Council outcomes</b>	CO19, CO20
<b>Single Outcome Agreement</b>	

### **Mark Turley**

Director of Services for Communities

Contact: David Jamieson, Parks & Greenspace Manager

E-mail: [david.jamieson@edinburgh.gov.uk](mailto:david.jamieson@edinburgh.gov.uk) | Tel: 0131 529 7055

# Executive summary

## Wojtek “the Soldier Bear” Commemorative Statue for West Princes Street Gardens

### Summary

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The Wojtek Memorial Trust is seeking Council support to erect a commemorative bronze statue to Wojtek “the Soldier Bear” in their favoured location of West Princes Street Gardens.

### Recommendations

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- a. That Committee support the proposal to erect a Wojtek” the Soldier Bear” statue in West Princes Gardens, at the location described in this report.
- b. That Committee accept responsibility for the on-going care and maintenance of the statue, as determined in a maintenance agreement with the Wojtek Memorial Trust.
- c. That Committee refers this report to the Culture & Sport Committee meeting of 20 August 2013.

### Measures of success

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Statue erected in Princes Street Gardens.

### Financial impact

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The costs of construction and erection will be met by the Wojtek Memorial Trust. A celebration of the Wojtek Memorial Trust will be held at the invitation of Major General Nick Eeles, General Officer Commanding Scotland and Governor of Edinburgh Castle, in the Great Hall of Edinburgh Castle on 14<sup>th</sup> May 2013 as a preliminary to a public fundraising appeal for £250,000. Further events will be held in the year to encourage donations and to give time for requests to selected grant aided bodies to be made.

Feedback from the Culture and Sport Service has identified that currently there is no budget for the maintenance of new additions to the statues and monuments collection.

Transport and Environment Committee 4 June 2013

For this reason Culture and Sport will be seeking a “one off” endowment contribution from the Trust, details of which would be agreed if this proposal is approved. The average cost for the maintenance of a monument is in the region of £1000 per annum.

## Equalities impact

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This matter will be considered at any subsequent planning application stage.

However, recent Scottish Government research identified a lack of awareness of historical connections between Scotland and Poland, siting the bear in Princes Street Gardens could go some way to fostering good relations (one of the three Public Sector Equality Duties).

## Sustainability impact

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There are no sustainability impacts arising from this proposal.

## Consultation and engagement

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Edinburgh World Heritage (EWH) has been asked for opinion on the proposal. It advises that from the point of view of the World Heritage Site's outstanding universal value, the proposals will have minimal impact, and that the value of the statue lies in its ability to encourage the exploration of the World Heritage Site. To this end EWS suggested to the group that Hillside Crescent would be an ideal location, where the proposals could have a positive effect and would be welcomed by the community. However, in principle, EWS appear to have no objections to the statue being sited in Princes Street Gardens.

Ultimately the balance needs to be struck between the significance of the universal themes of war and resettlement that the proposal represents and the significance of the location.

Discussions with Planning suggest that they would welcome a planning application should the Council be minded to support the proposal.

## Background reading / external references

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Further information of Wojtek the Soldier Bear and the proposed statue can be found at [www.wojtekthebear.com](http://www.wojtekthebear.com)

## Wojtek “the Soldier Bear” Commemorative Statue for West Princes Street Gardens

### 1. Background

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- 1.1 For a number of years the Wojtek Memorial Trust has sought to erect a commemorative statue to Wojtek “the Soldier Bear” in Edinburgh. West Princes Street Gardens is now their favoured location following consideration of locations in Edinburgh Zoo, Edinburgh Castle, Calton Hill, Hillside Crescent and the precinct in front of St. Mary’s Metropolitan Cathedral, all of which were considered inappropriate by the Trust or landowner.
- 1.2 First rescued by Polish troops as an orphan bear cub in Persia, Wojtek travelled through the Middle East and into Europe, where at the Battle of Monte Cassino in 1944 he engaged with the allied troops in battle carrying heavy munitions for the front line. After the war he was evacuated as a displaced bear with the soldiers into Scotland and after a parade in the streets of Glasgow he was then housed in the resettlement camp at Sunwick Farm in Berwickshire. The majority of the soldiers could not return to what had become Stalin’s Poland and West Ukraine and the bear eventually went into the protection of Edinburgh Zoo where he lived until his death in 1963.

### 2. Main report

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- 2.1 The Wojtek Memorial Trust is seeking Council support to erect a commemorative bronze statue to Wojtek “the Soldier Bear” in their favoured location of West Princes Street Gardens.
- 2.2 The statue will be created by the sculptor, Alan Beattie Herriot and its setting will be designed and managed by Morris Steedman and Partners. The subject of the statue symbolises the strength of friendship and support between Scotland and Poland in times of war and in subsequent peace. It will be a figurative piece depicting the Polish soldier and the bear standing together in relaxed repose when meeting people. A low relief panel to the rear of the sculpture will illustrate the remarkable life of Wojtek. Wide stone steps will provide a seating point from which to view the gardens. Additional planting behind the panel will frame the setting. The choice of materials for the setting will be made in consultation with the council.

- 2.3 The chosen site is located at the south side of the top terrace walk at the west end of West Princes Street Gardens. It is at the corner of a pathway leading down into the main area of the gardens. The space currently is grassed and bounded by a low level railing. The composition will be visible from Princes Street and it will be possible to interact with the statue from the walkway. The aspect to the castle is considered reminiscent of the aspect the soldiers would have faced at the final Battle of Monte Cassino in May 1944 as they fought their way up the mountainous slopes assisted by Wojtek.
- 2.4 Future memorials are planned in Warsaw, Poland and Monte Cassino, Italy to bring together the three countries of Scotland, Poland and Italy in the name of Wojtek. Alongside these endeavours the trustees wish to promote education and instruction and international cultural links utilising Wojtek “The Soldier Bear” as an inspiration for learning the lessons of history through art and sculpture; studying the relationship between man and animal; and understanding the psychology of combat stress.
- 2.5 The scheduled date for the unveiling of the statue is planned for 18 May 2014, which will be the 70<sup>th</sup> anniversary of the final Battle of Monte Cassino and the raising of the Polish flag.

### 3. Recommendations

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- a. That Committee support the proposal to erect a Wojtek” the Soldier Bear” statue in West Princes Gardens, at the location described in this report.
- b. That Committee accept responsibility for the on-going care and maintenance of the statue, as determined in a maintenance agreement with the Wojtek Memorial Trust.
- c. That Committee refers this report to the Culture & Sport Committee meeting of 20 August 2013.

**Mark Turley**

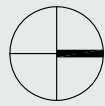
Director of Services for Communities

## Links

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<b>Coalition pledges</b>	P31
<b>Council outcomes</b>	CO19, CO20
<b>Single Outcome Agreement</b>	
<b>Appendices</b>	<ol style="list-style-type: none"><li>1. Location Plan of the statue in West Princes Street Gardens.</li><li>2. Site Plan of the statue in West Princes Street Gardens.</li><li>3. Photographic Montage.</li></ol>





Revision Description:



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38 Young Street North Lane, Edinburgh, Scotland EH2 4JD  
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Client : The Wojtek Memorial Trust

Project : Wojtek the Bear Commemorative Statue  
Edinburgh

Title : Princes Street Gardens West  
Location Plan

Scale 1:500

Drawn CA

Date 19.02.13

Status Proposal

Job no. 0426

Drawing no.

Rev.





Revision Description:









# Transport and Environment Committee

10.00am, Tuesday 4 June 2013

## Heavy Goods Vehicle (HGV) Bans and Monitoring of Air Quality in Great Stuart Street

Item number	7.2
Report number	
Wards	11

### Links

Coalition pledges	n/a
Council outcomes	<a href="#">CO18</a>
Single Outcome Agreement	<a href="#">SO4</a>

### Mark Turley

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# Executive summary

## Heavy Goods Vehicle (HGV) bans and Monitoring of Air Quality in Great Stuart Street

### Summary

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Following the re-routing of traffic throughout the city centre, residents represented by Moray Feu Residents Association are concerned that the increase in traffic will have a detrimental impact on the amenity of the area and will cause both a reduction in air quality due to increase in pollutants and increase in noise. The Residents Association are also concerned that increased air pollution and noise will have an effect on the health of residents.

The Transport and Environment Committee at its meeting on 19 March 2013 in relation to Item 7.2 (Charlotte Square – Public Realm Traffic Regulation Order and Redetermination Orders) agreed:

- 1) To note that a further report would be submitted to the Committee on enforcement of Heavy Goods Vehicle (HGV) bans, and to ask the Director of Services for Communities to also report at that time on the following points raised by the Moray Feu Residents Association:
  - (i) that the monitoring and use of air pollution and noise pollution data in Edinburgh is independently reviewed;
  - (ii) that air quality and noise data is used to assess the health impacts of moving traffic from commercial streets to residential areas, where any health impacts are necessarily exacerbated by the greater time that residents are exposed to street pollution in their home.
- 2) That the above report also considers the concerns raised by the Moray Feu Traffic Sub-Committee on passive diffusion tube monitoring.

### Recommendations

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- 1 The Transport and Environment Committee is requested to:
  - a) note the content of this report;
  - b) note that nitrogen dioxide levels in Great Stuart Street are below the Annual Air Quality Objective;

- c) agree that air monitoring is carried out in accordance with Defra technical guidance;
- d) note that the Council's air monitoring procedures were considered acceptable following independent review in 2011, and are independently assessed annually by Scottish Environment Protection Agency (SEPA) and Transport and Travel Research (TTR) on behalf of UK/Scottish Government; in consequence, further independent assessment of monitoring procedures is unnecessary;
- e) note that monitoring directly at building façades in Great Stuart Street has replaced kerbside monitoring, providing a more accurate measure of nitrogen dioxide concentrations;
- f) note that the project to monitor nitrogen dioxide in basement areas in Great Stuart Street has demonstrated that no accumulation occurs; that nitrogen dioxide levels are substantially below the Annual Air Quality Objective; and that the project has now concluded;
- g) note that noise levels have been assessed in accordance with Central Government guidance and noise measurements in Great Stuart Street are not required;
- h) note the advice from NHS Lothian that there is no evidence of adverse impacts on health from current levels of noise and air quality and no long term adverse effects are likely;
- i) note that air monitoring in Great Stuart Street is continuing as part of the city-wide air monitoring programme;
- j) note the position with regard to Heavy Goods Vehicle (HGV) bans and agree that temporary signs be erected on the approaches to the Randolph Crescent route to advise drivers that the route is not suitable for HGV traffic. The situation to be reviewed in twelve months time.

## Measures of success

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Air quality meets/below Air Quality Objectives along the Queensferry Street - Great Stuart Street – Queen Street route.

## Financial impact

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There are no financial impacts in relation to this report.

## Equalities impact

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This report does not in itself impact on equalities.

## Sustainability impact

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

## Consultation and engagement

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Consultation with:

NHS Lothian Department of Public Health and Health Policy

## Background reading / external references

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CEC's measurement of traffic pollution in Great Stuart Street and its correction – response to Prof. Duncan Laxen, Dr A Lloyd, 12 April 2011.

Response to Ashley Lloyd Document of 12 April 2011, Professor D Laxen, May 2011.

City of Edinburgh Council Response to Questions and Statements on Air Quality.

[Item 7.2 Charlotte Square - Public Realm Traffic Regulation and Redetermination Orders - Transport and Environment Committee 19 March 2013.](#)

## Heavy Goods Vehicle (HGV) bans and Monitoring of Air Quality in Great Stuart Street

### 1. Background

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- 1.1 A number of Traffic Regulation Orders have been introduced affecting the city centre as a consequence of the Tram Project and other traffic management arrangements; these have resulted in re-routing of traffic in the city centre. The outcome of changes has caused drivers to use a variety of alternative routes. One of the areas affected by the changes is the Queensferry Street – Randolph Crescent – Great Stuart Street – St Colme Street – Queen Street route. The increase in traffic along this route since traffic displacement resulting from tram works is approximately 30 %, and the total number of vehicles using the route is approximately 17,500 per day.
- 1.2 The Queensferry Street – Great Stuart Street – Queen Street route passes through a residential area of the city centre with traditional built properties and cobbled streets. Moray Feu Residents Association are concerned that the increase in traffic will have a detrimental impact on the amenity of the area and will cause both a reduction in air quality due to increase in pollutants and increase in noise levels. The Residents Association believes that increased air pollution and noise will have an adverse effect on the health of residents.

### 2. Main report

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#### **Air Quality Issues**

- 2.1 The concerns and questions raised by Moray Feu have been treated seriously by Council officers and all issues have been fully examined. This has included independent verification of our air quality monitoring process and response from NHS Lothian on health concerns.
- 2.2 The Transport and Environment Committee 19 March 2013 agreed in relation to Item 7.2 to ask for a further report on the following points raised by Moray Feu Residents Association.
- (i) that the monitoring and use of air pollution and noise pollution data in Edinburgh is independently reviewed;



- (ii) that air quality and noise data is used to assess the health impacts of moving traffic from commercial streets to residential areas, where any health impacts are necessarily exacerbated by the greater time that residents are exposed to street pollution in their home.
  - (iii) That the above report also considers the concerns on passive diffusion tube monitoring.
- 2.3 Attached at Appendix 1 is a detailed response to the concerns raised by Moray Feu Residents Association in relation to air quality and noise issues.

### **Heavy Goods Vehicle (HGV) bans**

- 2.4 The issue of HGV bans was reported most recently to Members in the *Edinburgh Tram – West End Traffic Management* report, which was considered by the Transport, Infrastructure and Environment Committee on 5 May 2009.
- 2.5 That report concluded that a ban could not be introduced on the Randolph Crescent route on the grounds that the police would not support a restriction managed with traffic signs only, as it placed unrealistic expectations on their resources for enforcement.
- 2.6 To address this, officers have investigated the possible use of self-regulating mechanisms but have established that the necessary legislation needed to support such a system is not in place, as the Transport (Scotland) Act 2001 currently only covers the imposition of charges in respect of bus lane contraventions. Bus lane enforcement is an approved system which is used by a number of authorities, but as the City of Edinburgh Council is currently the only authority pursuing the HGV ban matter, it is very doubtful that Scottish Ministers would support such an initiative.
- 2.7 The development of a self-regulatory system is therefore not a realistic prospect and as the issues with conventional traffic-sign-only systems remain, the introduction of HGV bans, across-the-board, cannot be recommended, at this time.
- 2.8 Notwithstanding the above issues, it is proposed that temporary signs be erected on the approaches to the Randolph Crescent route to advise drivers that the route is not suitable for HGV traffic. The situation should then be reviewed in a year's time.

## **3. Recommendations**

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- 3.1 The Transport and Environment Committee is requested to:
- a) note the content of this report;
  - b) note that nitrogen dioxide levels in Great Stuart Street are below the Annual Air Quality Objective;

- c) agree that air monitoring is carried out in accordance with Defra technical guidance;
- d) note that the Council's air monitoring procedures were considered acceptable following independent review in 2011, and are independently assessed annually by SEPA and TTR on behalf of UK/Scottish Government; in consequence, further independent assessment of monitoring procedures is unnecessary;
- e) note that monitoring directly at building façades in Great Stuart Street has replaced kerbside monitoring, providing a more accurate measure of nitrogen dioxide concentrations;
- f) note that the project to monitor nitrogen dioxide in basement areas in Great Stuart Street has demonstrated that no accumulation occurs; that nitrogen dioxide levels are substantially below the Annual Air Quality Objective; and that the project has been concluded;
- g) note that noise levels have been assessed in accordance with Central Government guidance and noise measurements in Great Stuart Street are not required;
- h) note the advice from NHS Lothian that there is no evidence of adverse impacts on health from current levels of noise and air quality and no long term adverse effects are likely;
- i) note that air monitoring in Great Stuart Street is continuing as part of the Citywide air monitoring programme;
- j) note the position with regard to Heavy Goods Vehicle (HGV) bans and agree that temporary signs be erected on the approaches to the Randolph Crescent route to advise drivers that the route is not suitable for HGV traffic. The situation to be reviewed in twelve months time.

## **Mark Turley**

Director of Services for Communities

## Links

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### Coalition pledges

### Council outcomes

CO18 Green – We reduce the local environmental impact of our consumption and production

### Single Outcome Agreement

SO4 Edinburgh's Communities are safer and have improved physical and social fabric

### Appendices

1 Detailed response to Moray Feu Residents Association

2 Minute of Tram Sub-Committee 28 March 2011

### Detailed Response to Moray Feu Residents Association

#### Air Quality and Noise Concerns

1.1 The Residents Association has made repeated representations to the Council, particularly relating to air quality. The Association believes that the Council is not monitoring air quality correctly and is reporting pollutant concentrations lower than the actual levels present. This matter was addressed by the Tram Sub-Committee at its meeting on 28 March 2011. The Sub-Committee heard presentations from the Moray Feu Residents Association and Council officers engaged in air quality monitoring activities. Presentations were also given by Professor Duncan Laxen, previous adviser on air quality to the Department of Environment, Food and Rural Affairs (Defra); Dr Matthew Heal, air quality expert, University of Edinburgh; and Dr Richard Othieno, Consultant in Public Health Medicine, NHS Lothian. The minutes of the Sub-Committee are presented in Appendix 2. The decision of the Sub-Committee was as follows:

- (a) Council officers and Professor Laxen testified that concentrations of nitrogen dioxide were being properly monitored;
- b) the City of Edinburgh Council would continue to monitor nitrogen dioxide in Great Stuart Street and that this would include monitoring at basement levels and on the façade of buildings, with progress made on identifying appropriate façade locations being reported to the next meeting of the Transport, Infrastructure and Environment Committee;
- (c) there was no statistically significant evidence of increasing hospitalisation for respiratory ailments in the Moray Feu since the closure of Shandwick Place to general traffic; and
- (d) the evidence presented by Professor Laxen and Dr Heal refutes the proposition that there had been accumulation of nitrogen dioxide, PM2.5 or PM10 in basement areas at the levels being recorded.

Following the Sub-Committee meeting, a paper was submitted to the Council by The Moray Feu Residents Association challenging many of the statements made at the meeting and raising further questions. These were responded to in papers by Professor Laxen and Council officers (see background papers).

1.2 Air monitoring is carried out by the Council in accordance with the UK and Scottish Government Air Quality Management Framework to assist the UK Government to meet its responsibilities under the EC Air Quality Directives. The Air Quality Standards that must be achieved are stated in the Air Quality (Scotland) Regulations 2000, as amended 2002. The Regulations specify Air Quality Objectives as maximum concentrations (limit values) for a number of pollutants. The Air Quality Objectives for nitrogen dioxide are shown below:

Nitrogen dioxide: Annual mean concentration:	40 µg/m <sup>3</sup>
Max. hourly concentration:	200 µg/m <sup>3</sup>
Max. number of exceedences of hourly mean:	18 per year

- 1.3 In order to ensure consistency throughout the UK, Defra has published technical guidance on air monitoring and measurement procedures (Local Air Quality Management Technical Guidance LAQM.TG(09)). The guidance is supported by a Helpdesk. The Council's air monitoring procedures adhere strictly to the Defra technical guidance. Council staff consult with the Helpdesk for advice and assistance whenever necessary.
- 1.4 Air monitoring has been carried out in Great Stuart Street and St Colme Street since 2009. Following the decision of the Tram Sub-Committee, a project to monitor air quality in basement areas commenced in June 2011.

Monitoring is carried out using passive diffusion tube (PDT) samplers which are simple devices approved by Defra for air quality monitoring. The results of monitoring are presented in Table 1.

<b>Great Stuart Street Location</b>	<b>2009<sup>1</sup></b>	<b>2010</b>	<b>2011<sup>2</sup></b>	<b>2012<sup>4</sup></b>
7 kerbside <sup>3</sup>	36 (41)	36 (41)	33 (37)	31 (34)
9 façade railing main door	-	-	28	25
9 façade basement	-	-	27	24
9 façade basement side	-	-	27	22
12 façade railing main door	-	-	30	27
12 façade basement	-	-	27	24
12 façade basement side	-	-	28	24
14 façade railing main door	-	-	29	27
14 façade basement	-	-	28	25
14 façade basement side	-	-	29	24
14/12 kerbside <sup>3</sup>	-	-	35 (38)	30 (33)
15 façade railing main door	-	-	31	26
15 façade basement	-	-	26	23

15 façade basement side	-	-	26	24
15 kerbside <sup>3</sup>	-	-	31 (34)	29 (32)
18 kerbside <sup>3</sup>	-	-	32 (36)	32 (36)
<b>Annual Air Quality Objective = 40µg/m<sup>3</sup></b>				

Table 1: Annual mean nitrogen dioxide concentrations (µg/m<sup>3</sup>) at building façades in Great Stuart Street monitored using passive diffusion tubes.

Notes 1: Annualised mean values, calculated in accordance with Defra methodology

2: Annualised mean values, except for 7 and 18 kerbside

3: Values in brackets represent the concentration at point of measurement (kerbside)

4: Calculated using provisional 2012 bias correction factor of 0.76

1.5 Air monitoring has also been undertaken in Queen Street since 2005. Monitoring is carried out by an Automatic Monitoring Station and is intended to provide long-term trend data for air quality assessment purposes. The results of monitoring in Queen Street are presented in Table 2.

<b>Year</b>	<b>Queen Street</b>
<b>2009</b>	33
<b>2010</b>	37
<b>2011</b>	29
<b>2012</b>	28

Table 2: Nitrogen dioxide concentrations (µg/m<sup>3</sup>) from the Air Monitoring Station at Queen Street

In accordance with the Government Air Quality Framework, the Council submits a report annually on its monitoring activities. The report includes full details of monitoring at all locations in the city. The report is independently assessed and approved by the Scottish Environment Protection Agency (SEPA) and Transport and Travel Research (TTR) on behalf of Defra and the Scottish Government.

1.6 The Moray Feu Residents Association has expressed concerns regarding monitoring carried out by the Council, which can be summarised as follows:

- a) The distance factor applied to kerbside air monitoring data is incorrect and in consequence pollutant concentrations are underestimated.

- b) Pollutants accumulate in basement areas, exposing residents of basement accommodation to higher levels of pollutant than are apparent from street level monitoring.
- c) Air quality measurements do not take account of the measurement uncertainty inherent in the passive diffusion tube procedure.
- d) The Council has not agreed to re-locate an Automatic Monitoring Station to Great Stuart Street.
- e) The failure to acknowledge pollutant levels in Great Stuart Street may expose the Council to financial penalty for failure to comply with EC Air Quality Objectives.
- f) Current levels of air pollutants will have adverse effects on health of residents.
- g) The Council has not undertaken noise measurements in Great Stuart Street and does not accept that current noise levels are of such magnitude to cause adverse effects on health of residents.

### **Distance correction**

- 1.7 Air Quality Objectives apply and must be assessed at the location of relevant exposure. In residential areas such as Great Stuart Street, this is deemed the road-facing façade of buildings. It is also assumed that exposure is normally assessed at about two metres above street level.

Ideally, samplers should be located on the building façade, as this provides direct measurement at the location of relevant exposure. However, at many locations siting a sampler on the façade is not feasible from access and ownership considerations. Therefore, samplers are frequently sited on street furniture (lamp posts, signposts etc) near to the kerbside.

Pollutants emitted from point sources, such as vehicles, disperse and dilute with distance from the pollution source. This requires the application of a distance correction, when data is obtained from kerbside monitoring and the relevant exposure is the building façade set back from the kerb. Calculation of the distance correction factor is complicated as dilution of pollutants with distance from the source is not linear and the background concentrations of the pollutant must also be taken into account. Defra technical guidance provides a spreadsheet containing formulae to derive the distance correction, which requires input of the distances from the nominal pollution source to the sampler and to the building façade. Due to the inherent uncertainty in the formula and variability of dispersion due to local conditions, kerbside monitoring provides an **estimate** of the pollutant concentration at the façade. Monitoring directly at the building façade does not require application of a distance correction factor, so is considered to provide a true measurement of pollutant concentration.

1.8 When the sampler is located on street furniture near to the kerb, the location of the pollutant source is deemed to be the kerb edge and the distance from the kerb edge to the sampler is included in the distance correction factor calculation. The kerb edge is designated as the pollutant source even though vehicles are actually travelling along a road at a distance away from the kerb.

1.9 In residential streets, such as Great Stuart Street, residents parking bays cause through traffic to travel further away from the kerb. This has the effect of extending the **nominal** kerb to the outer edge of parking bays.

This issue was raised by Moray Feu residents in 2011, suggesting that as the pollutant source was vehicle exhausts, the distance from the vehicle tailpipe, some two meters further out into the road from the parking bays, should be used to compute the distance correction factor. Officers consulted the Defra Air Quality Helpdesk, who advised that local circumstances would dictate whether the nominal pollution source should be deemed the kerb edge or the outer edge of parking bays. Defra subsequently published supplementary advice on this matter.

1.10 In accordance, with the advice from the Helpdesk, the outer edge of parking bays has been deemed the nominal pollution source in Great Stuart Street and the distance from the parking bay to the kerbside sampler is used in the calculation of the distance correction factor.

It is acknowledged that the actual pollution source may be further out into the road, but it is considered that the outer edge of the parking bay is appropriate for the following reasons:

- i. It provides a fixed point of measurement, whereas the location of vehicle tailpipes will vary depending on how the vehicle travels along the carriageway and the location of the tailpipe on the vehicle;
- ii. It is consistent with the pollution source being the kerb edge in the absence of parked vehicles, when vehicles will also be travelling further out in the carriageway;
- iii. It recognises that vehicles manoeuvring into and out of parking bays will be nearer to the kerbside sampler and will provide a significantly greater contribution to pollutant concentration at the sampling point than vehicles travelling along the road.

1.11 The decision to designate the outer edge of parking bays as the nominal pollutant source for calculation of the distance correction factor was supported by Professor Laxen and the Defra Helpdesk. Furthermore, it has not been challenged either by SEPA or TTR when reviewing the Council's annual Air Quality Progress reports.



- 1.12 The decision to designate the outer edge of parking bays is disputed by the Moray Feu Residents Association, who suggest that this underestimates the actual level of pollutant at the building façade.

Reference to Table 1 will show that comparison of the estimated nitrogen dioxide concentration at the façade, calculated from kerbside monitoring, is greater than the actual measurement made directly at the façade. This provides confirmation that taking the outer edge of parking bays as the nominal pollutant source is appropriate.

- 1.13 The Moray Feu residents also suggest that if the distance was extended further into the carriageway, levels of nitrogen dioxide at the façade would exceed Air Quality Standards.

Reference to Table 1 will show that levels of nitrogen dioxide are substantially less than the Annual Air Quality Objective. Owing to the non-linear nature of pollutant dilution and dispersal, if the distance proposed by Moray Feu residents was used in the calculation of the distance correction factor applied to kerbside monitoring data, the concentration of nitrogen dioxide at the façade would be approximately  $1\mu\text{g}/\text{m}^3$  greater, and still would not exceed the Air Quality Objective.

- 1.14 Building façade monitoring locations have now been established in Great Stuart Street. As these provide a more accurate measure of pollutant concentration, use of kerbside monitoring locations ceased in February 2013. The use of façade locations also avoids the need for further debate on the distance correction factor.

#### **Accumulation of pollutants in basement areas**

- 1.15 In accordance with the decision of the Tram Sub-Committee in March 2011, monitoring of nitrogen dioxide in basement areas in Great Stuart Street commenced in June 2011.

Reference to Table 1 will show that at all locations in 2011 and 2012 concentrations of nitrogen dioxide were lower in basements than the concentration at the corresponding street level façade.

This clearly demonstrates that nitrogen dioxide does not accumulate in basement areas, thus resolving one of the concerns expressed by Moray Feu residents. It should also be noted from Table 1 that concentrations of nitrogen dioxide in basements were substantially lower than the Annual Air Quality Objective. This information was provided to the Moray Feu Residents Association in February 2013.

- 1.16 The basements monitoring project has fulfilled its purpose by demonstrating that there is no accumulation of pollutants in basements, consequently the project was terminated in February 2013. This was also communicated to the Residents Association in February 2013.
- 1.17 The basis for the Moray Feu residents' suggestion that nitrogen dioxide accumulates in basement areas was that nitrogen dioxide was heavier than air and research had demonstrated that levels decreased with height.

Nitrogen dioxide is present at very low concentrations in urban air, where it is mixed and dispersed by currents in the air mass. The density of the gas is not relevant at low concentrations in a dynamic environment, and there is no basis scientifically for accumulation in basements.

It is acknowledged that nitrogen dioxide concentration decreases with height. The converse with respect to basements is not necessarily correct. Nitrogen dioxide concentration decreases with height due to the greater distance from the pollutant source with increasing height, allowing progressive dilution and dispersion of the pollutant.

#### **Uncertainty of Measurement**

- 1.18 The passive diffusion tube procedure has an uncertainty of +/- 20%, which the Moray Feu residents suggest should be applied to pollutant concentrations obtained using PDT samplers. However, Defra technical guidance specifically states that no account should be taken of test method uncertainty when assessing pollutant concentrations against Air Quality Objectives. In accordance with the Defra guidance, monitoring data produced by the Council's programmes state the nitrogen dioxide concentration without taking account of the uncertainty of measurement.

#### **Re-location of Automatic Air Monitoring Station**

- 1.19 The Moray Feu Residents Association has requested that an Automatic Monitoring Station (AMS) should be re-located to Great Stuart Street. The basis for the request is that the AMS would provide real-time air monitoring data, whereas PDT monitoring is only able to provide data retrospectively averaged over a calendar year. It is further claimed that nitrogen dioxide levels are close to the Air Quality Objective and the large measurement uncertainty inherent in the PDT method means that the Objective may be exceeded.

Officers have declined this request for a number of reasons:

- i. The PDT procedure is a recognised and accepted air monitoring procedure. It is recommended by Defra and used by many UK local authorities. Results from PDT monitoring are acceptable for air quality assessment purposes.

- ii. The Council operates eight air monitoring stations at specific locations in the city to obtain long-term trend data. Re-location of a monitoring station would negate data accumulated over several years. There would also be an interruption of several months in data production, due to the organisational and planning approvals required to re-locate to Great Stuart Street.
- iii. Comparison of the data from the Queen Street AMS (see Table 2) with the Great Stuart Street PDT monitoring data in Table 1 shows good agreement. Therefore, data provided by the Queen Street station may be used to assess short-term real-time conditions in Great Stuart Street.
- iv. Nitrogen dioxide levels in Great Stuart Street are substantially below the Annual Air Quality Objective and there is no justification on this account to site an air monitoring station in Great Stuart Street.

### **Financial Penalties**

- 1.20 If air quality objectives are not achieved in the UK, there is a possibility that the European Commission will apply financial penalties. Any penalties levied by the EC will be against the UK Government and not local authorities. Under the Air Quality Framework, local authorities are required to assist Central Government by introducing measures which work towards achieving Air Quality Objectives. The Council has been working to achieve this purpose and its actions have consistently been endorsed by Scottish Government. Therefore, it is considered unlikely that the Council will face a financial penalty, provided that it continues to progress air quality improvement measures across the city.

It should be further noted that air quality in the Moray Feu area currently meets Air Quality Objectives, so will not have an adverse impact on any assessment of the Council's actions to achieve Air Quality Objectives across the City.

### **Impact of traffic noise**

- 1.21 The Moray Feu residents suggest that noise levels in Great Stuart Street are excessive as a result of the increased volume of traffic using the Queensferry Street – Great Stuart Street – Queen Street route. The residents also consider that noise measurements should be undertaken in Great Stuart Street. The residents cite Central Government guidance to local authorities contained in the Design Manual for Roads and Bridges' (DMRB) in support of their requests for noise monitoring.
- 1.22 The introduction to the DMRB notes that the manual was prepared "specifically for Trunk Roads throughout the UK", but it also advises that "it is for the [local roads authority] to decide on the extent to which the documents in the manual are appropriate in any particular situation". The manual reflects general good practice and road traffic designers seek guidance from it when developing traffic management projects. The likely degree of any environmental impacts will be

assessed as part of that process and where it is anticipated that an impact requires more detailed assessment, then that will be undertaken.

With regard to traffic-related noise, as a general rule-of-thumb it takes a two-fold increase in traffic levels to effect an increase of about 3dB(A) in noise levels, that being the lowest change in noise level which is discernible to the average human ear, under normal conditions.

Traffic volumes in Great Stuart Street have not increased by this amount since traffic displacement resulting from tram works. Therefore, it is not considered that noise levels will have increased significantly and noise measurements are not required.

- 1.23 The status of noise mapping has also been queried by Moray Feu residents. The Residents Association has been advised that noise maps are produced by the Scottish Government and that work is ongoing by the Scottish Environmental Noise Steering Group to consider Noise Management Areas. The outcome of this review will be considered by the Council once it has been published.

### **Health impacts of air quality and noise**

- 1.24 The Council relies upon the advice of NHS Lothian regarding possible impacts on health from air pollution and noise. Dr Richard Othieno informed the Tram Sub-Committee in March 2011 that there was no evidence of adverse effects on health of residents in the Moray Feu from current levels of air pollution. Air quality has not deteriorated since 2011.

Note the advice from NHS Lothian given to the Tram Sub-committee that there was no evidence of adverse impacts on health from air quality in the Moray Feu area and with nitrogen dioxide levels currently below the Annual Air Quality Objective in Great Stuart Street NHS Lothian have stated there is no reason to believe that position has changed.

### **Conclusions**

- 1.25 The Council's air quality monitoring procedures are designed and carried out in accordance with Defra technical guidance; procedures have not changed since 2011 and were independently assessed at that time; independent assessment of the Council's air monitoring data, interpretation and conclusions is carried out annually by SEPA and TTR.
- 1.26 Designation of the outer edge of parking bays in Great Stuart Street as the nominal pollution source is in accordance with Defra guidance; this location provides an estimate of nitrogen dioxide concentration at the building façade, which is slightly greater than concentrations measured directly at the building façade.

- 1.27 Monitoring during 2011 and 2012 has demonstrated that nitrogen dioxide does not accumulate in basement areas in Great Stuart Street; levels of nitrogen dioxide in basement areas are substantially lower than the Annual Air Quality Objective.
- 1.28 Defra technical guidance states that the measurement uncertainty inherent in the diffusion tube procedure should not be taken into account for air quality assessment purposes; Council monitoring and assessments follow this guidance.
- 1.29 Monitoring using passive diffusion tube samplers is an acceptable procedure for measuring nitrogen dioxide levels in Great Stuart Street and there is no valid reason or justification for re-locating an automatic air monitoring station to Great Stuart Street.
- 1.30 Provided that the Council continues to work towards achieving air quality objectives, there is no indication that it will face financial penalties from any failure by the UK to achieve Air Quality Objectives.
- 1.31 Noise assessments established that monitoring was not required, as the anticipated (and established) changes in traffic levels fall well below the two-fold increase (noted in 2.21) necessary to induce a discernable increase in noise levels. The Council will consider the Scottish Environmental Noise Steering Group's review of Noise Management Areas when it is published.
- 1.32 Note the advice from NHS Lothian given to the Tram Sub-committee that there was no evidence of adverse impacts on health from air quality in the Moray Feu area and with nitrogen dioxide levels currently below the Annual Air Quality Objective in Great Stuart Street NHS Lothian have stated there is no reason to believe that position has changed.

## Committee Minutes

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# Tram Sub-Committee of the Transport, Infrastructure and Environment Committee

Edinburgh, 28 March 2011

**Present:-** Councillors Gordon Mackenzie (Convener), Buchanan, Burgess, Jackson, Mowat (substitute for Councillor Jackson for item 2) and Peacock (substitute for Councillor Hawkins).

**Also Present:-** Councillors Beckett and Dundas.

### 1 Presentations on Airport Air Quality Considerations in Shandwick Place and West End Junction

Presentations were provided outlining the views of the Moray Feu Residents' Association, the Department of Services for Communities, Professor Duncan Laxen and Dr Richard Othieno. After each presentation, a question and answer session was held.

#### **Moray Feu Residents' Association**

Ashley Lloyd representing the Moray Feu Residents' Association gave a presentation on the impact of closing public highways and the displacement of traffic in the West End.

Mr Lloyd explained that increased traffic, noise and air pollution had led to the residents in the West End experiencing decreasing health. The traffic displacement from the Tram TRO had significantly increased pollution and the structure and design of the streets also meant that the effects were multiplied. The listed building status in the area meant double glazing was not permitted, so pollution could seep into residents' homes and the design of the streets forming urban canyons meant that noise and air pollution was concentrated within the streets. The impacts of this pollution were long-term and the problems arising were not only restricted to respiratory but included heart disease and strokes.

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Mr Lloyd stated that the Councils' measuring of air pollution was flawed and significantly underreported the pollution in their area. Due to these inaccurate figures, NHS Lothian had not investigated properly and thus the health problems had been overlooked. The Moray Feu Residents' Association requested that the Council must acknowledge that its measurements underestimated the problem, re-visit the data and as a precaution re-open Shandwick Place and Princes Street to general traffic.

Following questions on the presentation the Moray Feu Residents' Association indicated:-

- They had monitored noise levels continuously and had Nitrogen Dioxide detectors that were part of the latest trials that Cambridge University were involved in. Although they were not calibrated daily the calibration would not change each minute and thus the trends identified in the testing were correct.
- There had been a massive increase in traffic from 2005 with up to 12,000 vehicles going in one direction per day.
- India Street had previously been one of the cleanest streets in Edinburgh but now experiences levels of pollution that warrant investigation.

#### **Presentation by the Department of Services for Communities**

Stephen Walker, Services for Communities, outlined that the Council had the responsibility for the monitoring, assessment and management of local air quality. In doing this it was required to fully adhere to the policy and technical guidance and direction issued by the Department for Environment, Food and Rural Affairs (DEFRA). The City of Edinburgh Council submitted their air quality monitoring data and findings to the Scottish Government and the Scottish Environmental Protection Agency annually and to date all associated findings had been accepted and formally recognised by both bodies.

#### **Presentation by Professor Laxen**

Professor Laxen outlined that he had been asked by the City of Edinburgh Council to review the points raised by the Residents' Association and the subsequent responses from the Council. His qualifications included the development of the Scottish Government's Guidance for Local Authorities on how to carry out the review and assessment work and thus he stated that he was well placed to judge whether the City of Edinburgh Council had been following this guidance correctly.

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Professor Laxen explained that in using the results available for the whole of 2010 he had calculated the annual mean nitrogen dioxide concentration at the building façade. This figure was 36.5 which was below the EU limit of 40 meaning that the nitrogen dioxide levels were not exceeding air quality standards.

Professor Laxen also outlined where the Moray Feu Residents' Association data was misleading. Moray Feu Residents' Association had used short-term concentrations when comparing data to the annual means standard when long-term monitoring should have been used. The Moray Feu Residents' Association had expressed concern that heavier than air pollutants like nitrogen dioxide would accumulate leading to higher concentration in the basement areas of the New Town. Professor Laxen explained that nitrogen dioxide did not behave like a dense gas and would disperse with general air movements and not accumulate.

Professor Laxen concluded that the City of Edinburgh Council had followed the government's guidance, a correct assessment had been made and there was no evidence that nitrogen dioxide concentrations along Great Stuart Street were exceeding air quality standards.

Following questions, Professor Laxen indicated the following:

- Professor Laxen fully agreed with the view by Dr Matthew Heal that the distribution of nitrogen dioxide would be controlled by general air movements.
- The short-term limit for nitrogen dioxide concentration was 200 rather than 40.
- Professor Laxen indicated that he was confident that the City of Edinburgh Council would be more comfortable if the figure was lower than 36.5 but that they were looking at air quality management areas across the city where the limit had been exceeded. Emissions from new motor vehicles should have been getting cleaner but these standards had not been met and vehicles were as 'dirty' as they were in the past. If those standards had been met then it was likely that the nitrogen dioxide concentration in the City would be significantly less.
- Professor Laxen indicated that he was confident that the Sub-Committee could trust the judgement of officers on this subject.

### **Presentation by Dr Richard Othieno**

Dr Richard Othieno was a consultant in public medicine with NHS Lothian. He gave a presentation on the health impact of the traffic diversions on Randolph Crescent. Dr Othieno outlined the steps taken in researching and judging



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identification of the hazard, the exposure of the residents to the hazard, the amount of that exposure, the risks that would entail and the impact on residents' health.

Dr Othieno indicated that the episodes of respiratory illnesses in this area were much lower compared to the rest of the City of Edinburgh Council area and the whole of NHS Lothian. The data had been collected over the period 2004 to 2010 and had shown no statistically significant increase. He concluded that there was no indication that the traffic displacement had caused an increase in ill-health in the area examined.

Following questions, Dr Othieno indicated the following:

- There was an increase in 2009/10 but this occurred at the same time as swine flu was prevalent in the country and was a natural variation. The increase was not viewed as statistically significant.
- Respiratory illnesses were the subject for this research as although other illnesses could arise from increased traffic, respiratory were the most common, would affect residents faster and would identify health problems in the area quickly.
- There has been a lower consistent level of respiratory illness in this area than the City of Edinburgh Council area and the NHS Lothian area throughout the period of the study.
- The effects of respiratory illness can accumulate and worsen over a long period of time. However, peoples' health can suffer from respiratory illness as quickly as within 24 hours and in the first few days of increased pollutants elderly people and children would be significantly affected and this would show up in the statistics.
- Standard procedures would identify if there was an increase of illness in the area and NHS Lothian would be able to monitor and act on it.

### **Decision**

To note the presentations.

### **Declaration of Interest**

Councillors Gordon Mackenzie and Jackson declared non-financial interests in the above item as Directors of tie and TEL.

Councillor Buchanan declared a non-financial interest in the above item as Director of TEL.

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## **2 Edinburgh Tram – Shandwick Place and West End Junction Review – Air Quality Considerations**

Details were provided of the duties and procedure that the City of Edinburgh Council had in monitoring, accessing and managing local air quality. In particular the methodology used in monitoring the levels of nitrogen dioxide in the vicinity of Great Stuart Street was outlined.

### **Decision**

- 1) To note the presentations to the Tram Sub-Committee and agree that:
  - (a) Council officers and Professor Laxen testified that concentrations of nitrogen dioxide were being properly monitored;
  - (b) the City of Edinburgh Council would continue to monitor nitrogen dioxide in Great Stuart Street and that this would include monitoring at basement levels and on the façade of buildings, with progress made on identifying appropriate façade locations being reported to the next meeting of the Transport, Infrastructure and Environment Committee;
  - (c) there was no statistically significant evidence of increasing hospitalisation for respiratory ailments in the Moray Feu since the closure of Shandwick Place to general traffic; and
  - (d) the evidence presented by Professor Laxen and Dr Heal refutes the proposition that there had been accumulation of nitrogen dioxide, PM2.5 or PM10 in basement areas at the levels being recorded.
- 2) To note that the workshops previously agreed by the Transport, Infrastructure and Environment Committee on the mitigation of traffic as a result of the TRO 1 were ongoing and the outcome of these would be reported back to Committee in due course.

(References – Transport, Infrastructure and Environment Committee 23 November 2010 (item 5) and 8 February 2011 (item 3); report by the Director of Services for Communities, submitted.)

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**Declaration of Interest**

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# Transport & Environment Committee

10.00am, Tuesday, 4 June 2013

## Building a Vision for the City Centre – Consultation Outcome

Item number	7.3
Report number	
Wards	11 – City Centre

### Links

Coalition pledges	<a href="#">P19</a> , <a href="#">P24</a> , <a href="#">P28</a> and <a href="#">P31</a>
Council outcomes	<a href="#">CO7</a> , <a href="#">CO19</a> , <a href="#">CO20</a> and <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO1</a> and <a href="#">SO4</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Building a Vision for the City Centre – Consultation Outcome

### Summary

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Following approval by the Transport and Environment Committee on the 19 March 2013, an extensive consultation process has taken place with residents and stakeholders on a proposal to improve the City Centre. The consultation findings, suggested proposals to progress to the detailed design stage and next steps are detailed in this report.

The consultation process resulted in a range of differing views being presented and these require to be balanced with the needs of all users as well as the objective of improving the overall environment and the quality of pedestrian space in the City Centre.

Both the consultation findings and the current policy context have and will remain key to developing the way forward. These have identified a number of opportunities in developing the detailed design to be trialled, as well as the development of a longer term strategic vision. The proposed trial will help to build up a comprehensive base of empirical evidence to assess its effectiveness.

### Recommendations

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It is recommended that the Committee:

- 1 notes the outcome of the consultation process; and
- 2 agrees to proceed with the trial proposal outlined in paragraph 2.38 including development of a detailed design and implementation
- 3 notes that monitoring and evaluation of the trial will be regularly carried out through an oversight group

## Measures of success

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The delivery of a project within agreed timescales and budget to complement the opportunities afforded by the operation of the tram network.

Ongoing consultation and engagement with stakeholders and users of the City Centre will determine the success of the trial project and help shape permanent improvements.

A more attractive City Centre environment for those living in, working and visiting the area delivered in line with an overall longer term vision.

## Financial impact

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The cost for implementing the proposal will be established during the detailed design process. These will be contained within the Services for Communities budget.

## Equalities impact

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An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the project. The recommendations in this report will help meet the Council's duty to advance equality of opportunity as improvements to pedestrian space will have a positive impact on the safety, and freedom of movement for residents and visitors.

As part of the consultation process, a workshop was held with representatives of equalities groups proposals presented and discussed at a meeting of the Edinburgh Access Panel.

Issues around accessibility and safety from the proposal were highlighted by equalities groups and many other respondents. They noted the effect on the Rights to Standard of Living for the elderly and those with disabilities. Implementation of the trial to split bus services across two different streets will make it more difficult for these groups to access public transport to and from the City Centre.

## Sustainability impact

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The delivery of improvements in the City Centre will help to improve pedestrian and cycling activity in the area. Sustainability impacts will be assessed as part of the evaluation process of the trial project.

A pre-screening exercise for the Strategic Environmental Assessment is underway and an environmental impact statement will be produced as part of the detailed design process.

## Consultation and engagement

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The Council is committed to engaging positively with, listening to and acting upon stakeholder views as part of the consultation process. The Council is also committed to ensuring local communities are able to influence decisions and the way resources are used. To support this commitment, a comprehensive process of consultation and engagement has been carried out to inform the development of the proposals for the City Centre.

The approach was developed and implemented to allow all stakeholders and users to express their views and evaluate them fairly to reach a balanced conclusion.

The feedback received through the consultation has been analysed and a summary of the key findings is attached at Appendix 1.

Ongoing engagement with stakeholders will continue as part of the project to ensure that information is disseminated and understood and to minimise disruption from any resultant changes.

## Background reading/external references

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- [Edinburgh Revisited: Public Space, Public Life, Gehl Architects](#), 2010
- [Building a Vision for the City Centre, Transport and Environment Committee, 19 March 2013](#) (Item 7.20)
- [Local Transport Strategy](#)
- [Active Travel Action Plan](#)

- [Public Realm Strategy](#)
- [Designing Streets: A Policy Statement for Scotland](#)
- [Draft Town Centre Supplementary Guidance- City Centre Retail Core and Tollcross, Planning Committee](#), 16 May 2013
- Stakeholder Submissions from:
  - Cockburn Association
  - Conservative Party
  - CTC Lothians
  - Drummond Civic Association
  - Essential Edinburgh
  - Federation of Small Businesses (Edinburgh Branch)
  - George Hotel
  - Great King Street Association
  - Henderson Global
  - Heriot Row East Association
  - India Street Residents Group
  - Lothian Buses
  - Edinburgh & District Motorcycle Action Group
  - New Town and Broughton Community Council
  - Scottish Accessible Transport Alliance
  - Spokes
  - Sustrans



## Building a Vision for the City Centre – Consultation Outcome

### 1. Background

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- 1.1 On 19 March 2013, the Transport & Environment Committee approved a report and agreed the following:
- the principles for improved pedestrian space in the City Centre and the consequential changes required to vehicle and public transport movements;
  - the consultation and engagement plan; and
  - the intention to report the outcomes of the consultation to this Committee in June 2013.
- 1.2 The proposal for improving pedestrian space focuses on Princes Street and George Street. It will also link to and complement other planned improvements for the City Centre area such as the Leith Programme, improvements to Waverley Bridge and the Royal Mile.
- 1.3 For Edinburgh, this represents an opportunity to begin improvements around the management, development and promotion of the City Centre to make this area a better place to live, work, visit, invest and study. Princes St is often recognised as the city's premier street, but more needs to be done to allow it to live up to this reputation and revive the activities that take place there.
- 1.4 A trial will allow evaluation of the benefits before embarking on changes of a permanent nature.

## 2. Main report

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### Policy and Research Context

- 2.1 In 2010, the Council commissioned the international urban design consultants, Gehl Architects, to review the city centre public spaces. The consultants identified three main challenges in Edinburgh's City Centre:
- Traffic dominated streets, particularly the volume of buses on Princes Street;
  - Improving the quality of the pedestrian experience; and
  - Replacing single use blocks of the streets with a variety of uses.
- 2.2 Although providing some useful context, the Gehl report did not in itself identify the solutions to these challenges. The Council has therefore taken forward an option for consultation based on a more pedestrian-focussed allocation of space in the core City Centre and main retail area of Princes Street and George Street. The creation of more space on both of these streets would be possible through implementation of a one way system for bus services in a west bound direction on Princes Street and an east bound direction on George Street. Trams would operate in both directions on Princes Street. The proposal also explored the provision of a dedicated two way cycle lane on George Street.
- 2.3 The Council's [Active Travel Action Plan](#) sets out a series of actions to encourage walking and cycling in the city by 2020 and active travel is also at the heart of the proposed [Local Transport Strategy](#) (LTS). By creating environments that are favourable to walking and cycling, improvements can be made to the overall quality of life. The LTS also considers the introduction of Low Emissions Zones which would help benefit the City Centre environment through improving air quality. The proposals should also complement the investment that is being made in major transport projects, such as the tram.
- 2.4 The Council has a planned approach to delivering improvements to its public realm, through the [Public Realm Strategy](#). Public realm is defined as parts of the city that are available for everyone to see and use without charge. Improvements to, and the provision of, good quality public realm is one of the key components to achieving a successful place.

2.5 The Scottish Government's [Designing Streets](#) policy statement provides guidance for street design, based on place-making and moving away from a system focused on the dominance of motor vehicles. Six qualities are identified that serve as key consideration when designing or reconsidering the use of streets:

- 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 detail should encourage positive interaction for all members of the community.
- Adaptable: Street networks should be designed to accommodate future adaptation.
- Resource efficient: Street design should consider orientation and use of sustainable materials.

2.6 Other successful European and American cities pride themselves and demonstrate the success of pedestrian priority in city centre areas. Copenhagen, Amsterdam and Brussels offer people friendly, vibrant streets that are not dominated by motor traffic. Further afield, New York has implemented a number of changes including creation of new public spaces and making streets safer for pedestrian and cyclists.

2.7 Closer to home, examples of some of the most successful city centres can be found in those cities with pedestrianised retail cores. These include Manchester, Liverpool and Birmingham. Within Scotland, direct competition from Glasgow, with the draw of Buchanan Street and the Merchant City, means it is often cited as a more enjoyable shopping and entertainment experience.

2.8 Edinburgh has delivered a number of successful public realm projects in recent years, including pedestrian priority in the Grassmarket, the regeneration of St Andrew Square and improvements to the Royal Mile.

2.9 Edinburgh also benefits from one of the UK's best bus services with Princes Street at the backbone of the public transport network. Buses are well used and long term improvements including reductions in environmental impact and reduced emissions should continue to be delivered by the operators.

2.10 Making changes that result in a positive outcome require careful understanding of all these factors, policies and consultation feedback. They will be tested and evaluated during a trial period.

### **The Consultation Process**

2.11 A range of consultation methods were used over the six week consultation period to gather views from a range of stakeholders and users.

2.12 A survey, available both online and in paper format, was carried out for a six week period, from 28 March to 9 May 2013. Over 1600 responses were received. Full analysis of the consultation findings, including the survey responses, is contained within Appendix 1.

2.13 A series of events were also held including:

- Two publicised drop-in events were held on Friday 19 and Saturday 20 April during shopping hours, in the Assembly Rooms on George Street. Around 200 people attended over both days;
- A discussion workshop facilitated by the Transport Forum was held on 25 April;
- A facilitated workshop was held at a public meeting of the City Centre Neighbourhood Partnership on 11 April;
- A discussion with representatives from city wide cycling groups was held on 25 April;
- A facilitated workshop was held with equalities groups on 1 May;
- Traders events for Princes Street and George Street businesses were held on the 16 and 17 April; and
- A facilitated workshop with built environment and heritage groups was held on 30 April.

2.14 A number of written submissions have also been received from stakeholder organisations. These will be made available on the Council's web pages.

2.15 In addition, around 100 letters and emails have been received during the consultation process. The content of these has been recorded and analysed along with other consultation findings.

- 2.16 A valid petition was received and considered by the Petitions Committee at its meeting on the 18 April 2013. The petition requested that Princes Street be freed of all motor traffic to allow development of the kind of Princes Street envisaged in the Gehl report. The petition and the points raised within it have been included in this consultation exercise and provide valuable context for a long term vision.
- 2.17 Lothian Buses provided a comprehensive and detailed response to the consultation. Its preferred outcome is that buses continue to operate on Princes Street in both directions. It views the Council's current proposal as sub-optimal, but if it is implemented then fundamental matters must be taken into account. These include the integration with vehicle movements at the West End and Waverley, arrangements for road closures and emergencies and City Centre events and location and size of bus shelters. However, if the Council chooses to adopt the original proposal they will work with the Council on the design and implementation. The Council will continue to work closely with and address these concerns in discussion with Lothian Buses.
- 2.18 A traffic model has been produced to show the impact on traffic movements of the introduction of a one way system and any resultant displacement of traffic.

### **Summary of Consultation Findings**

- 2.19 Feedback received through the consultation process has been varied, reflecting views from a wide range of consultees and stakeholders. Whilst a broad range of views and suggestions from respondents has been recorded there are a number of common overarching themes which can help in determining a way forward for the city:
- There is a broad enthusiasm amongst respondents for creating a vision for Edinburgh City Centre that delivers a vibrant social and retail offering, similar to that provided by other European cities.
  - 80% of respondents who completed the on-line survey felt the City Centre could be changed to be more welcoming. This demonstrates support for change however there was less consensus on how this change might be delivered.
  - Respondents would like a more informal feeling to street space that allows for seating, more greenery, creative and well managed use of space and food and retail market stalls.
  - Stakeholders indicated support for approach to change that values long-term planning rather than any short-term actions. They pointed out the risk that short-term change without clearly-communicated, well-evidenced benefits, have a negative impact.

- There is a strong desire for Edinburgh to develop a bold long term strategic vision for the success of the city and the City Centre. This would allow specific proposals designed to contribute to the strategic vision to be brought forward, tested and assessed against agreed outcomes.
- There is a strong call for a period of stability in the City Centre, following the start of tram operations, to allow the impact on businesses and public transport journeys to be fully understood.

2.20 There were a range of views expressed on the specifics of the proposal developed for consultation. Responses to some extent reflected people's regular relationship to the City Centre, the location of businesses if they were business owners or employees in the city centre, and their usual modes of transport. Responses also reflected people's own longer term aspirations for Edinburgh as a city.

2.21 Key findings in relation to specific elements of the proposal can be summarised as follows:

### **Princes Street**

- 58% of respondents who completed the on-line survey either agree or strongly agree that additional pedestrian space will improve the overall experience of those who visit, work and live in the City Centre. A further 7% did not express a view in favour or against.
- Respondents felt that flexible use of the space should be a priority, which would allow cafes and restaurants the ability to open out into the street. Many felt ample space already existed on the north side of the street.
- It was suggested that better utilisation of upper floors of buildings for social, café and dining opportunities would make the most of views of the city, while avoiding the problems of using pavement space.
- Respondents questioned whether existing space was being used to its full potential and suggested that removing bus shelters and utilising existing spaces, such as Castle Street and the plaza next to the Royal Scottish Academy Building on the Mound, would help to increase the capacity of pedestrian space.
- It was felt that improving shop frontages, the quality of retailers and extending opening hours would increase the appeal of Princes Street to shoppers.

## **George Street**

- 56% of respondents who completed the on-line survey either agree or strongly agree that additional pedestrian space on George Street will improve the overall experience of those who visit, work or live in the City Centre. A further 10% did not express a view in favour or against.
- Businesses were generally enthusiastic about improvements to George Street but felt that these should do more to benefit both sides of the street. Respondents felt it was important to maintain the symmetry of the street. They were strongly opposed to the movement of any bus traffic on to the street.
- Maintaining parking facilities on this street was a contentious issue. Businesses and many other respondents believed parking was vital to allow customers to access retail and leisure activities and removing parking would drive people away. Others felt that, while it was not necessary to have parking on the street itself, current off- street parking sites were too far away or too poorly connected to George Street to be realistic alternatives. A minority favoured a long term move towards excluding cars from the city centre altogether.
- Many respondents favoured a move towards the pedestrianisation of George Street. It was felt that this would allow for a more relaxing environment for shoppers and other users. With anchor points at either end, in the form of Charlotte Square and St Andrew Square and the redevelopment of St James Quarter, respondents drew similarities with Glasgow's Buchanan Street.

## **Connecting the City Centre**

- Respondents were sceptical about the benefits of introducing a one-way system to the city centre, particularly for buses, arguing that traffic would be displaced if no developments in alternative transport provision or better linkages between other parts of the city were provided. Strong concerns about traffic displacement were made from residents of the New Town.
- 27% of respondents who completed the on-line survey felt that splitting the bus services would have a positive impact, with a further 28% feeling it would make no difference.

- Strong qualitative opposition was expressed to the proposal to split bus routes. Issues were raised about equalities with many saying this would be inaccessible for the elderly and those with disabilities, highlighting significant concerns with the location of bus stops and the gradient of connecting streets. It was also felt this would be confusing for passengers, have a negative impact on businesses and greatly reduce the opportunity for integration with the tram. Strength of feeling and reasoned arguments were evident in the on-line survey as well as public events and workshops.
- Princes Street businesses were clear that footfall was a key factor affecting their sales. Reducing footfall on Princes Street would mean a decrease in their revenue. Princes Street businesses were in favour of maintaining two way bus routes on their street.
- While cyclists are keen to have high permeability, including dedicated two-way cycle routes on both streets, a two-way route on Princes Street appears to be a much stronger desire line than George Street.
- Businesses on George Street were generally opposed to loss of parking on this street as a result of changes for traffic movements and expressed strong opposition to any movement of bus traffic to this street. Regardless of measures introduced it was also felt essential to maintain access for deliveries and drop-off.
- Respondents felt that a period of stability in the city centre would allow the impact of trams to be understood and felt that any major changes to traffic movement should take place after this period.

## **Responding to the consultation**

2.22 The long term objectives of making improvements to the City Centre will be incorporated in the overall vision and remain focused on:

- improved quality of pedestrian experience in the core City Centre area;
- improved access to the City Centre;
- increased space for pedestrian and other uses;
- opportunity for dedicated cycle provision in the area; and
- reducing the detrimental impact of vehicles on the City Centre environment.



2.23 There is a broad consensus that the City Centre can be changed and improved, but this needs to be well planned, managed and the benefits clearly demonstrated if it is to secure public support. In order to respond to the consultation, the desire for change and the support for increased pedestrianisation a number of actions are proposed which will form the basis of testing the outcomes outlined above before more significant changes are planned.

### **Management and Use of Space**

2.24 64% of respondents to the on-line survey felt that new pedestrian areas would have a positive impact. However many expressed concerns about the current appearance of Princes Street and George Street, particularly in relation to unnecessary street furniture, signs, poor condition of roads and pavements and quality of retail. The Council will undertake a systematic approach to decluttering and removal of unnecessary street furniture and signs. It will also progress targeted repair of damaged footways and carriageway within the City Centre area.

2.25 To respond to concerns raised about the effective management of space the Council will work with businesses, event organisers and cultural institutions to agree a programme of activities for additional spaces on Princes Street and George Street. Specifically this will focus on the areas previously identified for temporary projects:

- On Princes Street this will involve temporarily increasing the footway on the north side.
- On George Street this will involve temporarily increasing the footway.

2.26 The management of these spaces will take account of the climate, peak visitor seasons and festival activities. The Council will also consider appropriate locations for additional seating and planting along both streets.

2.27 Wider consideration will also be given to the use of space in the City Centre including provision for events and marches.

### **Traffic Management**

2.28 It is proposed to trial George Street as one way for 12 months in an east bound direction. As part of the development of the detailed design the option of traffic on the north side of the carriageway will be assessed. This would allow bus shelters to be located on the north footway. It should help to reduce potential conflict between pedestrians and cyclists and improve pedestrian flow. This option will also minimise the reduction of parking in the street.

- 2.29 Bus services will be split between George Street and Princes Street in an east bound and west bound direction respectively, for the duration of the trial.
- 2.30 The primary two-way cycle route will be provided on George Street and the following the trial period of 12 months outlined above the long term future of cycling on Princes Street can be fully evaluated.
- 2.31 The west bound arrangement for buses will apply to 4 blocks of Princes Street. They will continue to operate both ways east of South St David Street and west of South Charlotte Street. This will provide opportunities for passengers to change services at the east end of Princes Street and York Place and at the west end.

### **Retail offering**

- 2.32 To respond to concerns around the current retail offering and opening hours, the Council will continue to work with Essential Edinburgh to deliver the Alive after Five campaign which aims to offer more late night shopping.
- 2.33 Following the approval of a consultation exercise on change of use of shop units on Princes Street, the Council will promote this opportunity and encourage a greater variety of establishments. The Council will also continue to work with owners and agents of Princes Street properties to encourage use of the upper floors.

### **Longer term planning and research**

- 2.34 To respond to concerns about the absence of a longer term plan that covers the whole of the City Centre the Council will continue to develop and articulate a long term vision and action plan, with clear objectives and outcomes.
- 2.35 Based on the consultation feedback consideration should be given to commissioning a comprehensive survey of origins and destinations of users and visitors of all modes of transport to fully understand the patterns of City Centre travel. This could be used to establish a baseline of data and assess the effectiveness of the trial. It would also greatly help to inform a longer term strategy on bus services in the City Centre to be progressed with the main bus operators. This strategy can also be considered in the context of evidence of tram use in the City Centre.

## **Complementary Initiatives**

- 2.36 The trial will be complementary to a number of other strategies that are being progressed by the Council. This includes the exploration of more 20mph limits in areas of Edinburgh including the City Centre. The Council are also seeking views on the introduction of a Low Emissions Zone (LEZ) to Edinburgh with entry requirements for buses and vehicles depending on the levels of emissions. The feedback on both of these proposals will be reported back to this Committee as part of the Local Transport Strategy.
- 2.37 Lothian Buses is pursuing initiatives which reduce the environmental impact of their operations, including increasing the number of diesel-electric hybrid buses operating on Princes Street. These and other measures will significantly reduce the detriment to local air quality.

## **Summary of changes**

- 2.38 In summary, the proposed twelve month trial to be in place for the implementation of tram services are:
- implementation of a one way system for general traffic and buses in an east bound direction on George Street;
  - temporary extension of the footway on George Street;
  - accommodation of a two way cycle route on George Street;
  - buses, taxis and cycles to operate in a west bound direction on Princes Street on the south side of the carriageway; and
  - temporary extension of the footway on the north side of Princes Street
- 2.39 These changes will allow a focused and planned approach to trialling additional pedestrian space on areas of Princes Street and George Street.

## **Next steps and Implementation**

- 2.40 Following approval of the recommendations of this report, a detailed design based on the proposal outlined at paragraph 2.38 will be developed and further discussions will take place with relevant stakeholders. This will include a Road Safety Audit. The changes could be implemented prior to the running of tram passenger services.
- 2.41 It is proposed to implement the trial using an experimental traffic regulation order process, a permanent order will not be implemented until the trial is complete.

## **Evaluation of trial changes**

- 2.42 A monitoring and evaluation group will be set up to oversee the 12 month trial. Evaluation will focus on footfall, passenger use and business revenue as well as satisfaction with the additional space. The group will regularly review the impact on residents, visitors, business and movement in and around the City Centre and assess the quality provided by different use of space.

## **3. Recommendations**

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- 3.1 It is recommended that the Committee:
- 3.1.1 notes the outcome of the consultation process;
  - 3.1.2 agrees to proceed with the trial proposal outlined in paragraph 2.38 including development of a detailed design and implementation;  
and
  - 3.1.3 notes that monitoring and evaluation of the trial will be regularly carried out through an oversight group.

**Mark Turley**

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	<p>P19 - Keep Lothian Buses in public hands and encourage the improvement of routes and times.</p> <p>P24 – Maintain and embrace support for our world-famous festivals and events.</p> <p>P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P31 - Maintain our City’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure.</p>
<b>Council outcomes</b>	<p>CO7 – Edinburgh draws new investment in development and regeneration.</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO20 – Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens.</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
<b>Single Outcome Agreement</b>	<p>SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all.</p> <p>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.</p>
<b>Appendices</b>	<ol style="list-style-type: none"><li>1. Building a Vision for the City Centre – summary of consultation responses</li></ol>



# **BUILDING A VISION FOR THE CITY CENTRE**

## **The City of Edinburgh Council**

Full report on the findings of the City of Edinburgh Council's consultation with the public, businesses and other organisations on potential changes to the city centre. The main areas addressed by the consultation were proposed changes to the way space is used on Princes Street and George Street.

### **APPENDIX 1**

## Executive Summary

This report presents the findings of more than 2,000 responses from the public, businesses and other organisations (respondents) as part of the City of Edinburgh Council's consultation on potential changes to the city centre, in particular the proposed changes to the use of space on Princes Street and George Street. In summary the findings are:

- There is a broad enthusiasm amongst respondents for creating a vision for Edinburgh city centre that delivers a vibrant social and retail offering similar to that provided by other European cities.
- Respondents would like a more informal feeling to street space that allows for seating, more greenery, creative and well-managed use of space, and food and retail market stalls.
- An approach to change that values long-term planning is likely to have more support from stakeholders than any short-term actions. There is a significant risk that short-term change without clearly-communicated, well-evidenced benefits would negatively impact on the Council's reputation.

### *Princes Street*

- Respondents felt that flexible use of the space should be a priority, especially given the Scottish climate, to allow cafes and restaurants the ability to open out to street or not.
- It was suggested that better utilisation of upper floors of buildings for social, café and dining opportunities would make the most of views of the city, while avoiding the problems of using pavement space.
- Respondents questioned whether existing space was being used to its full potential and suggested that removing bus shelters and utilising existing spaces, such as Castle Street and the plaza next to Scottish Royal Academy Building on the Mound, would help to increase the capacity of pedestrian space.
- It was felt that improving shop frontages, the quality of retailers and extending opening hours would increase the appeal of Princes Street to shoppers.

### *George Street*

- Businesses were generally enthusiastic about the development of George Street but felt that this should be done to the benefit of both sides of the street. Respondents felt it was important to maintain the symmetry of the street.
- Maintaining parking facilities on this street was a contentious issue. Businesses and many other respondents believed parking was vital to allow customers to access retail and leisure activities and removing parking would drive people out of the town centre. Others felt that while it wasn't necessary to have parking on the street itself, current parking sites were too far away or too poorly connected to George Street to be realistic alternatives. A minority favoured a long term move towards excluding cars from the city centre altogether.



- Many respondents favoured a move towards the pedestrianisation of George Street. It was felt that this would allow for a more relaxing environment for shoppers and other users. With anchor points at either end in the form of a more frequently used Charlotte Square and the redeveloped St James Quarter, respondents drew similarities with Glasgow's Buchanan Street.

### *Connecting the City Centre*

- Respondents were sceptical about the benefits of introducing a one-way system to the city centre, arguing that traffic would be displaced if no developments in alternative transport provision or better linkages between other parts of the city were provided.
- While cyclists are keen to have high permeability, including dedicated two-way cycle routes on both streets, a two-way route on Princes Street appears to be a much stronger desire line than George Street.
- Respondents did not support the movement of half of the buses to George Street. Retaining bus services in Princes Street or transferring routes to Queen Street were seen as better options.
- Princes Street businesses were clear that footfall was a key factor affecting their sales. Reducing footfall on Princes Street would mean a decrease in their revenue – therefore Princes Street businesses were generally in favour of maintaining bus routes on their street.
- George Street businesses want to retain car parking nearby and some, but by no means all, felt parking needed to be on George Street. Regardless of the measures introduced, it was felt to be essential to maintain access for both deliveries and public collection and drop-off (from coaches, taxis and private cars). Restricting parking and access were felt to have negative consequences for businesses.
- Respondents felt that a period of stability in the city centre would allow the impact of trams to be understood and felt that any major changes should not take place until after this period.



## Background

Combining culture, history, shopping and leisure, the centre of Edinburgh attracts millions of local, national and international visitors each year. The city is home to the world's biggest arts festival, one of Europe's largest financial sectors, several prestigious universities, the Scottish Parliament and a UNESCO World Heritage Site. Edinburgh has a strong reputation as a place to study, invest and do business, residents consistently rate the city as an excellent place to live and it regularly wins accolades as a tourist destination.

However, following the global economic recession, a general trend towards online shopping and the disruption caused by introducing trams to the city, it has been recognised that the centre of Edinburgh needs to provide a better experience to remain vibrant and meet the evolving needs of its many stakeholders.

In April 2013, the City of Edinburgh Council began a consultation to assess how the city centre could be improved. The main focuses of this consultation were the iconic thoroughfares of Princes Street and George Street, the use of pedestrian space and the travel arrangements through the city centre.

A draft proposal was prepared by the Council and this was used to consult with the public, businesses and other organisations. In summary the changes proposed were:

- Increased pedestrian areas for Princes Street;
- Increased pedestrian areas for George Street;
- Introduction of a new dedicated cycle way on George Street; and
- Change to traffic arrangements so that public transport would run one-way (east to west) on Princes Street and the opposite direction (west to east) on George Street.

Respondents were invited to give their views in a range of ways. An online survey was posted on the Council's website. Respondents emailed and wrote to the project team. And a series of workshops and open days were held throughout the consultation period, including:

- Two open days for the general public hosted at the Assembly Rooms on George Street;
- Workshops with the City Centre Neighbourhood Partnership;
- Two workshops with George Street and Princes Street traders hosted at the George Hotel and the Royal Overseas League;
- Workshops and discussion with the Transport Forum;
- A workshop with the Built Environment and Heritage Groups;
- A workshop with cyclists; and
- A workshop specifically with equalities groups.

## CITY CENTRE VISION

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In total, 1,655 individuals and organisations responded to the online survey, around 300 personally attended an open day, focus group or meeting and around 100 made written submissions by letter or email. Of the online respondents<sup>1</sup>:

- 47% live in the city centre;
- 70% shop in the city centre;
- 68% visit for social reasons, the same percentage visit for cultural and leisure reasons;
- 30% work in an office in the city centre;
- 11% work in the city centre (including shops);
- 7% visit Edinburgh for work but live and normally work elsewhere; and
- 4% were tourists.

This report presents the results of this consultation, identifying the key themes in the feedback provided by respondents. As much of this feedback is qualitative, it is not possible to indicate “how many” or “what proportion” of respondents would support any particular option or suggestion. However, where particular questions have been answered as part of the online survey, these responses are reported.

It should be noted that no attempt has been made to exclude respondents from responding to the consultation in more than one way. An individual, who attended a workshop, completed the online survey and wrote a letter to the project team, would have all of their submissions noted and these would be included in the report. This does not significantly affect the analysis, which deals primarily with the range and strength of expression of views, rather than the number of responses which cite a particular issue.

This report is intended to be read as an appendix to a report to committee and therefore makes no recommendations itself.

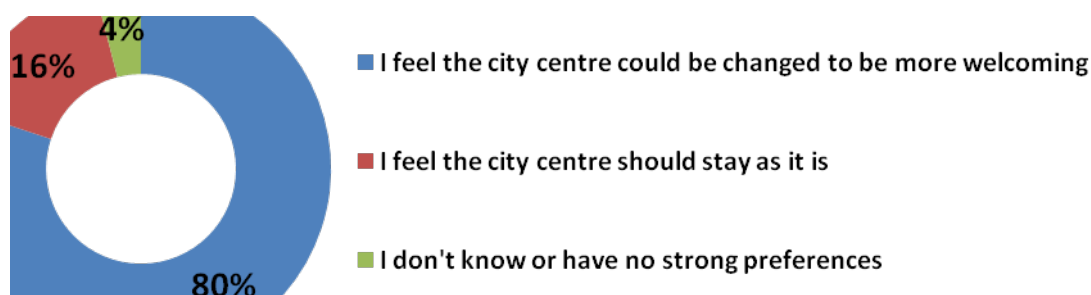
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<sup>1</sup> Base 1,236. 419 respondents did not provide personal details about themselves at the end of the online consultation.

## Introduction

Because the city centre is a World Heritage Site, the project team managing the consultation felt it was important to judge whether respondents were fundamentally opposed to making any changes to the centre of Edinburgh. Respondents cautioned that the Council should be mindful that world heritage status can, in extreme cases, be removed. Furthermore it was observed that Edinburgh has had several years of significant infrastructure work and that many would be grateful for a period of stability. Despite these concerns, most respondents to the online survey felt that the city centre could be improved, as summarised in the graph below:

*Figure 1: "What is your opinion of Edinburgh city centre?" – base 1,637 responses.*



The feedback reported in the following sections will demonstrate that 80% of respondents are not endorsing the proposal for discussion put forward by the Council; indeed within the range of views expressed there are some irreconcilable positions. However this level of response indicates that there could be significant support for the right plan of action and there is broad consensus that the city centre can be changed and improved.

The rest of this report is divided into three sections, dealing with opinions about and suggestions for the use of space on Princes Street, opinions and suggestions relating to George Street and broader transport issues which do not specifically relate to any one area, but affect the entire city centre.

## Princes Street

Set against Princes Street Gardens and Edinburgh Castle, Princes Street was recognised as a unique shopping location, providing a mass market retail offering essential for a thriving city centre. However the overall tone of feedback about Princes Street indicates respondents believe there are many opportunities that need to be taken.

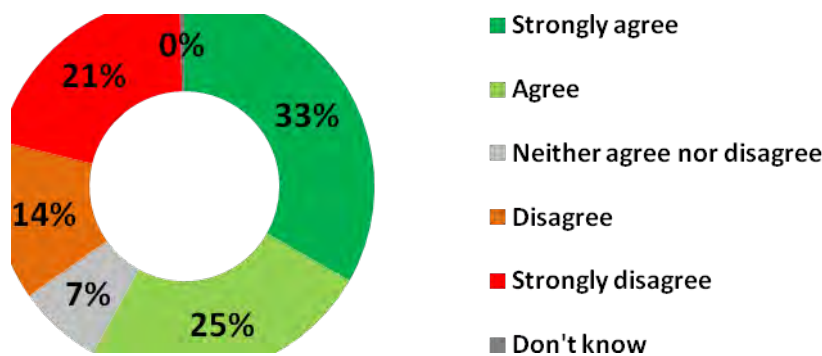
Feedback on travel arrangements along Princes Street is located in the “Connecting the City Centre” section of this report. This section deals with two main themes:

- Use of space on Princes Street
- Use of buildings on Princes Street

### *Use of Space on Princes Street*

When presented with the outline proposal for the use of space in Princes Street, most respondents (58%) agreed that this would improve the experience of those visiting, but around a third (35%) disagreed. This is shown in the chart below.

*Figure 2: “To what extent do you agree or disagree that additional pedestrian space on Princes Street will improve the overall experience of those who visit, work or live in the area?” – base 1,401 responses.*



The majority of respondents to the online survey wanted to see any extra space introduced on Princes Street used to create casual seating areas, outdoor cafes and bars, food and market stalls similar to existing farmers’ markets in the city and public spaces for culture, art and music performance. Respondents felt that this type of usage would encourage more people to gather on Princes Street and use the space to mingle and relax.

The pavement along the south side of the street was identified as being narrow and could be widened to allow people to walk along without encountering congested areas at bus stops. The possibility of including tables and chairs and food and drink kiosks was raised, with many feeling the south side of Princes Street, being next to the gardens, was the more logical location for relaxed seating.

Other European cities such as Amsterdam, Barcelona and Prague were cited as a source for inspiration and ideas on how the street could be used, as well as more local examples such as Sauchiehall Street and Buchanan Street in Glasgow, and Edinburgh’s Grassmarket and Festival Square.

Although pavements on the north side of Princes Street are large, respondents found it difficult to move freely along the street. Bus stops, street performers, people begging, charity workers and the sheer volume of footfall currently creates congestion on pavements, restricting their access to shops they want to visit. By widening the pavements, moving these groups elsewhere and removing bus shelters respondents felt that this would be less likely to happen. Placing tables and chairs on the north side of the street was felt to be a possible impediment to easy use of the street.

Introducing more greenery to Princes Street, such as trees, landscaped seating areas, planters and flower boxes, would make the space more welcoming and could provide shelter for pedestrians from the wind. However, respondents questioned whether the addition of greenery would encourage vandalism and be used as rubbish bins.

Climate was a more significant issue for street use on Princes Street than on George Street, as the former was considered to be more exposed. Some respondents suggested that sheltered paving areas used in New Zealand and Australia would help to address this problem, but also felt that flexible use of space should be a priority – cafes and restaurants that could be easily opened to street, but still functioned well without that extra street space.

However for many respondents the climate issues were insurmountable. They felt that as they had no desire to sit outside in Scotland for most of the year, it was unlikely that anyone else would want to. The use of outdoor heaters to address some weather problems was cited as being expensive and not environmentally friendly.

Respondents questioned whether existing space – which was ample – was really being put to the best possible use. Large bus shelters dominate the street scene, Castle Street and the plaza next to the Royal Academy provide areas of public space that are used infrequently outside of the summer Festival and Winter Market. As a pedestrianised area, Rose Street has sufficient space – many believed – to allow for the expansion of cafe culture in the city centre.

Using the existing areas of pedestrian space better would serve to convince many of the benefits of increasing the capacity of pedestrian space along Princes Street, which many considered to have an important transport role as a bus / tram / train / taxi interchange.

The greatest concerns were raised in relation to tram works. Following those significant disruptions to individuals and businesses, and a city centre visitor experience that respondents found embarrassing, the potential benefits of large scale changes were felt to be uncertain. It was felt that a period of stability in the city centre would allow the impact of trams to be understood and give the Council time to articulate a longer term vision for the city centre, instead of making numerous temporary changes.

### *Use of Buildings on Princes Street*

Respondents questioned whether it would be practical to open street-level cafes and restaurants on Princes Street. The volume of pedestrian traffic and a still-considerable number of buses and taxis would prove an obstacle to enjoyment – but the cost and size of retail spaces were also remarked on.

Most retail units on Princes Street are large in relation to properties on George Street, limiting the number of food businesses that could reasonably be expected to occupy the space and increasing the likelihood that only fast food would be provided – which was seen as undesirable. It was generally recognised that Princes Street had a much different retail

offering to George Street and that this would also influence the type of food business likely to open in this location.

Rather than the proposals suggested, respondents felt that more should be done to improve the quality of retail shops on Princes Street. It was felt that more independent, quality retailers were needed to entice people to visit Princes Street, rather than the 'tacky' tourist and leather shops currently on offer. Shop frontages should also be improved to make them more appealing to shoppers. Some respondents suggested that they had no need to visit the city centre as they could get everything they needed elsewhere or from the internet.

While ground-level restaurants and cafes were controversial, respondents noted that the views were even better on the higher floors of buildings. They felt that more should be done to encourage better use of those upper floors, which did not lend themselves so well to mass-market retail.

Whereas George Street was felt to have found an excellent balance of shopping, social and dining establishments that drew a crowd all day and all night, the current balance of businesses on Princes Street meant the street closed at 6pm. While adjusting the balance of properties on upper floors would be a useful step to making the street more vibrant, it was also felt to be desirable that shops extend their opening hours to match many out of town shopping alternatives.

## George Street

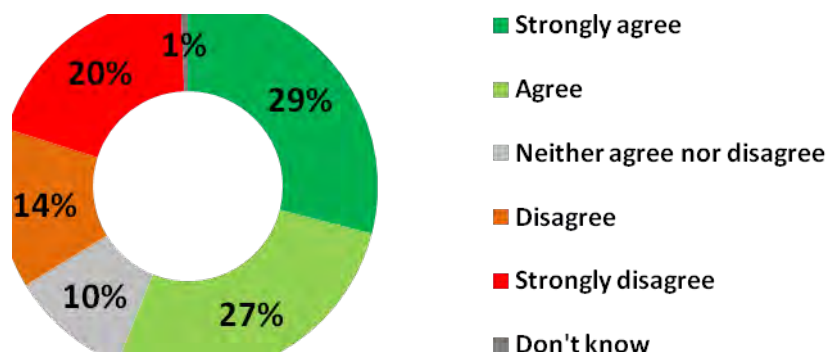
An iconic Georgian thoroughfare originally envisaged as the heart of Edinburgh's New Town, in recent years an upmarket social and retail offering has helped make George Street one of the most city's most important shopping areas. Despite lacking the castle and gardens of its neighbour Princes Street, George Street is more uniformly praised as providing a successful early-to-late experience.

Feedback on travel arrangements along George Street is located in the "Connecting the City Centre" section of this report. This section deals only with the use of space on George Street.

### *Use of Space on George Street*

When asked whether the proposed changes would improve the experience of visiting George Street, respondents to the online survey expressed similar opinions about George Street as about Princes Street. More than half of respondents (56%) agreed the measures would be an improvement, while around a third (34%) disagreed. Perhaps reflecting the higher use of Princes Street, more respondents expressed uncertainty about George Street (11% don't know and neither / nor) compared to Princes Street (7% don't know and neither / nor). This is shown in chart below.

*Figure 3: "To what extent do you agree or disagree that additional pedestrian space on George Street will improve the overall experience of those who visit, work or live in the area?" – base 1,388 responses.*



As with Princes Street, the majority of respondents suggested that any extra space introduced on George Street could be used to create additional outdoor seating (for café, bar, restaurant and public use), market stalls and public spaces for culture, art and music performance. Respondents also suggested introducing greenery to the area to help brighten up the street.

The Spiegeltent in 2012 was cited by individuals as a positive example of use of public space and it was suggested that if George Street were pedestrianised it would allow for more cultural and entertainment activities like this to take place. However businesses observed that the Spiegeltent attracted visitors to the area who did not make any purchases from the local shops and may have served to drive away potential customers because of the increased congestion on the street. There was strong concern amongst traders about George Street being treated as an amusement park with activities that damaged the overall retail offering.

Businesses were generally very enthusiastic about considered development of George Street, but felt this should be done in such a way as to benefit both sides of the street, rather than only the north. Respondents also felt that it was important to maintain the symmetry of the street.

It was felt that by pedestrianising this street the area would become a more relaxing environment for shoppers and users to experience and would be similar to Buchanan Street in Glasgow.

It was suggested that Charlotte Square should be opened to the public, similar to St Andrew Square, to allow a better flow through the West End Village to George Street for pedestrians. It was felt that providing a better connection between these areas would encourage people to visit and bring the west side to life and that this could create a large shopping and socialising route from the redeveloped St James Quarter to the West End with George Street at its heart.

Other respondents felt that it was important to maintain parking facilities on the street – this is discussed in more detail later in this report – and that there is currently enough space available on George Street for pedestrians. They felt that George Street does not have the pedestrian congestion issues of Princes Street and did not see benefits to making any changes to the street layout and traffic movements.

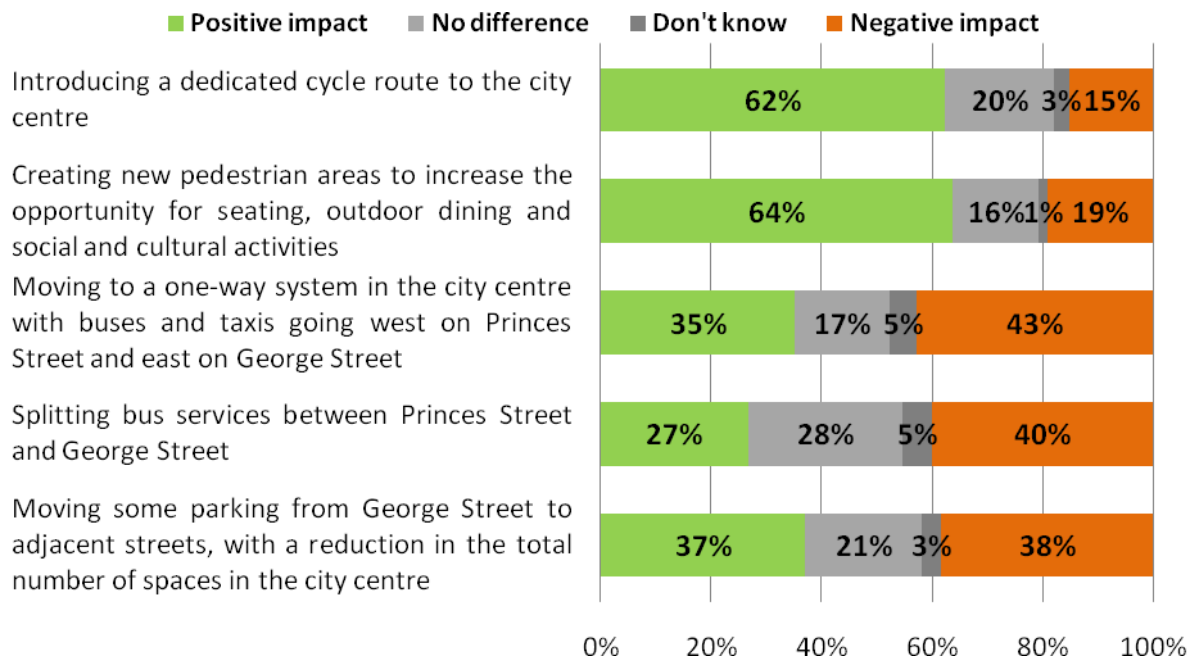


## Connecting the City Centre

Issues raised by respondents did not always relate directly to Princes Street, George Street or any particular area of the city centre, but related to interconnectivity of the centre and the surrounding city as well as movement within the city centre. Respondents stressed the interconnected nature of Princes Street and George Street with other areas of the city centre and felt that a holistic review of the city centre was of more use than looking at any area in isolation.

Respondents to the online survey were asked to say whether they thought each of the proposed changes would have a positive or negative impact on them. The proposed changes and the responses are shown in the chart below.

**Figure 4: “For each of the following changes proposed, please indicate whether you think there will be a positive or negative impact on you personally (or your business, if you are responding on behalf of a business)” – base 1,304 responses.**



As shown in the preceding sections, there is significant support for improved pedestrian areas and agreement that these would have a generally – but not entirely – positive impact on stakeholders. Equally strong is the level of perceived positive impact from introducing a cycle route, but much more negatively viewed are the proposals to change the traffic arrangements for motorised transport.

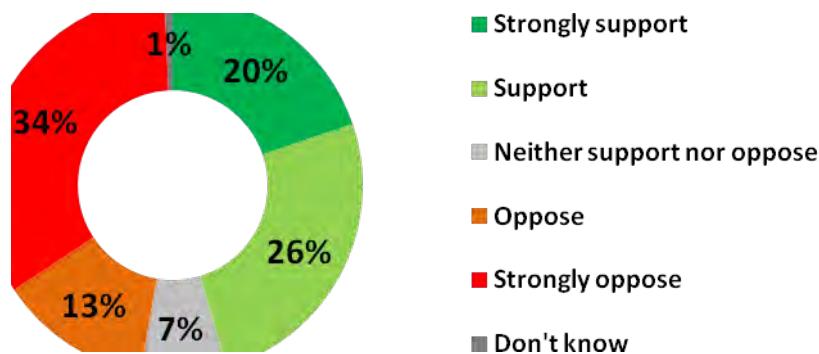
These figures give a good sense of the general tone of the feedback. To address all of the issues raised by respondents, this section is divided into the following themes:

- General traffic
- Bus traffic
- Parking
- Cycling
- Pedestrian routes and signage

## General Traffic

Opinion was divided over the proposed traffic management arrangements. Roughly equal proportions of respondents were in favour (46%) and opposed (47%) to the one-way system, with significantly more respondents strongly opposing than strongly supporting the measures. This is shown in the chart below.

*Figure 5: "Overall, to what extent would you support or oppose the introduction of the proposed traffic management arrangements in the city centre?" – base 1,355 responses.*



Introducing a one-way system to the city centre was interpreted by some as a way to reduce total traffic volume. Respondents were sceptical about the benefits of this approach, arguing that any traffic reduction measure needed to be pre-empted by developments in park-and-ride, alternative transport and the effective functioning of tram, otherwise traffic would tend to be displaced into other parts of the city rather than reduced.

Necessary diversions and closures due to tram works resulted in a spread of all traffic (taxis, buses and at some stages private vehicles) to quieter, residential areas of the city centre. Respondents expressed concern that a one-way system aimed at controlling the total volume of traffic going through the city centre would result in continued or increased pressure on these residential areas. Instead of further traffic restrictions, it was suggested that allowing *all* vehicles to travel along Princes Street at night would reduce the traffic in these residential areas while having no effect on the normal use of the street.

However the aim of reducing traffic volume was supported by many either as a principle influenced by environmentalist beliefs or on the practical grounds that reducing traffic was necessary to encourage increased cycling, walking and release more areas for pedestrian, social and retail use.

It was generally understood that more radical changes to the city centre required a trade-off between existing and alternative uses, and that any substantial transformation required some reduction in road space and vehicle traffic. However, whilst understood, this change was not universally welcomed. Many felt some customers would prefer to go to Livingston by car rather than Edinburgh by bus and that the growth in out-of-town shopping was evidence that excluding cars from the city damaged the city's economy. Others cited the needs of disabled shoppers and the elderly (who were felt to occupy the city centre during most working days) and felt that a strong push towards cycling and walking would obviously prevent those customers visiting. In addition, some felt that the proposed vision is aimed at tourists rather than acknowledging residents' local shopping and travel needs.

There was some concern that a one-way system on George Street would negatively impact one side of the street in favour of the other.

## *Bus Traffic*

There were several distinct concerns over splitting bus routes between Princes Street and George Street using a one-way system. Objections were made both by individuals – which tended to be about accessibility and environmental impact – and by businesses – whose concerns related more to the economic and environmental impacts.

Splitting transport routes between two streets was felt to be confusing, in particular for infrequent visitors and tourists, but the change might also make a shopping trip to the city centre very difficult for those with mobility problems.

Princes Street retailers emphasised that reduced footfall in the street meant reduced sales. They had observed how tram works had reduced their takings and moving large numbers of buses away from Princes Street on a permanent basis would significantly affect the viability of their business. In contrast, and emphasising the different retail offering in both locations, George Street retailers reported no positive impact from increased footfall from bus route changes during tram works.

While no detailed figures are available to make a comparison in terms of total spend, the experience of retailers would seem to indicate that diverting large amounts of bus traffic from Princes Street to George Street would not simply move spending from one area to another, but reduce the total amount of money spent in the city centre.

George Street retailers were keen to emphasise the environmental consequences that would result from such a change and felt that any significant volume of traffic being diverted along their street negatively impacted the retail experience. Pollution, dirt, vibration and damage to buildings were all significant concerns.

It was suggested that if some buses were diverted away from Princes Street – and it was acknowledged that traffic was very heavy on this street – it would be better if entire routes were redirected in both directions. For example, Queen Street, being broader than George Street and open like Princes Street, was felt to be a better route for some buses through the city centre, in particular those routes that duplicated a large part of the tram route. However some respondents felt that Queen Street was currently congested.

The suggestion to split bus routes between Princes Street and George Street was supported by those who were concerned about air pollution, traffic congestion and the visitor experience and those who actively advocated a reduced amount (or the complete removal) of motorised transport on Princes Street.

As well as the number of buses on Princes Street, the rate at which people entered and exited buses was mentioned and some respondents identified ticketing as an issue. A lack of ticket machines and conductors operating on Princes Street was felt to increase the amount of time buses spent loading passengers. The importance of a good ticketing system would increase with the introduction of trams the possibility of integrated journeys across different transport modes.

### *Parking*

Parking in George Street was a contentious issue. Many noted that parking in the middle of the street was both an eyesore and a poor use of valuable space in the city centre. Equally, many were concerned that reducing parking would reduce the number of people visiting the area rather than persuade them to use another form of transport.

Businesses noted that loading, dropping-off and picking-up on George Street was essential for them to conduct their business, but they also expressed concerns that people using the parking all day (workers parking all day for example) provided them with very little benefit and also reduced the number of spaces available to shoppers.

George Street was viewed as having the best parking in the city centre for motorcycle users because of the provision of secure bays in this street. The proposal was also criticised for not recognising that motorcycle transport is distinct from other forms of motorised transport and should be accommodated in the design of the city centre, rather than grouped with all other vehicles.

While it was acknowledged that abundant parking was available – in particular Greenside was felt to always have capacity – parking was generally too far away from where people wanted to shop and there were poor access routes from parking to shopping. The pedestrian route from Greenside to George Street was felt to be so bad it was impractical to talk about the car park as a substitute for on-street parking.

Under-street parking solutions were mentioned in various forms including stacked car parking and suggested sites for large underground car parks beneath Charlotte Square and Princes Street Gardens. Additional park and ride facilities were also desired by many respondents.

### *Cycling*

A proposed dedicated two-way cycle route along George Street was generally welcomed and recognised as increasing the overall ease and safety of cycling through the city centre<sup>2</sup>. Amongst regular cyclists, opinion of the ease of access and safety created by the George Street route was even more positive<sup>3</sup>. There were questions raised about how this would integrate with other cycle routes through the city – in particular the areas of concern were connections to Leith at the top of Leith Walk and connections to the west of Edinburgh at Shandwick Place. The priority in both cases was ensuring an integrated and safe cycle network.

Respondents felt that improvements need to be made at intersections to allow cyclists priority over other traffic, and that advance stop lines should be introduced where possible. Resurfacing of roads to eliminate existing potholes that currently make cycling on roads difficult and dangerous was highlighted as an important improvement.

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<sup>2</sup> 59% of respondents agreed the proposed route along George Street would make it safer to travel through the city centre, 19% disagreed. 54% felt the route would make it safer to travel by bicycle through the city centre, 20% disagreed. It should be noted that while a very large number of cyclists responded to the survey (441 responses to the online survey were from cyclists), the majority of respondents to both cases were not cyclists and would therefore not have recent personal experience of travel by bicycle through the city centre.

<sup>3</sup> 76% of cyclists agreed the route would make travel easier, 12% disagreed. 65% felt the route would make bicycle travel safer, 19% disagreed.

Respondents raised questions about how the cycle route would be differentiated from roads and pavements. Some favoured a section that was physically separated from roads and pavements, while others recognised that cyclists would need to coexist with pedestrians and felt that the space should be clearly designated as a shared surface during rush hours.

However, despite the benefits perceived in a George Street route, it appears that Princes Street is the preferred route for cyclists. Travelling from either side of the city through George Street would frequently involve a cyclist deviating from the shortest route, taking several turns across tram lines to join and leave the George Street cycle way, and navigating busy intersections unnecessarily.

Prohibiting two-way cycling on Princes Street would – respondents felt – make no difference, as cyclists were likely to travel both ways even if that meant cycling on the pavement. Non-cyclists disapproved of cyclists using the pavement and identified this as a problem in the city centre at the moment.

A dedicated two-way route on Princes Street was viewed by some as an alternative to George Street, while others felt this should be in addition to a route on George Street. In terms of their own cycling experience and promoting cycle use in general, a priority cyclists expressed was for high levels of permeability; allowing cycles easy access to as much of the city as possible. Adequate bicycle parking would also need to be made available throughout the city centre to encourage usage.

Alternative suggestions for cycling provision in the city centre included cycle lanes on Princes Street Gardens, Rose Street, Queen Street, Hill Street and Thistle Street.

The counterpoint made by some respondents was that they felt giving cyclists priority in the city centre was not desirable, since they were generally using the city centre as a traffic route. Others felt that proposals seem to assume that there is a larger number of cyclists than there actually are, and that current cycling provision is adequate.

It was felt that a system of hireable bikes, similar to the “Boris Bikes” in London, could be introduced in Edinburgh. However the success of this scheme would be dependent on key desire lines being accommodated in transport planning and the number of cycle routes and bicycle racks being considerably increased.

### *Pedestrian Routes and Signage*

Pedestrian routes around the city centre were felt to be poor. While the temporary disruption caused by tram works was cited – in particular the problems pedestrians experienced with long diversions at the junction of Princes Street and St Andrews Square opposite the Princes Mall – most problems were of a more permanent nature.

The Old Town and the New Town are separated from each other by pedestrian unfriendly routes and impassable geographic features. Even within these distinct areas, the Royal Mile and the Grassmarket, Princes Street and the Princes Mall and George Street and Multrees Walk exist in isolation. It is difficult for the casual visitor to learn about these areas and moving between them requires effort.

It was felt that improvements to the pedestrian experience of the city centre were necessary to connect these areas, with the highest priority being the side roads connecting George Street and Princes Street, but with some respondents offering longer term and more ambitious projects including a direct route via bridge from Princes Street to the castle.

It was felt that the social experience of visiting the city centre would probably be unchanged by pedestrian routes – since individuals select an area where they wish to go to socialise. However the shopping experience could be improved by providing shoppers with journey routes, desirable opportunities to move from one shopping area to another and improved information about the location of shops. These improvements would benefit regulars, retailers and visitors but the street presence would need to be carefully considered to avoid clutter in the form of large numbers of tourist information signs that were of little assistance to most users of the city centre during most visits.

## Conclusions

There is broad enthusiasm and great ambition for what Edinburgh city centre can become. The public and businesses feel passionately about realising a vision that creates a social and retail offering of global significance. Other European cities were often cited as examples of what Edinburgh might emulate, but respondents were keen to emphasise what Edinburgh was uniquely capable of becoming and to emphasise and interlink the various strengths of the capital.

Almost as strong as the support for an improved city centre is opposition to the one-way traffic system proposed as a means of delivering these changes. Respondents recognise free space in side streets and existing buildings and question why this isn't better used – and interpret the change to traffic and parking as removing a real benefit to make room for an imagined one.

It is clear from the feedback that no short term plan to change some transport arrangements can deliver on what stakeholders aspire to. Edinburgh requires a vision for its city centre that enables all stakeholders to work together, to understand each other and to believe in positive change.

Creating such a vision is not the work of a single consultation and is beyond the scope of this report. However, based on the feedback received, it is suggested that a vision for the city centre should address the following elements:

- A city centre that welcomes all visitors regardless of their form of transport, while actively managing transport within the city centre;
- An effortless transition from one form of transport to another facilitated by more pedestrian friendly areas, dedicated cycle routes, short-trip buses and better links between retailers and car parking, park-and-ride and rail facilities;
- Careful management of through-traffic that minimises impact on residents in wider the City Centre Neighbourhood;
- Better links between the Old and New Town, which currently feel very separate;
- A more informal feeling to street space that allows for seating, creative use of space and irregular food and retail offerings such as markets;
- A means of encouraging landlords to make better use of upper floors of retail premises on Princes Street for hotel, social, cafe and dining opportunities;
- The pedestrianisation of George Street (respecting the need for drop-off, collection and deliveries at hotels and businesses) as the heart of a Buchanan Street style shopping district anchored at either end by a more frequently used Charlotte Square and the redeveloped St James Quarter;
- More greenery amongst street furniture; and
- An improved approach to information provision that emphasises major retailers and retail areas as well as tourist information, without cluttering the street with numerous directional arrows on poles.



Without such a vision, respondents advocate a wait-and-see approach. Short-term caution should be exercised when making any public space changes. Occasional and imaginative use of public space needs to be shown to deliver benefits to a broad range of stakeholders and here the story is mixed. The book festival in Charlotte Square is a success, while the Spiegeltent in George Street appeals to social users of the city centre, but appears to be of no benefit to local retailers. Successful programmes, sensitive to their immediate locality, would serve as a practical demonstration of what can be done with further enhancements and would help to build consensus around the creation of the necessary, more detailed vision.

While cyclists are keen to have greater permeability, ideally with cycle routes on both George Street and Princes Street, a two-way route on Princes Street appears to be the much preferred option. Cyclists advocate a car-free city centre, but it is important to recognise this as a minority view and that any moves towards this in the foreseeable future would be both practically and politically difficult.

The impact of trams on bus traffic is not clear and the management of individual bus routes is preferable to a sweeping change in public transport. Buses are not welcome on George Street – with the size of Queen Street felt to provide a better option for any transferred routes.

A fundamental problem with changing transport arrangements is that Princes Street retailers want as much bus traffic as possible, George Street retailers want as much car access and parking as possible, and the public are accustomed to both of these things. While it is true – and important to note – that all change to transport arrangements tend to be opposed, at the moment there are no substitutes acceptable to even a majority of stakeholders. Changing current transport arrangements without appropriate alternatives in place would negatively affect businesses and city centre residents without a clear understanding of the benefits to any groups.

In moving forward with the development of a vision, the Council has a responsibility to accrete evidence and public opinion, to communicate a direction and unite stakeholders in a long-term process. There is ambition and there is support for bold thinking, but attempting to deliver short-term benefits outside of an articulate vision may damage support for change.

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# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Public Realm Strategy - Annual Review 2012-13

Item number	7.4
Report number	
Wards	All

### Links

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Coalition pledges	<a href="#">P31</a>
	<a href="#">P40</a>
Council outcomes	<a href="#">CO7</a>
	<a href="#">CO8</a>
	<a href="#">CO9</a>
	<a href="#">CO19</a>
	<a href="#">CO26</a>
Single Outcome Agreement	<a href="#">SO1</a>
	<a href="#">SO2</a>
	<a href="#">SO4</a>

### Mark Turley

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# Executive summary

## Public Realm Strategy - Annual Review 2012-13

### Summary

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The purpose of this report is to provide an annual review of the Council's Public Realm Strategy. The report reviews progress to date and considers key actions for public realm change in 2013.

The Strategy was approved in December 2009 and contained an Action Plan with priorities and a timescale for implementation. The Action Plan is a mechanism that will allow the implementation of the Public Realm Strategy.

The main focus for 2012 has been on developing guidance and design frameworks that will guide changes to the public realm in future years. Significant investments have helped to improve the quality of the city's streets.

In 2013, a considerable number of significant schemes and investment in public realm will be delivered. The completion of consolidated policy guidance on urban and street design will be the means of implementing Government policy in 'Designing Streets'.

Presenting the annual review to the Transport and Environment committee allows the delivery of the public realm strategy to be seen alongside consideration of the capital budget.

### Recommendations

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It is recommended that the Committee:

1. notes the progress that has been made over the past year in delivering the actions of the Public Realm Strategy;
2. agrees the future actions and priorities identified in Appendix 1; and
3. agrees to a review of the Public Realm Strategy.

### Measures of success

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Delivery of the actions and priorities set out in Appendix 1 to this report.

## Financial impact

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Public realm and street improvements continue to be funded by co-ordinating priorities in the capital programme for footways and carriageways, project funding from departmental budgets and aligning with developer contributions and drawing in partner funding where possible.

The planned priorities for 2013 will be funded from this range of sources.

## Equalities impact

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Impacts on equalities and rights have been considered through Equalities and Rights Impact (ERIA) evidence. Improvements to public realm would result in enhancements of rights and benefits to health and physical security, through improved lighting and pedestrian space, for example.

Enhancements of equalities can be demonstrated for people with disabilities, through physical improvements to facilities, materials etc as well as through improved quality of design guidance.

Overall there would be no adverse equalities and rights impact arising from this report.

## Sustainability impact

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- The proposals in this report will help to reduce carbon emissions, for example, the lighting strategy seeks to reduce energy and use improved materials, the priorities for public realm include measures in schemes to improve traffic flows and improve pedestrian space.
- The proposals in this report will increase the city's resilience to climate change impacts through the use of natural materials and sources that are local to the area.
- The proposals in this report will help achieve a sustainable Edinburgh because the review of guidance includes measures to improve technology, through lighting, use better materials, help to increase pedestrian priority and thereby assist in reduction of car use.
- The proposals in this report will help achieve a sustainable Edinburgh as improvements in public realm and recognised as being key to economic wellbeing.
- The proposals in this report will assist in improving social justice by improving public realm to cater for all users, increasing accessibility for all.

## Consultation and engagement

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Public consultation and engagement were undertaken during the preparation of the Council's public realm strategy in 2009. Further consultation will take place with the preparation of new guidance and in developing new schemes for implementation, including many that are subject to a formal planning process. The majority of changes and improvements are reported to council's committees for approval.

## Background reading/external references

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- Edinburgh Public Realm Strategy, 3 December 2009.
- Report to Planning Committee- Public Realm Strategy: Annual review 2011/12- 1 March 2012 item 16.

## Public Realm Strategy- Annual Review 2012-13

### 1. Background

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- 1.1 The Public Realm Strategy, approved in December 2009 by the Planning Committee, sets out the Council's public realm aspirations for Edinburgh. It seeks the support of developers and partner organisations in securing resources, maintaining momentum and ensuring the implementation of the Strategy.
- 1.2 The Strategy was developed to highlight the benefits of public realm investment through the success of the projects like St Andrew Square and the Grassmarket. A focus on valuing public spaces and supporting vitality in city streets has proved successful in other cities.
- 1.3 The Strategy gave the Council the opportunity to demonstrate its commitment to providing high quality, coherent and coordinated public realm, fitting of a capital city, which enhances Edinburgh as an international destination for residents businesses and visitors. The input from a wide range of stakeholders during the consultation period provided the Council with information and support to develop a clear aspiration for Edinburgh's public realm and set out how this was going to be achieved.
- 1.4 The Public Realm Strategy sets out five objectives. These objectives are:
  - to raise awareness of the significance of the public realm;
  - to provide a clear framework for delivery and maintenance;
  - to develop priorities for investment in the public realm;
  - to develop an approach to public realm funding; and
  - to achieve excellence by following and sharing best practice.

The action plan was developed to take forward the objectives through a series of priorities and a timescale for their implementation. These included, for example, developing further policy guidance/ strategy, training programmes, developing funding mechanisms and setting priorities for delivery of specific improvements.

#### Related Guidance and Policy

- 1.5 Government policy for making improvement to the public realm is now set out in 'Designing Streets', published in 2010. The policy seeks to ensure that changes to new and existing streets and spaces raise the quality of the public realm.
- 1.6 The Council has already adopted its own streetscape guidance, 'The Edinburgh Standards for Streets'. Emerging Council design guidance for urban design, buildings and street design will help to underpin the objectives of the public

realm strategy. The Council's Streetscape Delivery Group assists in aligning budgets and priorities for street improvements and public realm.

### **Reporting and Progress**

- 1.8 The Council's Planning Committee agreed to set up an annual review of the strategy to provide an update of progress on the Action Plan. Reports were presented to the Planning Committee in 2010/11 and 2011/12. In this period city dressing, lighting and open space strategies have been approved, bringing together key strands of public realm. A developer contribution process specifically for public realm was approved and now forms part of the comprehensive guideline. Training for staff and awareness raising programmes for public realm have been delivered. The Council's street design guidance, critical to the delivery of public realm was prioritised for review. The Council's Streetscape Delivery Group has maintained a programme for setting priorities for public realm delivery.
- 1.9 Presenting the annual review to the Transport and Environment Committee allows the delivery of the public realm strategy to be seen alongside consideration of the capital budget.

## **2. Main report**

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- 2.1 Significant progress has been made in a number of key areas. Details of the annual review of 2012 and priorities for 2013 are outlined in Appendix 1.

### **Annual Review 2012**

- 2.2 The focus for 2012 has been on developing guidance and design proposals for improvements to public realm, particularly in the city centre.
- 2.3 The Sustainable Lighting Strategy for Edinburgh provides a framework for the delivery of street lighting improvements and the future lighting of Edinburgh, recognising the impacts of light pollution and bringing reductions in energy use.
- 2.4 A public realm framework has been prepared for Rose Street and planning applications approved for significant improvements to Charlotte Square and Chambers Street.
- 2.5 Waverley Steps, a key city centre connection, have been enhanced as part of the Waverley Station improvements.
- 2.6 Improvements have also been achieved from the capital programme with new paving on Cranston Street, and some of the Old Town Closes.
- 2.7 Developer contributions for public realm have assisted in bringing a high quality sandstone finish to the frontage of the Assembly Rooms in George Street, resolving an issue highlighted by the Gehl Architects report.

### **Priorities for 2013**

- 2.8 Delivery and co-ordination of investment for priority schemes will be the main task for 2013. Significant investments and public realm improvement projects planned for key streets and spaces will come forward. These projects will include Rose Street, Castle Hill, The Leith Programme, Charlotte Square, Waverley Bridge and Chambers Street. Small scale schemes in Thistle Street and at the Playhouse will be completed creating considerable improvements at a local level.
- 2.9 The Council will continue to develop design solutions for key streets and spaces, especially in the city centre. Key projects are identified in Appendix 1 and shown on the plan in Appendix 2. While the main areas for change are included in these priorities, it is recognised that developer-led initiatives may bring forward priorities earlier than anticipated. It will be important for the Council to take advantage of these opportunities and align funding where necessary. Through the delivery of the projects the Council will continue to prioritise the removal of unwanted street furniture.

### **Public Realm Strategy Review**

- 2.10 The completion of the tram project in the city centre in 2014 provides a unique opportunity for the Council and its partners to consider further improvements to places and spaces in the city centre.
- 2.11 The public realm strategy has been in place since December 2009. With the review of street design guidance and potential for changes to public realm in the city centre and town centres in particular, it is proposed that the public realm strategy is now reviewed. This will bring it into line with this new era in public realm, public space and street design. In order to capture the decisions and changes proposed across the city it is expected to complete the review of the strategy by the end of 2013.

## **3. Recommendations**

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- 3.1 It is recommended that the Committee:
- (a) notes the progress that has been made over the past year in delivering the actions of the Public Realm Strategy;
  - (b) agrees the future actions and priorities identified in Appendix 1; and
  - (c) agrees to a review of the Public Realm Strategy.

### **Mark Turley**

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	<p>P31 Providing for Edinburgh's economic growth and prosperity.</p> <p>P40 Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage.</p>
<b>Council outcomes</b>	<p>CO7 Edinburgh draws new investment in development and regeneration.</p> <p>CO8 Edinburgh's economy creates and sustains job opportunities.</p> <p>CO9 Edinburgh residents are able to access job opportunities.</p> <p>CO19 Attractive Places and Well Maintained- Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
<b>Single Outcome Agreement</b>	<p>SO1 Edinburgh's economy delivers increased investment, jobs, and opportunities for all.</p> <p>SO2 Edinburgh's citizens' experience improved health and wellbeing, with reduced inequalities in health.</p> <p>SO4 Edinburgh's communities are safer and have improved physical and social fabric.</p>
<b>Appendices</b>	<p><a href="#">Appendix 1- PUBLIC REALM STRATEGY: ACTION PLAN – Annual Review and Priorities for 2013</a></p> <p><a href="#">Appendix 2- Plan illustrating Planned and Developing Priorities for the City Centre</a></p>



## APPENDIX 1

### PUBLIC REALM STRATEGY: ACTION PLAN – ANNUAL REVIEW AND PRIORITIES FOR 2013

#### 1.0 2012 ANNUAL REVIEW

##### OBJECTIVE 1: TO RAISE AWARENESS OF THE SIGNIFICANCE OF THE PUBLIC REALM

THEME	ACTION	2012 Review
Promote value of public realm	Include references in plans, strategies and frameworks	<p>The approved Area Development Frameworks for the Southern Arc and the Waterfront and Leith highlight key actions to improve public realm.</p> <p>The Council's Economic Development Strategy launched in 2012, highlights the importance of continued investment in public realm and infrastructure.</p> <p>Essential Edinburgh's Vision recognises the importance of delivering a quality public realm and public spaces.</p> <p>The successful Grassmarket and South Queensferry BIDs were developed to maximise the value of the areas public spaces/ public realm.</p> <p>The Draft Edinburgh Design Guidance provides detailed advice on establishing developments which, at their heart, develop the quality of public realm Edinburgh wishes to create.</p>
	Highlight wider benefits in training on ESS	<p>A guard rail protocol, approved by Transport, Infrastructure and Environment Committee in June 2012, has been developed to tackle the removal and reduced use and reliance on this type of street furniture without compromising public safety.</p>
	Disseminate outputs from studies	<p>Report presented to Planning Committee in October set out the findings from the Grassmarket Study and outlined the scope of changes being planned within the Public Realm Framework for Rose Street.</p> <p><a href="#">Public Space</a> pages on the council web site have been set up to highlight information and links to guidance and projects that form part of the public realm strategy.</p>

**OBJECTIVE 2: TO PROVIDE A CLEAR FRAMEWORK FOR DELIVERY AND MAINTENANCE**

THEME	ACTION	2012 Review
<b>City Dressing Strategy</b>	Progress Strategy proposals	<p>Short Life Working Group established to review priorities.</p> <p>Permanent banner infrastructure procured for key locations, including Corstorphine, Lothian Road etc.</p> <p>Guidance amended to incorporate key town centre locations for city dressing, including Dalry, West End.</p>
<b>Lighting Strategy</b>	Prepare lighting strategy during 2010/11	<p><i>A Sustainable Lighting Strategy for Edinburgh</i> was approved by Planning Committee on the 14 June 2012.</p> <p>Work has started on delivering the actions. Edinburgh World Heritage is undertaking surveys of streets in the WHS to inform the inventory of historic lighting. Photographic surveys are being undertaken of the city at night to inform and develop a historic lighting plan and a programme for lighting schemes for key buildings.</p>
<b>Open Space Strategy</b>	Strategy finalised in September 2010	Internal council workshop- review session took place in December 2012 to consider progress on the Action Plan. Progress will be reported in the Open Space Annual Monitoring Report.

**OBJECTIVE 3: TO DEVELOP PRIORITIES FOR INVESTMENT IN THE PUBLIC REALM**

THEME	ACTION	2012 Review
<b>Tram related projects</b> (Princes Street, St Andrew Square, Leith Walk, Haymarket, Picardy Place, West End).	Develop designs and implement improvements around the Tram route and tram stops.	<p>Improvements to the public realm have emerged in 2012 with the completion of the tram works in the city centre. The Princes Street tram stop is now in place with the stops at Haymarket, St Andrew Square and Coates and Atholl Crescent also established.</p> <p>New street lighting is now in place along Princes Street, bringing an improvement to the pedestrian experience as well as updating the quality and efficiency of the lighting in line with the Lighting Strategy.</p>

THEME	ACTION	2012 Review
<b>City Centre Connections</b>	Deliver the priorities, responding to opportunities that will allow the council to bring forward improvements linked to private development initiatives and developer contributions.	<p>Sandstone paving and improvements to the footways on the south side of George Street were completed, complementing the refurbishment of the Assembly Rooms.</p> <p>Cranston Street , Borthwick's Close, Old Fishmarket Close and West College Street were improved with new natural stone paving and revised setted carriageway through the capital programme.</p> <p>Waverley Steps have been improved as part of the Waverley Station redevelopment, reinforcing this key city centre connection.</p> <p>The Rose Street Public Realm Framework was completed and reported to committee in September 2012. Early improvements include new uniquely designed planters and significant de-cluttering of street furniture. Christmas/ Winter lighting was extended for the entire length of the street for the first year.</p>
<b>Development Site projects</b>	Co-ordinating public realm strategies and bringing forward improvements to complement private developments.	<p>Significant schemes are underway in the city centre, but few completed in 2012.</p> <p>The paving within Bakehouse Close was improved with the completion of the new student housing development.</p>
<b>Waterfront linkages</b>	The Waterfront and Leith Area Development Framework identifies opportunities for public realm enhancement.	The footways in Bernard Street have been renewed as part of the roads and footways capital investment. The Shore pedestrian priority and public realm improvements have been completed, complemented by the enhancement and repair of Henderson Street, a key setted street in the heart of Leith.

THEME	ACTION	2012 Review
<b>Supporting Local communities</b>	This will continue through the local neighbourhood programme, subject to the availability of funding. Squares and Gardens will depend largely upon funding from developer contributions	The 21 <sup>st</sup> Century Homes development by the Council at Gracemount has established new public realm with squares, landscaping and open space areas.

#### OBJECTIVE 4: TO DEVELOP AN APPROACH TO PUBLIC REALM FUNDING

THEME	2012 Review
<p><b>Developer Contributions</b></p> <p>A guideline on <b>Developer Contributions for Public Realm</b> was approved by the Planning Committee in September 2010 and incorporated into consolidated guidance on contributions on 19 May 2011.</p>	<p>Developer contributions have been adversely affected by the economic downturn. However, there are development changes that will bring improvements to public realm either delivered by the development directly or through contributions to the council.</p> <p>A contribution from the Assembly Rooms was key to the delivery of paving improvements to the frontage, improving the first section of George Street.</p> <p>Legal agreements that include public realm have also been completed for development at:</p> <ul style="list-style-type: none"> <li>▪ Lochrin Basin and West Tollcross</li> <li>▪ Fountain Brewery/ Gilmore Park (includes a canal bridges and towpath and canal connection contribution)</li> <li>▪ Kinnaird Park</li> <li>▪ Holyrood Road</li> <li>▪ Newhaven Road</li> <li>▪ George Street</li> </ul> <p>These contributions should be forthcoming in 2013.</p>

**OBJECTIVE 5: TO ACHIEVE EXCELLENCE BY FOLLOWING AND SHARING BEST PRACTICE**

THEME	ACTION	2012 Review
<b>Process</b>	Review Edinburgh Standards for Streets	The programme for the preparation of consolidated street design guidance is ongoing. Work has been focussed on developing a street design framework and the design principles that will apply in each case. This guidance, together with the Edinburgh Design Guidance that was consulted on at the end of 2012, will be used to interpret the local development plan where new developments are proposed.
	Deliver training on new guidance	Training and awareness has taken place around the new guard rail protocol and the Lighting Strategy.
	Review Streetscape Delivery process	<p>The Streetscape Delivery Group reviews public realm priorities and aligns them with other Council projects to deliver added value and coherent design across the city.</p> <p>The Streetscape Delivery Group is establishing a project plan to look at bringing consistency to the way projects for street improvements are set up across the council.</p>
<b>Product</b>	Finalise Grassmarket public realm project	A before-and-after review of the impact of public realm work in the Grassmarket has been carried out by consultants. This concluded that the project has delivered economic and placemaking benefits and identified a number of lessons that could be learned and applied to future public realm projects. These results were reported to the Planning Committee in October 2012 and will be used to inform future public realm projects.
<b>Innovation</b>	Awareness of innovation and good practice through Design Initiative.	Public Realm continues to feature in the themes of the speakers for the After Dark Debates.
<b>Maintenance</b>	To be reviewed	A protocol for the review of the use of guard rail was approved by the Transport, Infrastructure and Environment Committee in June 2012. Training is proposed to allow officers to implement the protocol.

## 2.0 PRIORITIES FOR 2013

- 2.1 Outlined below are the key aims and actions for public realm and street design over the coming year.

### Objective 1: To Raise the Significance of the Public Realm

- 2.2 **Design Guidance.** The Edinburgh Design Guidance will be completed and presented to committee with supporting detail on street design, providing Edinburgh specific guidance which will implement the Government policy 'Designing Streets' at a local level. The consolidated Street Design Guidance will provide placemaking guidance for new developments as well as providing a more coherent approach to design changes and improvements for the city's streets.
- 2.3 **Local Development Plan/ Local Transport Strategy.** The Proposals Action Plan for the Local Development Plan (LDP) will set out clear guidelines and principles to ensure co-ordinated public realm and street design in key development sites.

### Objective 2: To provide a clear framework for delivery and maintenance

- 2.4 **Lighting Strategy and City Dressing.** Edinburgh World Heritage will continue to work with the Council to progress the historic lighting inventory. This information and research will be used to inform the Council's street lighting hierarchy and decisions on street lighting types, focussing on bringing a greater emphasis on historic lighting lamps and standards. A lighting plan for the city centre will be developed, setting out how the city centre, in particular, should be lit. This will be informed by the protected key views across the city.
- 2.5 Opportunities will also be explored to use street lighting to assist in the future infrastructure for wireless broadband as part of the Connected Capital project being led by the Council.
- 2.6 Continued co-ordination of **city dressing** and Christmas lighting will take place in discussion with Council partners.

### Objective 3: To develop priorities for investment in the public realm

- 2.6 The key investment priorities and actions for 2013 will continue to focus on the city centre and its future with Tram as well as the Old Town with improvements to the Royal Mile and the closes, in town centres, Leith and the Waterfront, supporting local area and neighbourhood schemes.
- 2.7 Significant developments and improvements at Waverley Station, Haymarket Station, the mixed use development on Market Street/ Advocates Close, University accommodation on Holyrood Road, mixed use development on East Princes Street and Charlotte Square will be completed or well underway in 2013, improving the environment, connectivity and pedestrian experience in the city centre.

- 2.8 The focus for public realm priorities will be linked to these development changes, whether they are commitments to invest in 2013 or to consider design solutions and co-ordinating funding.
- 2.9 Opportunities to improve paving and street/ building lighting in the vicinity of new developments will be taken on a case-by-case basis.
- 2.10 The following tables set out the priorities for public realm over the next year. Planned Priorities includes those projects that are already under design consideration and will be delivered or commenced in 2013. Those schemes without funding and in design development are noted in the Developing Priorities table.

### Planned Priorities

PROJECT	Description
Leith Programme	Improvements to public realm and street scene along the corridor from Picardy Place through Leith Walk, Constitution Street, to the entrance to Leith Docks. This work will be delivered by the Council and will follow important infrastructure work by Scottish Water.
Waverley Bridge	Improving the quality of the public space at this gateway and key link between the Old and New Town. Increasing the pedestrian priority and use of the space, with widening of footways and revised traffic arrangements. This work will be delivered by the Council.
Charlotte Square	Comprehensive enhancements to the public realm around the Square; including widening of footways around the gardens, upgrading lighting, improving pedestrian movements and enhancing the quality of materials. This work will be delivered by the private sector and the Council.
Rose Street	Continue to deliver improvements based on the approved public realm framework. This will include entrance features and new street lighting, furniture and paving.  Improvements to the crossing and footway arrangements on Hanover and Frederick Streets.  Funding is in place for one section of Rose Street. This work will be delivered by Essential Edinburgh and the Council.
Chambers Street	Support the changes and improvements to Chambers Street led by the Museum and the University to bring a comprehensive improvement to the public space. The initial phase of change will be funded by the University/ Museum.
Thistle Street/ lanes	Improvements to the street to improve pedestrian environment and support business activity. This work will be delivered by the Council through the capital programme.

Castle Hill	A comprehensive enhancement of this premier historic route, following important infrastructure work by Scottish Water. The original setted street will be retained and enhanced with new kerbs and Caithness stone footways. The road and footway will be created as a single shared surface, improving the pedestrian environment. The Improvements will be delivered by the Council through the capital programme.
Playhouse	Improvements to the paving in front of the Playhouse will extend the granite paving outside the Omni centre. This work is being delivered by the Council with funding from the Playhouse.
Royal Mile Action Plan	<p>Improvements to sections of the route at Castle Hill (outlined above), Trialling pedestrian priority between St Mary's Street and the Bridges and delivering traffic calming around the Canongate Kirk will create an enhanced environment for pedestrians along the Royal Mile. This work will be delivered by the Council.</p> <p>Gullans Close and Advocates Close will be improved with new paving and lighting through the Council Capital programme and developer contributions.</p>
St Andrew Square	<p>Comprehensive public realm improvements for the remainder of the square linking with the improvements along the tram route and to the gardens. This work will be delivered by the Council.</p> <p>Design co-ordination will be requirement to co-ordinate development proposals emerging on West Register Street.</p>
King Stables Road/ Abbeyhill and Calton Road/ New Street/ York Place/ Shandwick Place/ Frederick and Hanover Streets	Improvements to the footways and lighting will be delivered through the council capital programme.



## Developing Priorities

Funding for these projects is not yet confirmed.

PROJECT	Description
Lothian Road Crossing and Tollcross Junction	Work will continue, developing revised proposals for key junctions/ crossings on the Lothian Road corridor. A key project identified in the Southern Arc ADF. Funding will be sought to deliver these projects.
Cowgate	Design development will be continued to ensure the emerging student developments on Holyrood Road and improvements on the Royal Mile are co-ordinated. Improvements will be considered in future priorities.
Haymarket/ West Maitland Street/ Morrison Street	<p>Comprehensive Public Realm enhancements associated with the station redevelopment and the new tram stop continue to be a priority for design development and delivery.</p> <p>Consideration will be given to complementing the funding and improvements to West Maitland Street shop fronts being led by Edinburgh World Heritage with public realm improvements along the tram route.</p> <p>The Southern Arc Area Development Framework identifies Morrison Street for improvement with revised traffic arrangements and improvements in public realm.</p>
Victoria Street	Completing improvements to footways and restoring the setted surfaces in Victoria Street would link the improvements in the Grassmarket and George IV Bridge and complete the connections in this part of the Old Town.
Princes Street, George Street and the city centre	<p>Consultation on 'Building a Vision for the City Centre' will inform changes and temporary projects, as advocated by the Gehl Architects report of 2010, will be developed for the city centre. This is a priority in bringing forward further improvement around the tram route. These projects will be delivered by the Council.</p> <p>Opportunities exist to bring enhancement to the environment in George Street, building on the quality of improvements made to the paving at the front of the Assembly Rooms. The council will use temporary arrangements to bring opportunities for bringing greater pedestrian activity and priority to the street, building on the successes of changes during the summer/ winter festivals.</p>
East Princes Street	Street Lighting, pedestrian circulation and crossing improvements are necessary to complete the Princes Street improvements delivered by the tram project.
West End	Opportunities to extend the improvements and enhancements being delivered in Charlotte Square and South Charlotte Street and in the

	vicinity of the new tram stop in Coates and Atholl Crescent will help to resolve pedestrian linkages and spaces in and around the west end of Princes Street.
Potterrow/ Bristo Square and The Causey	<p>The University will be coming forward with the next phase of its masterplan in the city centre, renovating McEwan Hall and bringing improvements to the key public space, Bristo Square as well as delivering minor improvements to junction arrangements in the area. To facilitate these improvements and link with enhancements already in place on west College Street, the re-alignment of Potterrow will be explored.</p> <p>There is an opportunity to link investment by the Council with other funding sources to bring improvements to West Cross Causeway and assist the local community trust in realising their proposals for the Causey.</p>
The Great City Street	Improvements to the corridor from Bernard Street (linking with the Leith Programme project) through to Granton Square are highlighted in the Waterfront Area Development Framework. Opportunities exist to improve pedestrian priority and public space at specific locations.

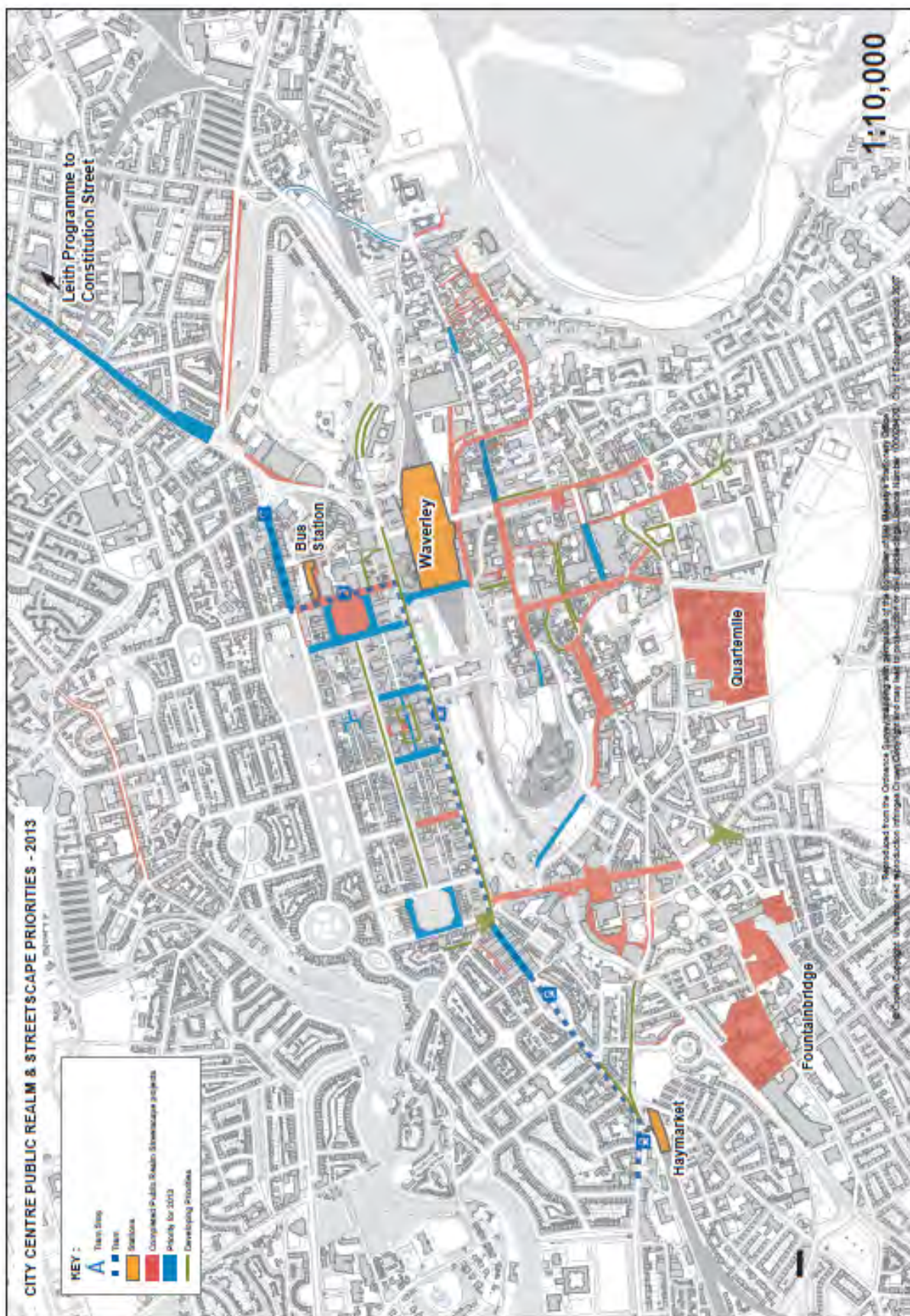
#### **Objective 4: Develop an approach to public realm funding**

- 2.10 **Developer contributions.** Funding from developer contributions will continue to be co-ordinated through legal agreements. The council will continue to work with external partners such as Edinburgh World Heritage, Essential Edinburgh and other BID companies to match funding to achieve improvements in public realm.
- 2.11 Given the significance of public realm to the city, consideration requires to be given to developing dedicated provision for public realm in the Council's budget.

#### **Objective 5: To achieve excellence by following and sharing best practice**

- 2.12 **Training and project/ funding coordination.** Work will continue to run training to support changes in guidance on public realm. The work of the streetscape delivery group will continue to co-ordinate priorities for funding and work streams.
- 2.13 **Maintenance.** The Council will continue to deliver its commitment to remove unwanted street furniture.

[APPENDIX 2- Plan illustrating Completed, Planned and Developing Priorities for the City Centre](#)



# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Water of Leith Flood Prevention Scheme Phase 2 Update

Item number	7.5
Report number	
Wards	6 – Corstorphine 7 – Sighthill/Gorgie 9 – Fountainbridge/Craiglockhart

### Links

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Coalition pledges	<a href="#">P28</a>
Council outcomes	<a href="#">CO15</a> <a href="#">CO21</a>
Single Outcome Agreement	<a href="#">SO4</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Water of Leith Flood Prevention Scheme Phase 2 Update

### Summary

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Phase 1 of the Water of Leith Flood Prevention Scheme (WoLFPS) is nearing completion and modifications to the reservoirs on the headwaters of the river were completed in 2010.

Lessons learned from previous contracts will be taken into account in relation to the design, risk allocation, contract documents and project governance for Phase 2. This will, in part, be informed by a gateway review of the project which has recently been undertaken by the Corporate Programme Office.

Phase 2 of the WoLFPS comprises flood defences at Murrayfield/Roseburn and at Coltbridge, Damside, Belford and Edinburgh Sports Club.

A different approach is now required given the budget constraints and the lessons learned from previous projects as it is no longer possible to provide in full the defences described in the Flood Prevention Order at this stage.

The anticipated cost of Phase 2 of the scheme as now proposed is £25.5m. Funding of £19.916m remains available from the overall Flood Defence budget. Sources of further capital funds are being explored to bring the total available to £25.5m.

Recognising budget limitations, work has been undertaken to reconfigure Phase 2. This results in concentrating efforts in the Murrayfield/Roseburn area where the greatest number of properties at risk are located. It should be noted that the river comes out of bank in this area at a lower flow than other areas (ie this area will flood first).

It is proposed that a working group, comprising elected members, community councils, other key stakeholders and Council officers, be formed to fully explore and investigate a reconfigured Phase 2 to ensure that it is fit for purpose.

Independent consultants will be engaged to undertake a review of the adequacy of the design and contract documentation carried out to date in relation to Phase 2. The procurement strategy, including appropriate allocation of risk, will also be revisited prior to tenders being invited for Phase 2.



As requested previously by the Committee, an update on the position with regard to future flood insurance to those in areas prone to flooding provided by the Association of British Insurers is included in this report.

## Recommendations

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It is recommended that the Committee:

- 1 notes that an initial review of the scope of Phase 2 was carried out by the design consultants which reconfigured the proposals at an estimated cost of £25.5m. A budget of £19.916m is available following completion of Phase 1. Capital budgets are being reviewed to ascertain how the shortfall in funding could be made available;
- 2 approves formation of a working group, comprising elected members, community councils, major stakeholders and Council officers to explore and investigate fully this reconfigured Phase 2 to ensure that it is fit for purpose;
- 3 notes that in order to achieve greater cost certainty on Phase 2 it is proposed to carry out an independent review of the design, risk allocation, and contract documentation carried out to date;
- 4 notes that a report on the project will be submitted to the Governance, Risk and Best Value Committee in summer 2013;
- 5 approves the necessary grants of servitude for the diversion of the gas main related to Council land ownership associated with Phase 2 of the Water of Leith FPS; and
- 6 notes the update on the position on the provision of flood insurance.

## Measures of success

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Modifications to the spillways at Threipmuir, Harlaw and Harperrig reservoirs, completed in 2010, are helping to mitigate flood levels downstream. These benefit all at risk properties along the length of the watercourse by providing additional storage capacity during storm events.

The reconfigured Phase 2 of the Water of Leith Flood Prevention Scheme as proposed would protect 478 residential properties, 14 commercial properties, including the National Rugby Stadium, the Ice Rink, the Chinese Consulate, sheltered accommodation and a medical practice at Murrayfield from flooding from the river up to a 1-in-200 year flood event with an allowance for climate change. However, in some areas where it is proposed to retain existing flood walls, the level of protection will be of the order of a 1-in-150 year event. It should also be noted that some of the proposed defences will be of an interim nature. These defences may make use of sandbags protected by earth and turf.

## Financial impact

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The budget available within the current Capital Investment Programme for completion of the Water of Leith Flood Prevention Scheme was £63.539m.

The budget remaining after construction of Phase 1 and the preparatory work to date on Phase 2 is £19.916m.

An initial review of the scope of Phase 2 has been carried out that focussed on the Roseburn/Murrayfield area. The revised scope has an estimated outturn cost of £25.500m.

Capital budgets are currently being reviewed to ascertain how the shortfall in funding of £5.584m could be made available to progress a reconfigured Phase 2.

## Equalities impact

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Consideration has been given to the relevance of the Equalities Act 2010 and it is considered that a full Equalities Impact Assessment (EqIA) is not required.

Opportunities have been taken within the scheme to address social inclusion in the development of the design of the scheme. Further measures will be adopted during the construction phase.

## Sustainability impact

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As part of the planning process an environmental impact assessment was carried out and an action plan prepared. The environmental impact of the scheme is mitigated by the agreed action plan which will be included in the contract documentation for Phase 2. This defines the contractors' work methods and the restoration of the areas post construction.

## Consultation and engagement

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There has been considerable consultation in the development of the approved flood scheme since the appointment of consultants in 2002, including a Public Inquiry in 2004.

Major consultations were undertaken in 2001 and 2002 prior to submission of the Flood Order. Further consultation took place in relation to the public local inquiry and subsequent newsletters have been circulated to inform residents and stakeholders of progress. Information has also been provided on the Council's website.

Briefing sessions have been undertaken for members of the Transport and Environment Committee on 6 March 2013 and for local elected members on 26 April 2013, in relation to Phase 2.

In view of the time taken from the start of the project to the present situation, the uncertainty of funding and of the timescale for the completion of the project it is considered necessary to develop a communications strategy to inform those affected by the outstanding works.

## Background reading/external references

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Appendices attached:

- Appendix 1: Phase 2 - Scope of Works
- Appendix 2: Diversion of SGN Gas Main – Murrayfield Area
- Appendix 3: Future governance structure
- Appendix 4: Project Finance
- Appendix 5: Flood Insurance



## Water of Leith Flood Prevention Scheme Phase 2 Update

### 1. Background

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- 1.1 On 24 November 2009, the Council agreed to complete the Water of Leith Flood Prevention Scheme in phases, as insufficient funds were available to accept tenders for construction of the whole scheme.
- 1.2 The Water of Leith Flood Prevention Schemes currently comprises advance works at the upstream reservoirs and three phases.
- 1.3 Advance works have been undertaken and completed at the upstream reservoirs to provide additional storage during storm events.
- 1.4 Phase 1 comprises defences at Bonnington, St Mark's Park, Warriston, Stockbridge Colonies and Veitch's Square.
- 1.5 Through a mediation process agreement has been reached with the Contractor for completion of Phase 1. This ensures cost and time certainty. A contract completion date of 31 August has been agreed.
- 1.6 It is intended that Phase 2 will involve the construction of defences concentrated in the Roseburn/Murrayfield area. The estimated outturn cost is £25.5m.
- 1.7 It is proposed that a working group, comprising elected members, community councils, other key stakeholders and Council officers, be formed to fully explore and investigate this reconfigured Phase 2 to ensure that it is fit for purpose.
- 1.8 The remainder of the scheme comprises defences at Balgreen, Gorgie, Saughton, Longstone, and on the Murray Burn at its confluence with the Water of Leith.

### 2. Main report

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#### Phase 1

- 2.1 Phase 1 is now scheduled to be completed by 31 August 2013 at an anticipated cost of £29.132m resulting in a remaining budget of £19.916m for Phase 2.

## **Phase 2**

- 2.2 Phase 2 as described in the Flood Prevention Order comprises flood defences at Murrayfield/Roseburn, Coltbridge, Damside, Belford and Edinburgh Sports Club. Further details are included at Appendix 1.
- 2.3 An initial review of the scope of Phase 2 of the Water of Leith FPS has been carried out by the Council's design consultant. This exercise focussed on flood defences at the Roseburn/Murrayfield area, where the majority of properties at risk are located. Phase 2 was reconfigured and this resulted in an estimated outturn cost of £25.5m.
- 2.4 It is proposed that a working group, comprising elected members, community councils, other key stakeholders and Council officers, be formed to fully explore and investigate this reconfigured Phase 2 to ensure that it is fit for purpose.
- 2.5 Major stakeholders would include the Scottish Rugby Union (SRU), Murrayfield Ice Rink, care homes, Parks and Education.
- 2.6 Following a discussion on Phase 1 at Full Council on 2 May 2013 and in a response to a Motion by Councillor Bagshaw it is confirmed that the revised proposals for Phase 2 will, where practicable, make use of natural flood defences and less heavily engineered solutions to reduce the impact on the environment and surrounding properties reflecting the current funding position.
- 2.7 The work carried out at the upstream reservoirs to create floodwater storage helps to reduce peak flows downstream, is to the benefit of all the properties along the Water of Leith. A further consequence of this reduced flow is to reduce the height and length of flood walls at many locations.
- 2.8 When the Scheme was originally promoted in April 2003 it was proposed that the back pitches at Murrayfield Stadium be utilised as a flood storage area. However this Option was rejected at the Public Local Inquiry in 2004 when the Reporter found in favour of the Scottish Rugby Union.
- 2.9 An allowance for risk has been assessed in the light of experience gained on Phase 1 and other contracts and takes account of the uncertainty that the impact of events at the national stadium and associated issues will have on the contractor's ability to programme work. In order to achieve greater clarity and to reduce third party risks it is intended to enter into dialogue with key stakeholders including the Scottish Rugby Union.

## **Diversion of Gas Main at Murrayfield**

- 2.10 The design solution adopted for the flood wall on the left bank at Murrayfield requires the diversion of a major gas distribution main. The need for and extent of the proposed diversion is set out in detail in Appendix 2.

- 2.11 Independent consultants will be appointed to review various aspects of the diversion of the gas main.
- 2.12 Associated with the diversion of the gas main, there is a need to agree a grant of servitude for that part of the route through land in Council ownership. Standing Orders require that the grant of servitude is approved by the Council and this is included in the recommendations within this report.
- 2.13 The process of agreeing a grant of servitude for the diversion of the gas main can take up to a year and could delay the start of construction of Phase 2 if agreement is not concluded on time.
- 2.14 In progressing Phase 2 there will be the need to allocate funds of approximately £1.94m to Scotland Gas Networks to carry out the diversion of the gas main at Murrayfield (as described in Appendix 2). This is included in the revised project cost and will be the subject of a future committee report.

### **Future phases**

- 2.15 The remaining work outstanding on the Water of Leith FPS comprises flood defences upstream at Balgreen, Saughton, Gorgie, Longstone, and on the Murray Burn near its confluence with the Water of Leith. At present, no funding has been identified to construct further phases, however, the design work done to date and the associated documentation has been stored for future use, pending availability of funds to complete the scheme.
- 2.16 There are no funds identified at present for future phases.

### **Lessons from previous contracts**

- 2.17 As approved by Full Council on 2 May 2013 lessons learned from Phase 1 will be taken into account in the preparation of the design, risk allocation, contract documentation and the proposed project governance for Phase 2 of the Water of Leith FPS.
- 2.18 The most contentious areas which led to disputes with the Contractor such as piling, temporary flood defences, and access (interface with residents and major stakeholders) and perceived ambiguities in the contract documentation will be addressed.
- 2.19 Independent consultants will be engaged to review the adequacy of the current design (including an assessment of the adequacy of the site information) and to review the draft contract documents, the allocation of risk within the contract, change control, the form of contract and funding arrangement prior to seeking tenders for construction of Phase 2.

- 2.20 The allocation of risk within the contract will be reviewed to ensure greater cost certainty. In the past the flexibility exercised with respect to change, in particular access, has resulted in increased cost. The degree of change on Phase 2 should be strictly controlled to ensure cost certainty. It should be noted that this may not reduce overall project costs; but there should be less variance in cost between time of award and completion.
- 2.21 The agreed budget for the proposed construction will contain a realistic allowance for risk and change. This budget will fully reflect the issues highlighted through detailed risk assessments as identified through the stakeholder engagement and at the working groups.
- 2.22 A gateway review has been undertaken by the Corporate Programme Office and was completed in May 2013.
- 2.23 The main findings of this review are that “good progress has been made in identifying and implementing lessons learned in Phase 1. Continued focus is required to ensure these are adequately embedded in the culture of the organisation. The level of confidence of a successful delivery in Phase 2 is Red/Amber, because whilst it is clear that lessons have been learned from Phase 1 and corrective action has been taken, there is insufficient evidence to demonstrate improved oversight and that processes are sufficiently established to avoid slippage and contractual issues in the future”.
- 2.24 As part of the assurance review a series of programme responses and actions to take forward the specific recommendations made will be put in place. Amongst other things, these involve the new governance arrangements, outlined below, risk management and site project management.
- 2.25 In terms of future reviews the CPO report states “It is recommended that a further assurance review is scheduled to coincide with the appointment of Phase 2 construction contractors. This will ensure best practice is embedded ahead of entering the delivery phase and to provide assurance as regards the project’s readiness to proceed to the next stage”.

### **Project Governance of Phase 2**

- 2.26 The roles of Project Manager and Supervisor are strictly defined in the New Engineering Contract (NEC). The Project Consultant currently holds both of these roles on Phase 1. For Phase 2 the NEC Project Manager will be employed directly by the Council. Consideration will also be given to the appointment of the other supervisory roles on site independently from the Designer.

- 2.27 A Strategic Project Board (Oversight Group) has been put in place to oversee and strengthen the management of the project. This multidisciplinary group comprises the Heads of Finance, Corporate Programmes and Transport. The Project Board will scrutinise and direct the work of the project team. The Project Manager will take instruction from this group in relation to changes to the project. The group will also determine the extent of powers delegated to the Project Manager.
- 2.28 In accordance with the Council's project governance arrangements a Council workgroup will meet regularly (at monthly intervals) throughout the project. The workgroup will be chaired by the Traffic and Engineering Manager and will comprise a multidisciplinary team to provide the appropriate level of technical, legal, property advice, direct the project manager, and report to the Strategic Project Board.
- 2.29 A Council client project manager will be added to the site team to oversee completion of this phase of the project.
- 2.30 The client project manager will have a defined role in the revised governance arrangements and will act as the decision maker on-site, dealing with any issues between the NEC Project Manager and the Contractor.
- 2.31 During construction phases there will be weekly control meetings, held on site, chaired by the client project manager, to ensure all matters are dealt with quickly and with the Council's best interests represented. In addition, there will be a monthly meeting chaired by the Council's Senior Responsible Officer (Head of Service or nominated representative) to ensure any issues requiring escalation from the weekly control meeting are dealt with.
- 2.32 A chart illustrating the new governance structure is included at Appendix 3.

## **Finance**

- 2.33 Appendix 4 details the funds that have been made available in the Council's Capital Investment Programme for construction of flood defences on the Braid Burn and on the Water of Leith. This includes contributions from the Scottish Government. The Council's approved Capital Investment Programme 2013-2018 has allocated all identified capital resources for this period.
- 2.34 The total funding allocated to date for Edinburgh's flood schemes is £106.539m.
- 2.35 The Braid Burn Flood Prevention Scheme which was completed in 2010 at a cost of £43m.
- 2.36 The budget available for the construction of the Water of Leith Flood Prevention Scheme was £63.539m.

- 2.37 The cost of the feasibility studies, design work, the public hearing, advance works at the upstream reservoirs and building strengthening at Howard Street carried out prior to seeking tenders for Phase 1 amounts to £14.438m. Construction of Phase 1 of the Water of Leith Flood Prevention Scheme, which covers the length of the river from Bonnington to Stockbridge, will be completed by August 2013 at an anticipated cost of £29.132m. For the avoidance of doubt, the £14.438m is not included in the £29.132m to complete Phase 1.
- 2.38 The cost of preparatory work on Phase 2 up to March 2012 was £53,000.
- 2.39 Following completion of preparatory works, alterations to the upstream reservoirs and construction of Phase 1 the budget remaining for future phases of the Water of Leith Flood Prevention Scheme is estimated to be £19.916m.
- 2.40 There remains a shortfall of £5.584m to complete the reconfigured Phase 2 and capital budgets are being reviewed with a view to funding the shortfall.
- 2.41 Assuming that £25.5m can be made available for this reconfigured Phase 2 then the spend profile is likely to be as shown in the table below on the basis of a site start in 2015.

Financial year	Spend £m
2013-14	£0.800
2014-15	£4.200
2015-16	£12.000
2016-17	£8.500
Total	£25.500

## **Scottish Government Funding Position**

2.42 The Council has been in discussions with the Scottish Government and COSLA with a view to securing additional funds for completion of the Water of Leith Flood Prevention Scheme should these become available. The Scottish Government has confirmed that, at present, flood prevention schemes that have already attracted government funding or were promoted under the Flood Prevention (Scotland) Act 1961 would not benefit from future Scottish Government funding. Only new flood prevention schemes, promoted under the Flood Risk Management (Scotland) Act 2009, will benefit from funding from the Scottish Government in the future. The Water of Leith Flood Prevention Scheme was promoted under the 1961 Act and has already attracted Scottish Government funding. However, the Scottish Government is in discussions with COSLA as there are a number of flood prevention schemes that were promoted under the 1961 Act that are yet to be completed.

## **Communications Strategy**

- 2.43 It is recognised that the delay in completing the flood scheme and consequential impacts on residents and businesses is a sensitive issue which will need to be carefully managed.
- 2.44 It is proposed to develop a communications strategy to address matters arising from the review of the scope of Phase 2, and the timescale for delivering the outstanding permanent flood defences.
- 2.45 The communications strategy will therefore need to inform residents, businesses and other stakeholders affected by the scheme of the programme impact of the outstanding work to complete the Water of Leith Flood Prevention Scheme. A communications plan is being developed to inform stakeholders on progress and the way forward.

## **Flood Insurance Update**

2.46 There have been concerns from residents and businesses about the difficulty in obtaining insurance in areas at risk of flooding. The current agreement, between the Association of British Insurers (ABI) and the Government on the provision of insurance cover, is due to expire in July 2013. Negotiations are continuing between both parties and the outcome is unknown at present. An update on the position of the Association of British Insurers relating to the provision of insurance is included at Appendix 5.

### 3. Recommendations

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3.1 It is recommended that the Committee:

- 3.1.1 notes that an initial review of the scope of Phase 2 was carried out by the design consultants which reconfigured the proposals at an estimated cost of £25.5m. A budget of £19.916m is available following completion of Phase 1. Capital Budgets are being reviewed to ascertain how the shortfall in funding could be made available;
- 3.1.2 approves formation of a working group, comprising elected members, community councils, major stakeholders and Council officers to explore and investigate fully this reconfigured Phase 2 to ensure that it is fit for purpose;
- 3.1.3 notes that in order to achieve greater cost certainty on Phase 2 it is proposed to carry out an independent review of the design, risk allocation, and contract documentation carried out to date;
- 3.1.4 notes that a report on the project will be submitted to the Governance, Risk and Best Value Committee in summer 2013;
- 3.1.5 approves the necessary grants of servitude for the diversion of the gas main related to Council land ownership associated with Phase 2 of the Water of Leith FPS; and
- 3.1.6 notes the update on the position on the provision of flood insurance.

**Mark Turley**

Director of services for Communities



## Links

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<b>Coalition pledges</b>	P28 – Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city
<b>Council outcomes</b>	CO15 – The public are protected. CO21 – Safe – residents, visitors and businesses feel that Edinburgh is a safe city.
<b>Single Outcome Agreement</b>	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
<b>Appendices</b>	Appendix 1: Phase 2 - Scope of Works; Appendix 2: Diversion of SGN Gas Main – Murrayfield Area; Appendix 3: Future governance structure; Appendix 4: Project Finance; and Appendix 5: Flood Insurance.

## Appendix 1

### Phase 2 - Scope of Works

Phase 2 comprises the construction of flood defences at five locations between Damside and Murrayfield.

The majority of the work is at Murrayfield. The four downstream sites (Damside, Belford Bridge, Edinburgh Sports Club and Coltbridge) are relatively small in scale (circa £2.5m in total).

The works involve construction of flood defences in areas of residential housing, public park and on recreation land owned by the Scottish Rugby Union (SRU).

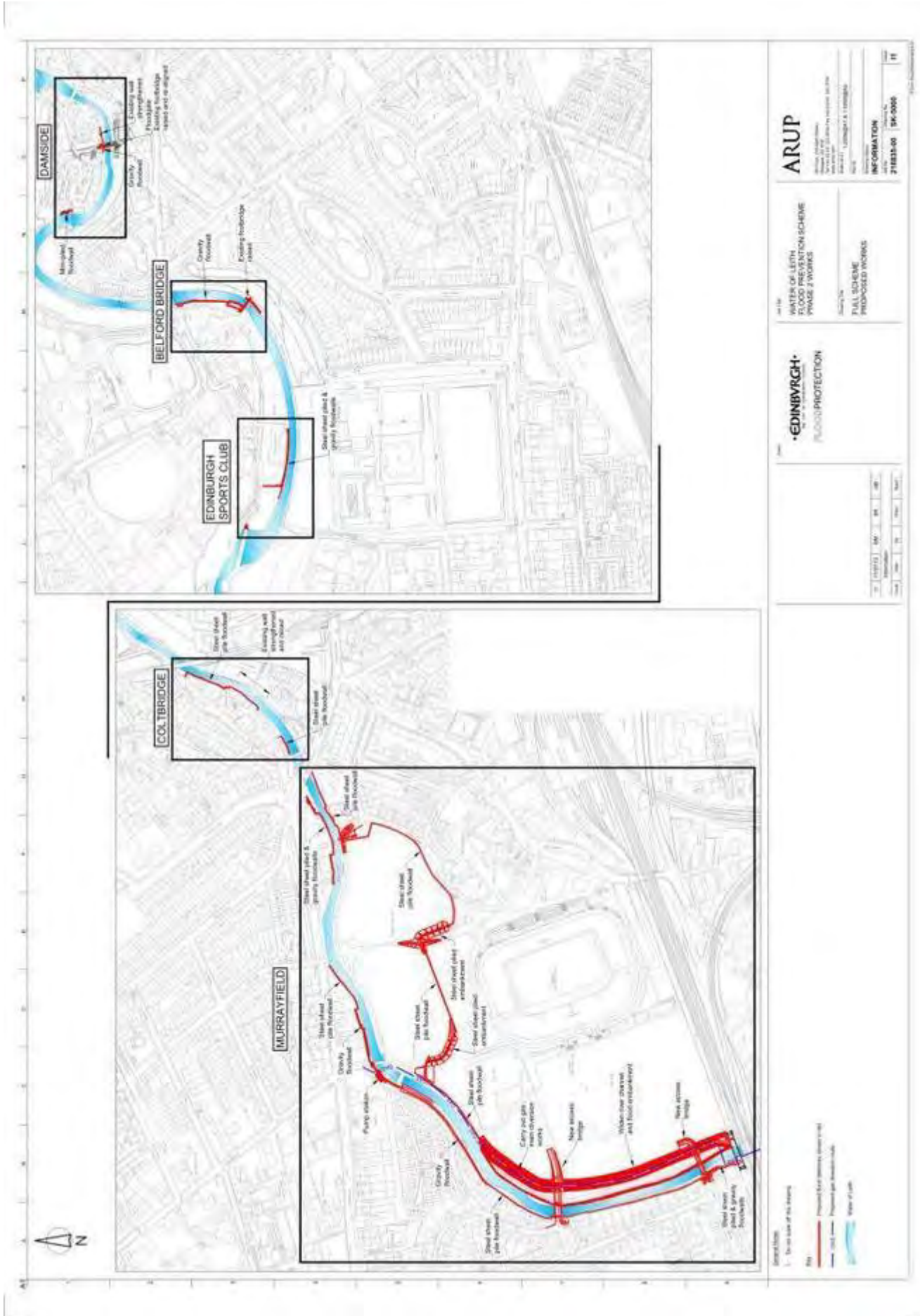
There is a high level of public and stakeholder interface, notably with the SRU, Murrayfield Ice Rink, Network Rail and the Tram project.

The majority of the Phase 2 has been designed by our consultant Arup, however, a limited amount of contractor design including the Stank Burn Pumping station, floodgates, demountable defences, sheet pile sections sizes for installation and a variety of small scale ancillary elements.

It is intended that the contract for the Phase 2 works will be an NEC Option B (as was Phase 1). This is a priced contract with a bill of quantities and defines the work to be carried out by the Contractor and the payment mechanism.

Phase 2 is estimated to protect the following residential and commercial properties along the Water of Leith:-

Location	Residential Properties	Commercial Properties
Damside	6	0
Belford Bridge	5	1
Edinburgh Sports Club	0	1
Coltbridge	25	4
Murrayfield	478	14



## **Appendix 2**

### **Diversion of SGN Gas Main – Murrayfield area**

As a consequence of the need to install sheet piled foundations as part of the new flood defence wall on the left bank at Murrayfield, it is necessary to divert an existing large diameter cast iron gas main.

The risk of damaging the main during the piling work is too high. Delay arising from such damage during construction of the flood defences would be prohibitively expensive. To mitigate this, the decision was taken to divert the main.

There is a slight risk of damage to the new gas main during construction of the Phase 2 works but this will be mitigated by robust protection measures.

Discussions between the designer and Scotland Gas Networks (SGN) have resulted in a proposal to divert the gas main to the right bank along the route of the amended walkway. This route was chosen following an assessment of various diversion options.

The diversion route passes through land owned by City of Edinburgh Council, Scottish Rugby Union and Network Rail. Scotland Gas Networks is currently negotiating servitude agreements for the installation and future maintenance of the diverted gas main.

The diversion of the gas main is to be carried out by SGN as an advance contract allowing the main contractor free access to construct the new defences along the left bank.

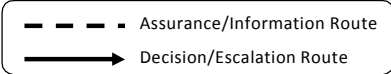
SGN will procure the work through an existing framework contract thus meeting the Council's requirement for competitive tendering.

Work on the gas main will only be confirmed by the Steering Group on confirmation of Phase 2 going ahead.

The estimated cost of this will be £1.94m (including risk). Committee approval is required to authorise transfer of funds to SGN to cover this element of the scheme.

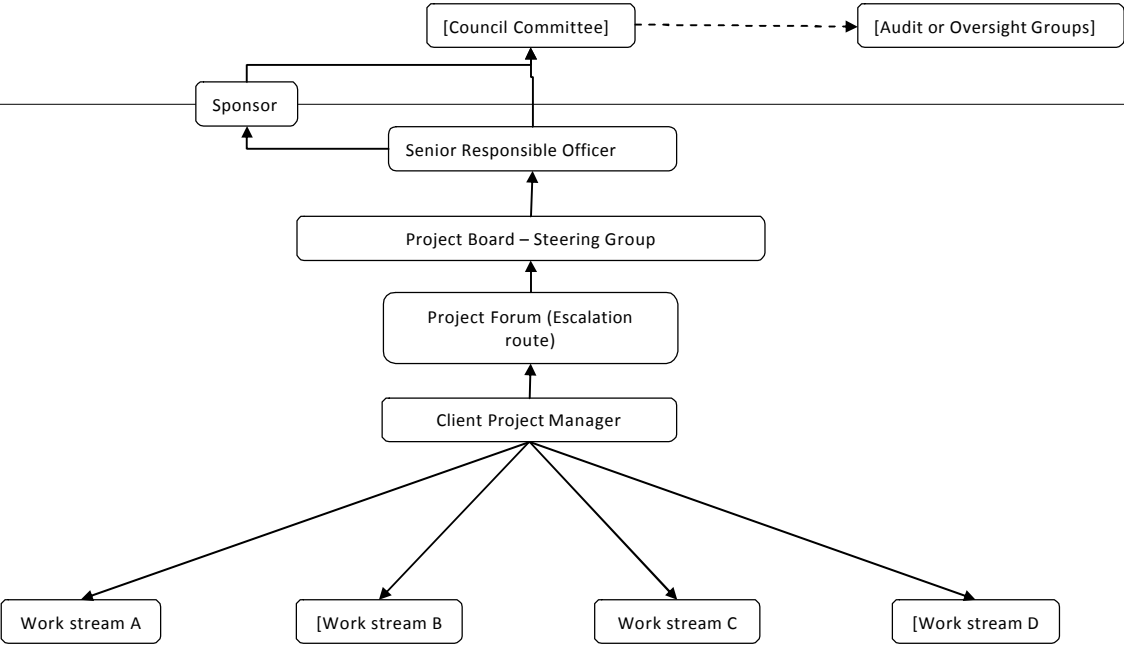
# Appendix 3 - Project Governance

## Governance Structure



Sponsorship/Committee

Programme/Project



## **Appendix 4 Project Finance**

The following summarises the costs of the Water of Leith Flood Prevention Scheme as at February 2013.

### Summary of costs

Budget for Water of Leith FPS	£63.539m
Preparatory Works	£14.438m
Phase 1 (estimated)	£29.132m
Costs incurred on Phase 2	£0.053m
Remaining budget available within the existing Capital Investment Programme 2013-2018	£19.916m

### Summary of cost to complete the remainder of the scheme

Phase 2 – initial reduced scope (estimated)	£25.500m
Contribution from within SfC capital budget (to be confirmed)	£5.584m
Anticipated budget for Phase 2	£25.500m

A summary of the flood schemes budget is shown in table overleaf.

Appendix 4

Revised 23 May 2013

Flood Prevention Schemes - Expenditure

	Earlier Years 2000 to 2012	2012/13	2013/14	2014/15	Future Years	Totals	
		£,000					
Total SE Grant Received *	16,975					16,975	
Capital Investment Programme	49,779	11,992	19,194	6,599	2,000	89,564	
<b>Flood Schemes Budget</b>	<b>66,754</b>	<b>11,992</b>	<b>19,194</b>	<b>6,599</b>	<b>2,000</b>	<b>106,539</b>	
<b>Contribution from within SfC capital budget. To be confirmed.</b>					5,584	5,584	
<b>Braid Burn Flood Prevention Scheme</b>							
Braid Burn FPS Expenditure	42,250	<u>Paid</u> <u>4 Qtr</u>				42,250	
Braid Burn FPS Compensation (estimate)		36	214	300	200	750	
<b>Braid Burn FPS - Total</b>						<b>43,000</b>	
<b>Water of Leith Flood Prevention Scheme</b>							
<b>Budget available for Water of Leith</b>						<b>63,539</b>	
<b>WoLFPS Advance Works</b> (including Reservoirs, building strengthening, feasibility, design of whole scheme including tender process etc.)	14,215	213	10	0	0	14,438	
<b>Preparatory work on Phase 2</b>	53					53	
<b>Water of Leith Phase 1</b>						<b>29,132</b>	
<b>Total Committed Flood Schemes Expenditure</b>	<b>66,754</b>	<b>7,986</b>	<b>2,257</b>	<b>10,039</b>	<b>4,682</b>	<b>86,665</b>	
<b>Remaining budget for future phases</b>						<b>19,916</b>	
Estimated WoLFPS Phase 2 Fees/ Surveys	0	58	37	800	1,000	1,395	3,290
Estimated WoLFPS Phase 2 Works Construction Costs	0				1,200	9,940	11,140
Estimated WoLFPS Phase 2 PU Costs	0				2,000	2,550	4,550
Estimated WoLFPS Phase 2 Risk / Change	0					4,920	4,920
Estimated WoLFPS Phase 2 Condition Surveys	0					100	100
Estimated WoLFPS Phase 2 Anticipated Compensation	0					1,500	1,500
<b>Estimated WoLFPS Phase 2 total</b>	<b>0</b>	<b>58</b>	<b>37</b>	<b>800</b>	<b>4,200</b>	<b>20,405</b>	<b>25,500</b>

Reservoir costs included in advance work

Phase 1 under construction (including Building Strengthening). Phases 2 & 3 - not committed.

\* Government grant no longer ring-fenced, but included in Single Outcome Agreement (SOA) between the Council and the Scottish Government

## Appendix 5 Flood Insurance

The Association of British Insurers (ABI) issued a 'Statement of Principles on the provision of flood insurance' in July 2008

The statement detailed the agreement between the Government and the insurance industry that the conditions should be in place to enable the insurance market to be able to provide flood insurance to the vast majority of households and small businesses after 1 July 2013.

The Statement of Principles included a commitment to continue to offer flood insurance for domestic properties and small businesses as a feature of policies until 30 June 2013 subject to plans being in place to reduce the risk below 'significant' i.e. below a 1.3% or 1-in-75 chance of occurring in any year.

This commitment was to provide policy terms reflecting the risk presented and the premiums charged would reflect this.

The commitment applied to existing properties and not to properties constructed after 1 January 2009.

Properties on the Water of Leith will remain above significant at several locations including the Murrayfield area if the whole scheme is not completed.

Recent reports have indicated that the ABI will not continue to provide flood insurance to properties at 'significant' risk of flooding after 30 June 2013.

In August 2012 the ABI announced that insurers remain committed to trying to find a new replacement solution for the current 'Statement of Principles' agreement that expires in June 2013 that is "better for customers and secures the availability and affordability of flood insurance"

Discussions between the ABI and the Government are ongoing.



# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Pedestrian Facilities, Ferry Road/Granton Road - Motion by Councillor Jackson

Item number	7.6
Report number	
Wards	4 - Forth

### Links

Coalition pledges	None Applicable
Council outcomes	<a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO1</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Pedestrian Facilities, Ferry Road/Granton Road - Motion by Councillor Jackson

### Summary

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At the Transport, Infrastructure and Environment Committee on 18 June 2012, Councillor Jackson raised a motion that the “Committee notes that the traffic signalised junction of Granton Road/Ferry Road has a pedestrian phase north/south but not east/west and calls for a report to establish if the existing signals can be altered to allow an east/west phase to be retrofitted or if a new signal installation is necessary along with associated costs”.

An initial investigation of the traffic signals at the junction was undertaken which concluded that the age of the traffic signal equipment at this location did not allow for an additional pedestrian phase to be added and the whole installation would therefore require to be replaced. A full renewal of the traffic signal infrastructure to include this facility would cost in the order of £185K. However, further investigation has highlighted the opportunity to utilise surplus traffic signal equipment from the tram project which will allow a limited cost refurbishment of the junction for around £70,000.

In road safety terms the location has a low collision record with no pedestrian accidents recorded at the junction. A pedestrian survey found demand for the east/west crossing over Granton Road to be low. Traffic modelling identified that, depending on the usage of the new facility, the signal changes required for this crossing could result in increased delays and congestion to the immediate road network, with a detrimental impact on air quality.

### Recommendations

---

It is recommended that the Transport and Environment Committee:

- 1 notes the content of the Report;
- 2 considers whether to approve a limited cost refurbishment of the junction to provide additional pedestrian facilities; and
- 3 discharges the Motion.

## Measures of success

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Traffic flows for all modes through the junction are maintained at satisfactory levels, particularly with regard to maintaining pedestrian safety.

Crossing facilities are much improved allowing easier pedestrian movement around the junction and immediate area, particularly for vulnerable groups.

## Financial impact

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The capital costs for the limited cost replacement of the signal equipment at this site are estimated at £20,000 for the installation of the used traffic signal equipment, £45,000 for the civil engineering works and £5,000 for design / site supervision.

The traffic signal equipment proposed for this work is currently surplus stock from the tram project and was used for temporary traffic diversions around the City Centre. This equipment, while used, is to current standard and will allow this junction to be refurbished at much reduced cost.

There is provision within the existing traffic signal refurbishment capital budget to carry out these works though this site is not ranked top of the prioritised list.

## Equalities impact

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There will be a positive impact on equalities should the recommendations of this report be accepted.

The new crossing facilities will make the junction and immediate area far more accessible to pedestrians, particularly vulnerable groups such as children, the elderly or visually impaired.

## Sustainability impact

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The traffic signal equipment proposed for this refurbishment is much more energy efficient than the current installation saving between 65% and 70% of the current electricity costs and around two tonnes of CO<sub>2</sub> per year.

Offset against this is the potential detrimental impact to traffic at the junction if the additional crossings are heavily used. Indications from surveys carried out on site currently suggest this should not be the case.

## **Consultation and engagement**

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A meeting was held with Councillor A Jackson on 9 April 2013 to discuss the matters surrounding this report.

Councillor Jackson understands the content of the report and will be able to feed back to his constituents.

Councillors Cardownie, Day and Redpath have also been advised of the content of the report.

## **Background reading/external references**

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### [Transport 2030 Vision](#)

Appendices attached:

- Appendix A: Proposed Junction Layout.

## **Pedestrian Facilities, Ferry Road/Granton Road - Motion by Councillor Jackson**

### **1. Background**

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- 1.1 Granton Road/Ferry Road is a “T” junction, incorporating a pedestrian island on the Granton Road approach, which separates the eastbound and westbound traffic movements. Controlled pedestrian crossings are provided from the north-east corner of Granton Road and Ferry Road to the island and then from the island across Ferry Road to the south footway. An uncontrolled crossing is provided from the northwest corner of Granton Road and Ferry Road to the pedestrian island. There are no direct crossings over Granton Road or the eastbound and westbound sides of Ferry Road; all movements must go via the island.
- 1.2 The existing arrangement, without a full pedestrian provision, originates from a time when it was general policy to design for traffic demand and minimise delays. Prior to and just after its construction, pedestrian usage surveys indicated that the level of pedestrian demand for this east/west movement was insufficient to justify the inclusion of a controlled crossing from the northwest corner of Granton Road and Ferry Road to the pedestrian island therefore an uncontrolled crossing was provided.

### **2. Main report**

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- 2.1 An initial investigation was undertaken to determine the technical requirements of adding an additional pedestrian crossing to the existing traffic signal controlled junction at Granton Road/Ferry Road and assess the impact of this alteration on the immediate road network.
- 2.1 The traffic signal equipment at this junction was last updated in 1995 and has had no significant upgrade since that date. This equipment is now obsolete with replacement and upgrade parts being in limited supply or unavailable.
- 2.2 2.2 Based on the age and condition of the site, and its accident history this installation is ranked 59 out of 76 installations with partial pedestrian facilities identified for improvement across the city.

- 2.3 Local amenities that may attract pedestrians using the junction include; Inverleith Parish Church (adjacent) and Wardie Primary School (0.5Km). There are also three pre-school nurseries within a 0.5Km radius of the junction.
- 2.4 A review of the accident data for the area indicates that there have been three accidents at this site in the last five years; one of these involved a pedestrian however this was remote from the crossing and alcohol was a contributory factor.
- 2.5 The current traffic signal sequence combines the appearance of the pedestrian crossings with certain traffic movements which do not bring pedestrians and vehicles into conflict eg traffic can exit Granton Road while pedestrians cross from the triangular traffic island and the South footway at the church. This minimises delay by not halting all the traffic at the same time.
- 2.6 In order to accommodate the additional controlled crossing over Granton Road, a new pedestrian-only stage would need to be added to the traffic signal sequence. This also requires the provision of pedestrian beepers and tactile rotating cones to alert visually impaired and/or hearing impaired users to the appearance of the green man. Additional street furniture is required in the form of poles, lanterns and push button boxes for the new crossing point.
- 2.7 Physical changes would also be required to the layout of the junction. The pedestrian island requires enlargement to accommodate the additional poles needed for the new controlled crossing and allow pedestrians more room. New dropped kerbs and texture paving would require to be installed at all crossing points, to ensure a consistent approach and that the site is compliant with current pedestrian and disability access standards.
- 2.8 It was estimated, depending on the condition of the existing infrastructure that the costs of providing these all-new facilities in the traditional way could be up to £185,000: a significant sum not currently identified within departmental budgets.

Traffic signal equipment including extra crossings and facilities for the visually impaired	£35,000
Extension/renewal of underground cable ducts and repair of road surface	£40,000
Reconstruction of island, installation of new pedestrian crossing points and tactile paving	£70,000
Street lighting and road markings	£10,000
Design and contingencies	£30,000

- 2.9 Other options for the improvement of pedestrian facilities in the area were considered including a stand-alone Puffin pedestrian crossing and a Zebra crossing. Both these facilities would have required to be sited a minimum of 50 metres from the junction taking them too far off the pedestrian desire line and affecting the bus stop, parking and property frontages.
- 2.10 Such facilities were estimated to cost between £25,000 and £70,000 depending on whether a Zebra or Puffin Crossing was selected. Zebra crossings, while cheaper than Puffin facilities, do not offer the same benefits to vulnerable pedestrians.
- 2.11 Given the limitations of these alternative facilities it was considered, despite the significant cost, that the upgrading of the traffic signal junction would be the only effective method of providing a pedestrian facility across Granton Road.
- 2.12 With this in mind, following a review of surplus traffic signal equipment used for the tram construction, an opportunity has arisen to implement a limited cost refurbishment scheme at the junction. This will utilise traffic signal equipment previously installed for the tram scheme traffic diversions and minimise on street works to only those essential to provide the additional pedestrian facilities. There would be no wholesale renewal of footways or carriageway as part of this option.
- 2.13 The traffic signal equipment proposed for this option is only two or three years old, conforms to the latest technical standards and uses much less energy than the current equipment. Adopting this approach should allow these facilities to be delivered for around £70K. It should be recognised however that, depending on how often the new facility is used, this facility could have an impact on traffic and residents in the area.
- 2.14 Unlike the current pedestrian facilities at the junction, use of the additional crossing will require all traffic to stop when the green man is in operation. Traffic modelling indicates that frequent use of the new facility would increase traffic delays particularly during peak periods. However, pedestrian surveys carried out on site do not indicate a high level of demand for the facility and consequently these impacts should be limited.
- 2.15 While not indicated by the pedestrian survey data, if this new crossing facility was to be heavily used it could have a negative impact on the air quality in the immediate vicinity of the junction and result in a localised increase in pollutants and CO<sub>2</sub> emissions.
- 2.16 A portion of this increase will be offset by the use of more energy efficient traffic signal equipment which will save 65% to 70% of the current electricity costs for the site together with a reduction on CO<sub>2</sub> of around two tonnes per year.

2.17 Nonetheless, the upgrading of the traffic signal equipment at this location, as well as the introduction of an additional controlled crossing route, is considered to provide sufficient benefits to pedestrians to override these concerns.

### **3. Recommendations**

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3.1 It is recommended that the Transport and Environment Committee:

3.1.1 notes the content of the Report;

3.1.2 considers whether to approve a limited cost refurbishment of the junction to provide additional pedestrian facilities; and

3.1.3 discharges the Motion.

**Mark Turley**

Director of Services for Communities



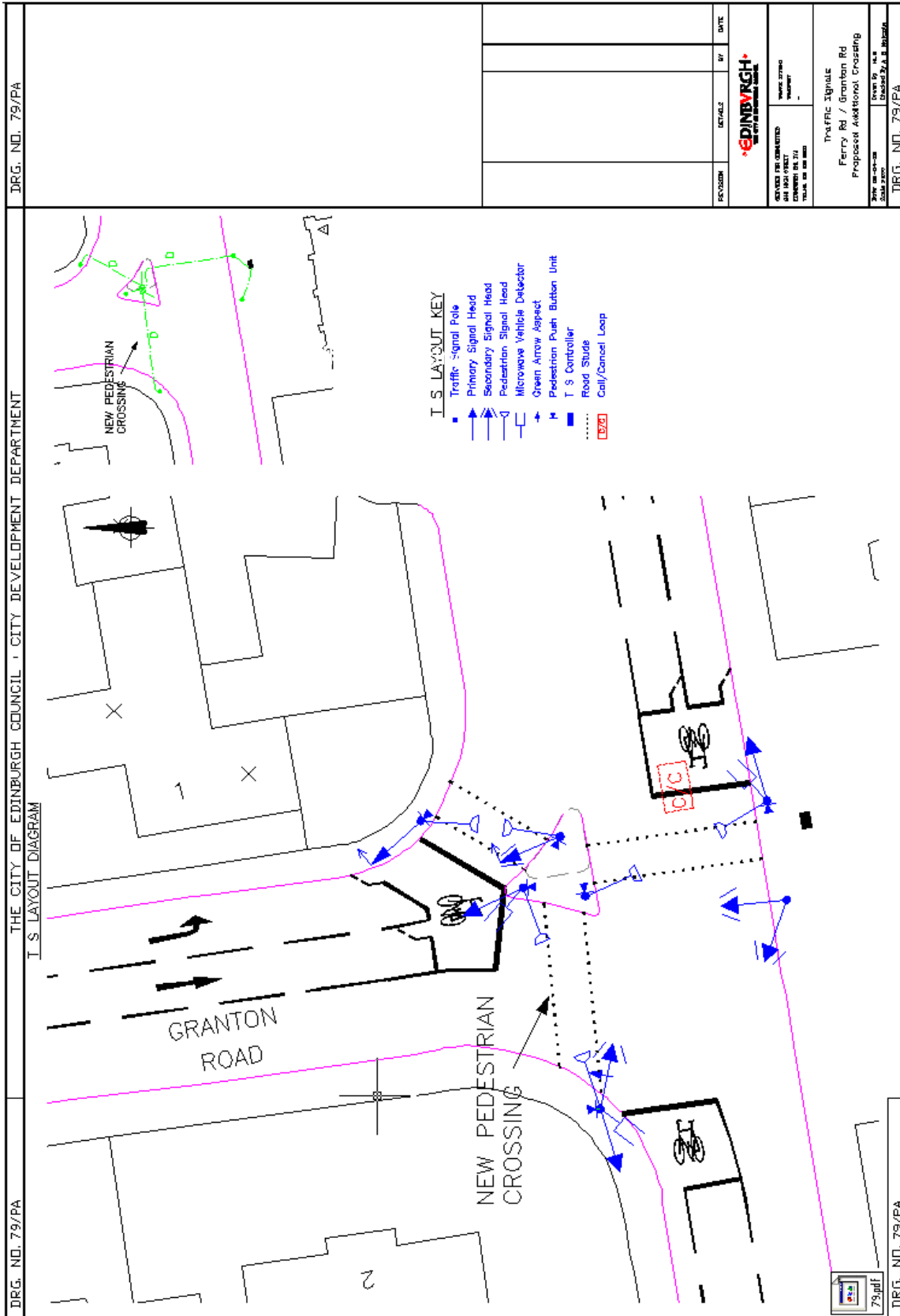
## Links

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<b>Coalition pledges</b>	None Applicable
<b>Council outcomes</b>	CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	SO1 – Edinburgh’s Economy Delivers increased investment, jobs and opportunities for all
<b>Appendices</b>	Appendix A – Proposed Junction Layout

# Appendix A

## Proposed Junction Layout



# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Controlled Parking Zone - Amendments to Residents' Permits Eligibility

Item number	7.7
Report number	
Wards	5 – Inverleith 6 – Corstorphine/Murrayfield 7 – Sighthill/Gorgie 9 – Fountainbridge/Craiglockhart 10 – Meadows/Morningside 11 – City Centre 12 – Leith Walk 15 – Southside/Newington

### Links

Coalition pledges	<a href="#">P8</a> , <a href="#">P17</a> , and <a href="#">P50</a>
Council outcomes	<a href="#">CO19</a> , <a href="#">CO22</a> , <a href="#">CO24</a> , <a href="#">CO25</a> , <a href="#">CO26</a>
Single Outcome Agreement	<a href="#">All</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Controlled Parking Zone - Amendments to Residents' Permits Eligibility

### Summary

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This report seeks approval to amend the policy relating to the types of property that are eligible for residents' permits following development or redevelopment. Residents of most conversions to flats in the city centre would become entitled to one permit per dwelling; residents of purpose built student accommodation would continue not to be entitled to permits.

The purpose of the change is to achieve an appropriate balance between encouraging new housing in the city centre and minimising the increase in parking pressure imposed by new developments. The change is proposed following a representation from a developer.

### Recommendations

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It is recommended that Committee approves amendment of the policy relating to the eligibility criteria for residents permits for new developments to the position set out in Appendix 1.

### Measures of success

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The intended outcomes are removal of a barrier to re-development of city centre properties to residential use and clarification of the position in relation to the entitlement to permits of students living in purpose built student accommodation.

### Financial impact

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The effects of the changes outlined in this report on residents permit eligibility are likely to only marginally affect income. The effect has not been costed due to the difficulty in estimating the number of properties likely to be affected and the marginal effect anticipated.

The costs of staff time and advertising costs to progress the necessary amendments to traffic orders will be contained within existing budgets. The advertising costs for any amendments to orders in relation to individual new developments will be included in the costs to be met by that development.

## Equalities impact

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Exemptions from restrictions on permit availability will apply to disabled people. No other adverse impacts are anticipated in relation to equalities and rights legislation.

## Sustainability impact

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The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account.

The proposals in this report are, on balance, expected to reduce carbon emissions, increase the city's resilience to climate change impacts and help achieve a sustainable Edinburgh as they will encourage city centre living, which tends to be less car-dependant.

## Consultation and engagement

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Councillors for Wards affected by the proposals in this report have been consulted on them. Councillors Burgess, Corbett and Bagshaw expressed concerns about the proposals on the grounds that they are likely to increase the pressure on permit spaces, that they may encourage greater car use by city centre residents and that they undermine efforts to encourage more active travel .

The change will be taken through the statutory process for Traffic Regulation Orders. No additional consultation is proposed.

## Background reading/external references

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Appendix 1 Categories of property and eligibility for permits (change in italics).

Report to Transport, Infrastructure and Environment Committee: February 2010.  
"Controlled Parking Zone - Amendments to Residents' Permits Eligibility."

## Controlled Parking Zone - Amendments to Residents' Permits Eligibility

### 1. Background

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- 1.1 In February 2010 the Transport, Infrastructure and Environment Committee approved modifications to residents' permit eligibility relating to new development. These changes were introduced to reduce the parking pressure imposed on existing residents by new development.
- 1.2 In summary, the situation following these changes is as follows:
  - a) new residential properties in the central and peripheral Controlled Parking Zone (CPZ), Zones 1 to 8, are not eligible for residents' parking permits. This includes properties in the Quatermile and Fountain North developments;
  - b) new residential properties in the extended Controlled Parking Zone, are eligible for one residents' permit per property only;
  - c) newly sub-divided residential properties in the Controlled Parking Zone are eligible for one residents' permit for the original property only; and
  - d) for all other properties in the CPZ, residents are eligible for up to two permits per household.
- 1.3 Exceptions are as follows:
  - a) where a former residential property is being converted back to residential use from some other use class. In this case the number of permits is limited to the original number of properties;
  - b) disabled drivers – exemption assessed individually; and
  - c) where a developer is providing on-street parking or improving the layout of existing on-street spaces. Such developments are eligible for one permit for each new space being created. The developer is required to nominate the specific properties to be eligible for a permit.

## 2. Main report

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- 2.1 Parking for new residential development in the city centre raises complex issues and there are competing pressures. Underlying these is a desire, for a variety of policy reasons, to support city centre living. With this in mind, on the one hand there is clearly a case for facilitating city centre housing redevelopment, by allowing exactly the same rights to residents permits for residents of new/newly converted properties as for those living in older established dwellings. On the other hand, existing residents already face significant parking difficulties. So there is a good policy case for adopting measures which try to avoid increasing these problems, such as those approved in the February 2010 report.
- 2.2 A representation has been received from a developer that the operation of the February 2010 policy poses significant issues for the redevelopment of some city centre property types. The particular concern raised was around the redevelopment of listed properties.
- 2.3 Such redevelopments can often involve the re-conversion to residential use of offices originally built as two dwellings, a large terraced house over a basement flat. It is very often impractical to incorporate any new off-street car parking in this type of redevelopment, and even physically practical options (for example the conversion of rear gardens to parking) are usually undesirable for other policy reasons. Under the terms of the current policy only two permits would be available for typically four or more flats, leaving two or more households without permits. In situations where purpose built offices are being converted to housing no permits would be issued.
- 2.4 The current policy has the effect of creating an incentive for developers to provide off street car parking and/or discouraging car ownership by residents of new city centre property. Both these outcomes are desirable. However it is acknowledged that the policy may present a barrier to certain types of development, for example conversion to flats aimed at the higher end of the residential market. This may have knock-on effects on the ability of the market to support otherwise desirable conversions of large dwellings or offices to flats.

- 2.5 The 2010 eligibility revisions did not deal clearly with the issue of new student housing. The revisions set out below clarify the position. Residents of new student housing would not be entitled to residents' parking permits - this is in line with the approach currently taken for student residents of halls of residence. This would apply to all purpose-built student housing, including existing housing, but not to general housing that happens to be rented by students.
- 2.6 With the above in mind it is proposed to change the eligibility criteria to those set out in Appendix 1.
- 2.7 In summary, the effect of the proposed changes would be to:
- a) increase the permit allowance to one per household for developments in the central and peripheral Controlled Parking Zone (CPZ), in the following cases:
    - i) New development on a gap site, making provision of off street parking impractical, or undesirable for other policy reasons;
    - ii) Sub-division of residential properties, or conversion from other uses utilising buildings that either:
      - have the character of dwellings and/or
      - are listed buildings.
  - b) confirm the non-entitlement to residents parking permits for students living in purpose-built accommodation.
- 2.8 In order to ameliorate any impacts of this change on existing residents, it is proposed, where appropriate, to seek a contribution from developers to the conversion of residents' only and pay and display parking in the vicinity of relevant developments to shared use parking. In general this is likely to increase the availability of parking spaces for permit holders during the operating hours of the Controlled parking Zone.

### 3. Recommendations

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- 3.1 It is recommended that Committee approves amendment of the policy relating to the eligibility criteria for residents permits for new developments to the position set out in Appendix 1.

**Mark Turley**

Director of Services for Communities



## Links

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<b>Coalition pledges</b>	<p>P8 - Make sure the city's people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites</p> <p>P17- Continue efforts to develop the city's gap sites and encourage regeneration</p> <p>P50 – Meet greenhouse gas targets, including the national target of a 42 per cent reduction by 2020,</p>
<b>Council outcomes</b>	<p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm;</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible;</p> <p>CO24 – The Council communicates effectively internally and externally and has an excellent reputation for customer care;</p> <p>CO25 – the Council has efficient and effective services that deliver on objectives;</p> <p>CO26 –The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
<b>Single Outcome Agreement</b>	<p>All - An effective, accessible, transport network underpins all four priorities in the current Single Outcome Agreement.</p>
<b>Appendices</b>	<p>Appendix 1 - Categories of property and eligibility for permits (changes in italics)</p>

**Appendix 1: Categories of property: Existing and proposed eligibility for permits (changes in italics)**

	Property category	Permits per household		Exceptions <sup>1</sup> – <i>italicised where the exception is newly proposed in this report. See note 1 for general exceptions</i>
		Existing	Proposed	
<b>Residential properties in the central and peripheral Controlled Parking Zone (CPZ)</b> Zones 1 to 8 - intended for general use.				
<b>A</b>	<b>New build</b>	None	None	<i>Properties being constructed on a narrow<sup>2</sup> 'gap' site which makes provision of on-site parking either impractical or undesirable. In this case Residents would be entitled to 1 permit per household.</i>
<b>B</b>	<b>Newly sub-divided or converted,</b> utilising buildings that either: a. were originally dwellings <b>or</b> , b. have the character of dwellings <sup>3</sup> <b>and/or</b> c. are listed buildings	One per original property	<i>One</i>	<i>Properties where there is scope to provide sufficient off –street car parking to provide 1 space per dwelling without compromising other Planning policies. No entitlement in these cases.</i>
<b>C</b>	<b>Newly sub-divided or converted,</b> utilising buildings that do not fall into any of the categories set out in B above.	None	None	<i>Properties on a narrow<sup>2</sup> 'gap' site which makes provision of on-site parking either impractical or undesirable. As A above.</i>
<b>Residential properties in the extended CPZ</b> - intended for general use.				
<b>D</b>	<b>New build</b>	One	One	None
<b>E</b>	<b>Sub divided, or converted</b>	One per original property	<i>One</i>	None
<b>New build and converted student housing<sup>4</sup></b> in the central, peripheral and extended Controlled Parking Zone (CPZ)				
<b>F</b>	All <i>student housing<sup>4</sup></i>	None	None	None

See overleaf for notes to this table

## Notes.

- 1 General exceptions
  - a) Disabled drivers or live-in carers of a disabled person exempt from restrictions. Other carers of disabled people dealt with on a case by case basis
  - b) Where a developer is providing on-street parking or improving the layout of existing on-street spaces. Such developments will be dealt with on a case by case basis.
- 2 'Narrow' will be defined on a site by site basis. In these cases the usual position will be to allow one permit per household.
- 3 For example buildings that may have been built all or part as offices or shops that are in buildings similar in character to primarily residential properties on the same street.
- 4 Student housing was not discussed separately in the February 2010 proposals. Permits are not currently issued for this type of housing.

# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Bus Lane Camera Enforcement Expansion and Bus Lane Network Review

Item number	7.8
Report number	
Wards	Citywide

### Links

Coalition pledges	<a href="#">P19</a>
Council outcomes	<a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO4</a>

### Mark Turley

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# Executive summary

## Bus Lane Camera Enforcement Expansion and Bus Lane Network Review

### Summary

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#### Bus Lane Camera Enforcement Expansion

To establish a widespread culture of bus lane compliance throughout the city it is proposed to expand the bus lane camera enforcement system to cover all main public transport corridors.

The proposed expansion would consist of deploying up to one 'live' camera in each direction on each public transport corridor and entail moving cameras between a number of poles erected at suitable sites along the corridor.

The first additional corridor should become operational by Autumn 2014.

#### Bus Lane Network Review

A review of the bus lane network is currently underway. The scope is:-

- reviewing the existing bus lane operational hours;
- reviewing the existing list of permitted vehicle classes that are allowed to use the bus lanes;
- identifying inefficient bus lanes for adjustment or removal; and
- investigating the feasibility of new flashing bus lane signs.

The review will be completed by late Summer 2013 and any recommended changes to bus lane hours or permitted vehicle classes will be reported to a future Committee.

Inefficient bus lanes in the context of this report are bus lanes where one of the two following conditions exists:-

- locations where buses and taxis get marginal or no advantage and which also cause localised congestion (solution – remove bus lane); and

- locations where there are heavy right turning traffic flows at signalised junctions and which also suffer from regular congestion (solution - curtail bus lanes further back from the junctions so as to improve traffic flows while still maintaining bus priority).

A first tranche of bus lane adjustments/removals, promoted under Delegated Powers, will be completed by the end of this year. Future identification of inefficient bus lanes will be done on an ongoing basis.

Consultation with SPOKES is ongoing with regards to the first tranche of the proposals to ensure that the needs of cyclists are taken into account.

The Council is also investigating the feasibility of deploying flashing bus lane signs to make it easier for drivers to identify the periods when a bus lane is operational. Approval for a non standard sign of this type would be required from the Scottish Government.

It is estimated that it would take approximately six months from the time of the Council's submission to the Scottish Government for them to consider the request for a new sign. If approved, the new sign will initially be deployed at bus lane camera sites.

## Recommendations

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It is recommended that the Committee:-

- 1 approves the strategy for expanding the bus lane camera enforcement system;
- 2 notes that the bus lane network review will be completed by late Summer 2013 and that any recommended changes to bus lane hours or permitted vehicle classes will be reported to a future Committee; and
- 3 notes that a bus lane network review is ongoing and that a first tranche of bus lane adjustments/removals will be completed by the end of this year.

## Measures of success

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Expansion of the bus lane camera enforcement system will enhance the effective operation of bus lanes and assist in maintaining a high quality and reliable public transport system.

Adjustment/removal of inefficient bus lanes will improve traffic flow, reducing congestion and carbon emissions, and will therefore make a contribution to better air quality in the city.

## Financial impact

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The proposed expansion of the current bus lane camera enforcement system would be self funding and the rate of expansion would be dependent on funds being made available from future bus lane camera enforcement surpluses.

## Equalities impact

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Reliable bus services will improve amenity and accessibility for many disadvantaged groups, including the elderly and infirm and will improve access to employment, education and recreational facilities.

## Sustainability impact

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

Relevant Council sustainable development policies have been taken into account.

The proposals in this report will:-

- reduce carbon emissions because the adjustment/removal of inefficient bus lanes will improve traffic flow, reducing congestion and carbon emissions thus making a contribution to better air quality in the city; and
- help achieve a sustainable Edinburgh because an improved transport system based on sustainable alternatives to the car is a high priority for Edinburgh, to tackle congestion and enable everyone to have the best possible access to jobs and essential services.

## Consultation and engagement

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Various parties including:-

- Edinburgh Bus Service Development & Operations Group (EBSDOG);
- the Transport Forum;
- Police Scotland;
- SPOKES; and
- taxi operators

will be consulted regarding the proposed bus lane camera enforcement expansion and the various issues relating to the bus lane network review.

As part of the statutory Traffic Regulation Order process the bus lane adjustments/removals will be formally advertised to allow any interested party to comment or object to the proposals. Relevant Neighbourhood Partnerships will also be consulted on these proposals.

## Background reading/external references

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Transport, Infrastructure and Environment Committee (13 September 2012) - Bus Lane Camera Enforcement Review

[http://www.edinburgh.gov.uk/download/meetings/id/36452/item\\_no\\_6\\_5-bus\\_lane\\_camera\\_enforcement\\_review](http://www.edinburgh.gov.uk/download/meetings/id/36452/item_no_6_5-bus_lane_camera_enforcement_review)



## Bus Lane Camera Enforcement Expansion and Bus Lane Network Review

### 1. Background

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- 1.1 The Transport, Infrastructure and Environment Committee (see first background paper) noted on 13 September 2012 that a bus lane network review would be undertaken and the findings would be the subject of a future report. This report updates the Committee on progress with the bus lane network review and provides a timetable for its completion.
- 1.2 At the same time it was noted that Committee should also be informed of any proposals to expand the existing bus lane camera enforcement system. This report proposes a strategy for its future expansion.

### 2. Main report

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- 2.1 The Council has invested heavily in a network of bus lanes, around 65 kilometres in length, and these form an important element in delivering a high quality and reliable public transport system.
- 2.2 Proper enforcement is critical to the functioning and credibility of bus lanes, and experience in Edinburgh over the last year has shown that where cameras have been deployed there has been a significant reduction in the level of bus lane infringements (annual reduction of just under 90%).

#### Bus Lane Camera Enforcement

- 2.3 Bus lane camera enforcement has been operating in Edinburgh since 23 April 2012 and at present there are five cameras moved between six operational sites. Following the completion of the bus lane camera review in July 2012 two additional cameras, one at the Edinburgh Royal Infirmary public transport link road and one at Kirkliston (a bus gate which is located in a newly built housing estate), will become operational in June 2013. These two cameras are fixed and will not move to other sites. The outbound Willowbrae Road site at Duddingston crossroads is expected to become operational in Autumn 2013 once the Traffic Regulation Order (TRO) process to shorten the bus lane is complete (see background paper for details).

## Strategy for Expanding Bus Lane Camera Enforcement

- 2.4 To establish a widespread culture of bus lane compliance throughout the city's bus lane network it is proposed to expand the system to cover all main public transport corridors:-
- A1 London Road/Willowbrae Corridor;
  - A7 Bridges – Old Dalkeith Road Corridor (Sheriffhall Park & Ride);
  - A701 Liberton Road – Straiton Park & Ride Corridor;
  - A702 Lothian Road - Comiston Road Corridor;
  - A71 Gorgie Road – Hermiston Park & Ride Corridor;
  - A70 Slateford Road Corridor;
  - Gyle - Stevenson Drive – West Approach Road Corridor;
  - A8 Glasgow Road Corridor (Airport/Ingliston Park & Ride);
  - A90 Queensferry Road Corridor; and
  - A900 Leith Walk/A901 Great Junction Street Corridor.
- 2.5 The proposed expansion would consist of deploying up to one 'live' camera in each direction on each public transport corridor and entail moving cameras between a number of poles erected at suitable sites along the corridor. This will ensure that drivers do not receive more than one fine from driving in one direction along a corridor. To maximise the deterrent it is proposed that 'dummy' cameras are also deployed along the corridors.
- 2.6 There will be discussions with Edinburgh Bus Service Development & Operations Group (EBSDOG) regarding identifying the first corridor. Site surveys for the first new corridor will be undertaken in Autumn 2013 and ongoing surveys for the other corridors will commence on an ongoing basis from Spring 2014. Bus lane surveys will be undertaken in Leith Walk in Autumn 2014 after the completion of the Leith Programme. The first additional corridor should become operational by Autumn 2014.
- 2.7 The cost of expansion would be self funding and the rate of expansion would be dependent on funds being made available from future bus lane camera enforcement surpluses.

## **Bus Lane Network Review**

2.8 A review of the bus lane network is currently underway. The scope is:-

- reviewing the existing bus lane operational hours;
- reviewing the existing list of permitted vehicle classes that are allowed to use the bus lanes;
- identifying inefficient bus lanes for adjustment or removal; and
- investigating the feasibility of new flashing bus lane signs.

### **Bus lane operational hours**

2.9 In Edinburgh there are three operational bus lane categories:-

- peak periods - 7:30am-9:30am and 4:00pm-6:30pm on Mondays to Fridays;
- all day - 7:30am-6:30pm on Mondays to Fridays and 8:30am-6:30pm on Saturdays; and
- 24 hours, seven days per week.

The vast majority of the city's bus lanes are peak periods or all day bus lanes.

2.10 The review will focus on the hours of operation of all day bus lanes and consider whether these should be maintained at these hours or amended to operate during peak periods only. The 24 hour category will be retained as these are usually deployed at specific discrete locations, for example bus gates, Park and Ride sites and contra flow bus lanes.

### **Permitted vehicle classes**

2.11 The issue of extending access to bus lanes to other vehicle types has been the subject of several previous reports to Committee. As part of the bus lane network review this issue will be considered again.

### **Inefficient bus lanes**

2.12 Adjustment/removal of inefficient bus lanes will improve traffic flow by reducing congestion. Inefficient bus lanes in the context of this report are bus lanes where one of the two following conditions exists:-

- locations where buses and taxis get marginal or no advantage and which also cause localised congestion (solution – remove bus lane); and

- locations where there are heavy right turning traffic flows at signalised junctions and which also suffer from regular congestion (solution - curtail bus lanes further back from the junctions so as to improve traffic flows while still maintaining bus priority).

- 2.13 A first tranche of bus lane adjustments/removals will be completed by the end of this year. The TRO procedures necessary to make the proposed changes have been initiated under Delegated Powers. Depending on the TRO process and the number of objections received it is expected that the first tranche will be completed by the end of this year. Any objections received to the proposals will be reported to a future committee.
- 2.14 Consultation with SPOKES is ongoing with regards to the first tranche of the proposals to ensure that the needs of cyclists are taken into account.
- 2.15 Future locations will be identified on an ongoing basis. Implementation of adjustments/removals will be dependent on funds being made available from future bus lane camera enforcement surpluses.

### **Flashing bus lane signs**

- 2.16 One issue that was identified as part of the recent review of bus lane camera enforcement was that some members of the public were not aware of when bus lanes were operating. The Council is therefore investigating the feasibility of deploying flashing bus lane signs to make it easier for drivers to identify the periods when a bus lane is operational.
- 2.17 The proposed new type of bus lane sign would consist of an existing blue bus lane sign with a flashing white 'collar', similar in nature to the part time 20mph zone sign currently operating throughout Edinburgh. The sign would only flash when the bus lane was operating. The Council's Streetscape Delivery Group will be consulted regarding any proposed new sign location.
- 2.18 Approval for a non standard sign of this type would be required from the Scottish Government. It is estimated that it would take approximately six months from the time of the Council's submission to the Scottish Government for them to consider the request for a new sign. If approved, the new sign will initially be deployed at bus lane camera sites.
- 2.19 It is anticipated that costs associated with the manufacture and deployment of the new signs will be funded from future bus lane camera enforcement surpluses.

2.20 Various parties including:-

- EBSDOG;
- the Transport Forum;
- Police Scotland;
- SPOKES; and
- taxi operators

will be consulted regarding the bus lane camera enforcement expansion and the various issues relating to the bus lane network review.

2.21 As part of the statutory TRO process the bus lane adjustments/removals will be formally advertised to allow any interested party to comment or object to the proposals. Relevant Neighbourhood Partnerships will also be consulted on these proposals.

### 3. Recommendations

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3.1 It is recommended that the Committee:-

- 3.1.1 approves the strategy for expanding the bus lane camera enforcement system;
- 3.1.2 notes that the bus lane network review will be completed by late Summer 2013 and that any recommended changes to bus lane hours or permitted vehicle classes will be reported to a future Committee; and
- 3.1.3 notes that a bus lane network review is ongoing and that a first tranche of bus lane adjustments/removals will be completed by the end of this year.

**Mark Turley**

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.
<b>Council outcomes</b>	CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
<b>Appendices</b>	None

# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Pedestrian Crossing Prioritisation 2013/14

Item number	7.9
Report number	
Wards	All

### Links

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Coalition pledges	
Council outcomes	<a href="#">CO21</a>
Single Outcome Agreement	<a href="#">SO4</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Pedestrian Crossing Prioritisation 2013/14

### Summary

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This report provides an update on the new pedestrian crossing priority list. Following consultation on the highest ranked locations, a construction programme has been prepared for Committee approval. A summary of this consultation exercise is also provided for the Committee's review. Further to Committee's request, the scoring system for crossing requests has also been reviewed and additional weighting factors considered for rural locations.

### Recommendations

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It is recommended that the Committee:

- 1 approves the updated pedestrian crossing priority list as per Appendix 1;
- 2 notes the locations removed from the priority list in Appendix 2 and those constructed in 2012/13 in Appendix 3;
- 3 notes the stakeholder consultation carried out for schemes detailed in Appendix 4;
- 4 approves the construction list for locations detailed in Appendix 5;
- 5 approves an amendment to the current pedestrian crossing priority list scoring system which will add weighting to rural locations; and
- 6 set aside the objections at Peffermill Road and proceed with the scheme, as advertised, to improve public safety and promote active travel.

### Measures of success

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Pedestrian crossing facilities are provided at locations across the city which have been assessed to have the greatest demand and difficulty. Local consultation ensures the facilities provided meet the requirements of the local community and stakeholders.



## Financial impact

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Funding of £250,000 will be made available from the 2013/14 capital road safety budget of £825,000 to introduce crossing facilities at locations from the priority lists, which are suitable on road safety grounds.

The sum of £250, 000 produces a construction list that is deliverable in a financial year given the available resources and substantially reduces the number of schemes on the construction programme. This ensures delivery of the facilities on the ground in a reasonable period from the time a request is made.

Appendix 5 details estimated costs and in which financial year these facilities will be constructed.

## Equalities impact

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The new pedestrian crossing priority list will take 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 consultation and design process.

## Sustainability impact

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Potential for positive impact on the environment by providing improved pedestrian facilities. This should encourage walking, reduce vehicle use and lower carbon emissions.

## Consultation and engagement

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Consultation was carried out in August 2012 and April 2013 on all locations listed in Appendix 4. This included the following stakeholders:

- Residents and businesses which front on to the location;
- Neighbourhood Partnerships;
- Community Councils;

- Local elected members;
- Council Roads Network Managers;
- Bus operators; and
- Emergency services.

Feedback received from this consultation is listed in Appendix 4.

## **Background reading/external references**

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- Appendix 1 – New Pedestrian Crossing Priority List
- Appendix 2 – List of locations which failed to meet priority list criteria
- Appendix 3 – List of Constructed Sites in 2012/13
- Appendix 4- Feedback from Consultation
- Appendix 5– Construction List
- Appendix 6 – Pedestrian Crossing Scoring Flow Diagram
- Background Paper - Report to the Transport, Infrastructure and Environment Committee 28 July 2009 titled “Pedestrian Crossing Prioritisation Process”  
[http://www.edinburgh.gov.uk/download/meetings/id/8638/pedestrian\\_crossing\\_prioritisation\\_process](http://www.edinburgh.gov.uk/download/meetings/id/8638/pedestrian_crossing_prioritisation_process)

## Pedestrian Crossing Prioritisation 2013/14

### 1. Background

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- 1.1 In accordance with the decision made by the Transport, Infrastructure and Environment Committee on 28 July 2009, on the report titled “Pedestrian Crossing Prioritisation Process”, this report provides an annual update on the new priority list for pedestrian crossings.
- 1.2 Consultation was carried out in April 2013 on the highest ranked locations within the priority list for proposed crossing improvements. Following consultation, a final construction list for pedestrian crossing improvements was developed for Committee approval.
- 1.3 The current approved scoring system for crossing requests does not account for rural locations. This decision has been queried by an Elected Member and this report will also review the current process and consider options for including a weighting factor for rural assessment.

### 2. Main report

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#### New Priority List

- 2.1 Last year’s pedestrian crossing priority list (approved by Transport, Infrastructure and Environment Committee on 18 June 2012) consisted of 30 locations. 19 sites were designed and constructed in the 2012/13 financial year; details of these are included in Appendix 3 – List of Constructed Sites in 2012/13. The remaining 11 sites remain in the new priority list, although three of these are temporarily on hold until the completion of other engineering projects within the area.
- 2.2 The base data which is used to assess if a location is suitable for a crossing is what is known as the PV<sup>2</sup> value. This is a nationally recognised value that indicates the number of passing vehicles and pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day between both 0700hrs to 1000hrs and 1500hrs to 1800hrs, and avoid any school holidays or outside factors which may affect results. This base PV<sup>2</sup> value is then adjusted to take account of local factors such as the age of those crossing, the composition of passing traffic, the number of pedestrian incidents and the number of trip-attractors such as schools, doctors’ surgeries, shops etc.

- 2.3 A location with an adjusted PV<sup>2</sup> value of 1 or higher would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, a refuge island or pavement build-outs. If a very low PV<sup>2</sup> value is achieved no additional crossing facilities may be recommended. Appendix 6 is a flow diagram which details the steps carried out in a pedestrian crossing assessment.
- 2.4 There have since been 34 new crossing requests received and assessed. Out of the 34 assessed locations, eight sites achieved adjusted PV<sup>2</sup> values of 0.3 or more, so are to be included in the updated priority list. Any new requests which meet the scoring criteria are added to the end of the previous priority locations in date order.
- 2.5 26 of the requested locations either failed to meet the adjusted PV<sup>2</sup> scoring or were deemed unsafe for a crossing and were not progressed. The location on Ferniehill Drive (opposite no16) failed to meet the criteria, but will be subject to further investigation after representations were received from residents of the adjacent sheltered housing complex, before a final decision is made.
- 2.6 The new priority list therefore contains 20 locations, comprising the 11 sites from the previous list and the nine new locations identified in financial year 2013/14, (see Appendix 1). It should be noted that due to consultation requirements some locations may fall back into the following year's programme. Issues may arise which require alterations to the proposed designs or Traffic Regulation Orders may be required which may affect construction timescales. Should any location fall back into the following year's construction programme, additional locations will be brought forward on the basis of highest ranking from the priority list.
- 2.7 Locations which have an adjusted PV<sup>2</sup> value of less than 0.3 or deemed unsuitable are not being progressed and are listed in Appendix 2.

### **List for Construction**

- 2.8 Consultation was carried out in August 2012 and April 2013 for the 14 highest ranked locations within the priority list. This included the following stakeholders:
- Residents and businesses which front on to the location;
  - Neighbourhood Partnerships;
  - Community Councils;
  - Local elected members;
  - Council Roads Network Managers;

- Bus operators; and
- Emergency services.

2.9 Feedback received from this consultation is listed in Appendix 4.

2.10 Further to feedback from consultation it has been recommended we proceed with 13 of the 14 locations for construction as listed in Appendix 5.

2.11 Previous consultation carried out on Peffermill Road in August 2012 resulted in two objections to the proposed refuge island on the grounds of parking removal. Please refer to Appendix 5, section 5.1 detailing all consultation comments received. It is recommended that the Committee set aside the following objections:

- 1) Resident - "Object to the loss of parking. Also when events are on at the playing fields this will make it even more difficult to get parked for residents".
- 2) Local Business – "The proposed alterations to parking restrictions will be detrimental to residents in Peffermill Road and will restrict nearby parking at our shop. There is a high demand for parking in this area and I have personally felt the wrath of residents for taking up a parking space with our works van. So removing several spaces will have a negative affect on residents and our business. I also cannot see any demand at this location".

Response - The pedestrian crossing assessment process identified a level of demand and difficulty for crossing which merits an improved facility for pedestrians. This aligns with Council policy to improve public safety and promote active travel. Whilst it is accepted some parking will be lost due to the crossing, the design has ensured this is kept to an absolute minimum whilst achieving safe visibility requirements for the crossing. A maximum of six parking spaces will be lost with the installation of the refuge island. From observations there is sufficient on street parking available on Peffermill Road to the immediate east and west of the crossing location. In addition, there are 5 responses to the consultation in favour of the proposal including the Community Council.

- 2.12 The location on Liberton Brae has received three objections and several comments from the local frontage properties with concerns over the location of the island and potential relocation of the bus stops. This initial design has since been reviewed and we are considering alternative options for improvements in the area. It should be noted that the site is restrictive in nature with nearby junctions, accesses and driveways which may prevent suitable siting of the refuge island and nearby bus stops. All stakeholders will be re-consulted in due course. It is recommended this site remains on the priority list however the locus will be removed from the proposed construction list.
- 2.13 It is noted that several comments were received in relation to the Puffin Crossing proposal on Piersfield Terrace requesting that the junction to Craigentenny Avenue was signalised.

This has been a long term community desire. After lengthy negotiations over the last two to three years with the Local Environment Forum, the East Area Roads Team and the Council's Traffic Signals section it was recognised that due to complications with this junction being located on a bridge deck that the Council would not be able to fund this scheme. It would be necessary to widen the bridge to accommodate traffic signals and maintain traffic flow and associated costs would be prohibitive.

The East Area Roads team, in consultation with the local community groups have developed proposals to improve the Craigentenny Avenue/Portobello Road junction. More localised improvements were sought by improving pedestrian access around this junction, stopping end on parking at the shops and calming speed of traffic entering Restalrig Avenue from Portobello Road. This also included widening of footways which are currently sub-standard. Plans have developed over the last few years to allow the Council to deliver this scheme incorporating money set aside for Local Environment improvements. This work has already commenced on site.

The Puffin Crossing proposal is planned to be delivered in addition to the above junction works and cater for the pedestrian movements over the main Portobello Road.

### **Review of Rural Weighting Factors**

- 2.14 The Committee has requested that the scoring and weighting process is reviewed to consider options for rural weighting factors. Due to the nature of rural environments and lower community populations it is acknowledged that rural communities will be disadvantaged by the above process and crossing proposals in these areas would, generally, fall below those in urban environments.

- 2.15 Due to the nature of the road environment in rural locations the main feature which contributes to reduced crossing safety is the speed of vehicles. With less adjacent developments and lower volumes of pedestrians the speed of vehicles increases.
- 2.16 The current scoring process accounts for the speed of vehicles and adds the following weighting based on the recorded 85<sup>th</sup> percentile speeds:
- less than 30mph = no weighting factor;
  - between 30 to 35mph = 10% weighting factor;
  - between 36 and 40mph = 20% weighting factor;
  - between 41 and 45mph = 30% weighting factor; and
  - over 46mph = 40% weighting factor.
- 2.17 In rural locations the majority of the base  $PV^2$  values are low and the above weighting factors will have little impact on the final score meeting the criteria for crossing improvements (over 0.3). It is therefore recommended these weighting factors are increased for the speeds over 40mph which can be assumed will be in rural locations. It is proposed to use the following weighting factors to account for high speeds over 40mph:
- between 41 and 45mph = 75% weighting factor; and
  - over 46mph = 100% weighting factor.

### 3. Recommendations

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- 3.1 It is recommended that the Committee:
- 3.1.1 approves the updated pedestrian crossing priority list as per Appendix 1;
  - 3.1.2 notes the locations removed from the priority list in Appendix 2 and those constructed in 2012/13 in Appendix 3;
  - 3.1.3 notes the stakeholder consultation carried out for schemes detailed in Appendix 4;
  - 3.1.4 approves the construction list for locations detailed in Appendix 5;
  - 3.1.5 approves an amendment to the current pedestrian crossing priority list scoring system which will add weighting to rural locations; and
  - 3.1.6 sets aside the objections at Peffermill Road and proceed with the scheme as advertised to improve public safety and promote active travel.

**Mark Turley**

Director of Services for Communities



## Links

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### **Coalition pledges**

**Council outcomes** CO21: Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.

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

**Appendices**

- Appendix 1 – New Priority List
- Appendix 2 – List of Locations Removed from Priority List
- Appendix 3 – List of Constructed Sites in 2012/13
- Appendix 4 – Feedback from Public Consultation
- Appendix 5 – Construction List
- Appendix 6 – Pedestrian Crossing Assessment Process

**Appendix 1  
New Priority List**

Adjusted PV2 < 0.3 no further action  
0.3<1.0 consider a pedestrian refuge island  
>1.0 consider a controlled crossing

Rank	LOCATION	Base PV <sup>2</sup>	Date of PV <sup>2</sup>	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted PV <sup>2</sup>	Current Status
				Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)		
<b>Previously Approved Sites from June 2012 TIE Committee</b>																		
1	Peffermill Rd at Prestonfield Ave	0.269	Feb-10	1.00	1	1	1	1.1	1.47	1	1.1	1	1	1	1	1	<b>0.48</b>	Objections received to consultation in Aug 2012; Recommendation to set aside objections and allow scheme to progress
2	Drum Street outside № 40-42	0.252	Oct-09	1	1	1	1	1	1.26	1	1.1	1	1	1	1	1	<b>0.35</b>	Previously consulted in Aug 2012; TRO Required - In progress
3	Queensferry Terrace @ School Crossing, north of roundabout	0.752	May-12	1.496	1	1	1	1.1	1.6	1	1.1	1	1	1	1	1	<b>2.22</b>	Consultation Completed; TRO Required - In progress
4	202/ 204 Piersfield Terrace (near Cemetery Entrance)	0.66	Mar-12	1	1	1	1	1	1.6	1	1.1	1	1	1	1.25	1	<b>1.58</b>	Consultation Complete April 2013; Proposed for construction
5	Duddingston Park South (184) between Cleekim Drive and Niddrie Mill Crescent	0.705	Nov-11	1.017	1	1	1	1	1.74	1	1.1	1	1	1	1	1	<b>1.37</b>	Consultation Complete April 2013; Proposed for construction
6	Cowgatehead	0.764	Nov-11	1	1	1	1	1	1.04	1	1	1	1	1	1	1	<b>0.80</b>	Consultation Complete April 2013; Proposed for construction
7	West Granton Road opposite 26 Granton Mill Crescent	0.34	Mar-12	1	1	1	1	1	1.6	1	1.1	1	1	1	1	1	<b>0.59</b>	Consultation Complete April 2013; Proposed for construction
8	Liberton Brae at Orchardhead Road	0.22	Mar-12	1.1	1	1	1	1	1.5	1	1.1	1	1	1	1.25	1	<b>0.49</b>	Consultation Complete April 2013. On hold for investigation into options.
<b>New Sites Added from 2012/13 Assessments</b>																		
9	Ferry Road opp Ferry Road Drive	0.366	May-12	1	1	1	1	1	1.4	1	1.1	1	1	1	1	1	<b>0.57</b>	Consultation Complete April 2013; Proposed for construction
10	Comiston Road at Comiton Place	0.216	May-12	1.009	1	1	1	1.2	1.3	1	1.1	1	1	1	1	1	<b>0.37</b>	Consultation Complete April 2013; Proposed for construction
11	Sciennes at Summerside Crescent	0.145	May-12	1	1	1	1	1	2.4	1	1	1	1	1	1	1	<b>0.35</b>	Consultation Complete April 2013; Proposed for construction
12	Slateford Road at Gorgie Park Close	0.481	Sep-12	1	1	1	1	1	1.8	1	1	1	1	1	1	1	<b>0.86</b>	Consultation Complete April 2013; Proposed for construction
13	Northumberland Street	0.263	Sep-12	1	1	1	1	1	1.3	1	1	1	1	1	1.25	1	<b>0.41</b>	Consultation Complete April 2013; Proposed for construction
14	Dean Park Crescent, between Comely Bank Ave and Queensferry Road	0.642	Oct-12	1	1	1	1	1	1.0	1	1	1	1	1	1	1	<b>0.67</b>	Consultation Complete April 2013; Proposed for construction

Rank	LOCATION	Base PV <sup>2</sup>	Date of pv <sup>2</sup>	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted pv <sup>2</sup>	Current Status	
				Children >15% (% plus 100)/115	Elderly & Disabled >15% (% plus 100)/115	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)			Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)
15	London Street at Drummond Place	0.681	Dec-12	1	1	1	1	1	2.2	1	1	1	1	1	1	1	1	1.48	New Site recently assessed and added
16	Myreside Road at footbridge	0.189	Jan-13	1.348	1	1	1	1	1.2	1	1.1	1	1	1	1	1	1	0.33	New Site recently assessed and added

### New site added for further Investigation

17	Ferniehill Drive, opp no. 16	0.11	May-12	1.03	1	1.0	1	1	1.40	1	1.1	1	1	1	1.25	1	0.22	Low score, failed to meet criteria (>0.3). Further investigation to be carried out.
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### Previously Approved Sites Currently on Hold

18	Corstorphine Road (A8) at Kaimes Road <i>Note: On hold due to development</i>	1.236	Oct-09	1	1	1	1	1.1	1.88	1	1.1	1	1	1	1	1	2.81	Development proposals include crossing facilities in this area.
19	Dalry Road at Dalry Place. <i>Note : on hold due to associated Tram Works.</i>	0.223	Oct-09	1	1	2	1	1.1	1.59	1	1	1	1	1	1	1.4	1.09	On hold due to Tram works in area.
20	East Hermitage Place at Somerset Place <i>Note : On hold pending detailed analysis of turning movements.</i>	0.278	Nov-09	1	1	1	1	1.1	1.36	1	1.1	1	1	1	1	1	0.46	On hold due to restrictive site constraints, options being reviewed. TRO likely to be required.

List of Locations which failed to meet the priority list criteria.

< 0.3 no further action  
 0.3<1.0 consider a pedestrian refuge island  
 >1.0 consider a controlled crossing

LOCATION	Base PV <sup>2</sup>	Date of PV <sup>2</sup>	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted PV <sup>2</sup>	Comment
			Children >15% (% plus 100)/115)	Elderly & disabled <15% (1)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)		
Greenbank Crescent south of Greenbank Road	0.05	May-12	1	1	1	1	1	1.2	1	1.1	1	1	1	1	1	<b>0.07</b>	Low score, failed to meet criteria (>0.3)
Marionville Ave Rbt at Restalrig Rd S, South Arm	0.11	May-12	1	1	1	1	1	2.0	1	1	1	1	1	1	1	<b>0.21</b>	Low score, failed to meet criteria (>0.3)
Marionville Ave Rbt at Restalrig Rd S, West Arm	0.09	May-12	1	1	1	1	1	1.8	1	1	1	1	1	1	1	<b>0.17</b>	Low score, failed to meet criteria (>0.3)
Ellersley Road, location tbc	0.10	Jun-12	1	1	1	1	1	1.1	1	1.1	1	1	1	1	1	<b>0.12</b>	Low score, failed to meet criteria (>0.3)
Inverleith Place at Junction to Fettes Ave	0.08	Jun-12	1	1	1	1	1	1.9	1	1	1	1	1	1	1	<b>0.15</b>	Low score, failed to meet criteria (>0.3)
Ratho Main Street	0.02	Sep-12	1.11	1	1	1	1	1	1	1	1	1	1	1	1	<b>0.02</b>	Low score, failed to meet criteria (>0.3)
Redford Road at it's junction with Redford Drive	0.08	Sep-12	1.10	1	1	1	1	1.2	1	1	1	1	1	1	1	<b>0.10</b>	Low score, failed to meet criteria (>0.3)
Sciennes Road at Primary School	0.10	Sep-12	1.40	1	1	1	1	1.2	1	1	1	1	1	1	1	<b>0.16</b>	Low score, failed to meet criteria (>0.3)
Old Dalkeith Road at footpath to Fernieside Drive	0.52	Sep-12	1.08	1	1	1	1	1.4	1	1	1.2	1	1	1	1	<b>0.95</b>	Score failed to meet criteria for controlled crossing (>1.0). Current refuge island in place suitable.
Joppa Road at Church	0.09	Oct-12	1.12	1	1	1	1	1.6	1	1.1	1	1	1	1	1	<b>0.19</b>	Low score, failed to meet criteria (>0.3)

List of Locations which failed to meet the priority list criteria.

LOCATION	Base PV <sup>2</sup>	Date of PV <sup>2</sup>	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted PV <sup>2</sup>	Comment
			Children >15% (% plus 100)/1.15)	Elderly & disabled <15% (1)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)		
Corstorphine High Street @ junction with Orchardfield Ave	0.15	Oct-12	1.04	1	1	1	1.1	1.2	1	1.1	1	1	1	1	1	<b>0.22</b>	Low score, failed to meet criteria (>0.3)
Claremont Park (Leith Links)	0.07	Oct-12	1.01	1	1	1	1	1.3	1	1	1	1	1	1	1	<b>0.09</b>	Low score, failed to meet criteria (>0.3)
Strachan Road at Strachan Gardens	0.02	Nov-12	1.24	1	1	1	1	1.3	1	1.1	1	1	1	1	1	<b>0.03</b>	Low score, failed to meet criteria (>0.3)
Craighall Road, at junction to Starbank/Pier Pl	0.07	Oct-12	1.04	1	1	1	1	1.8	1	1	1	1	1	1	1	<b>0.14</b>	Low score, failed to meet criteria (>0.3)
Ravelston Dykes at Craighleith Crescent	0.26	Oct-11	1.28	1	1	1	1	1.0	1	1.1	1	1	1	1	1	<b>0.36</b>	Score failed to meet criteria for controlled crossing (>1.0). Current refuge island in place suitable.
Hillhouse Road, north of Forthview Terrace	0.30	Nov-12	1.04	1	1	1	1	2.1	1	1.1	1	1	1	1	1	<b>0.74</b>	Score failed to meet criteria for controlled crossing (>1.0). Current refuge island in place suitable.
Inverleith Place at Inverleith Park	0.07	Nov-12	1	1	1	1	1	1.9	1	1.1	1	1	1	1	1	<b>0.14</b>	Low score, failed to meet criteria (>0.3)
Groathill Road North, at Zebra south of Easter Drylaw Drive	0.10	Nov-12	1.27	1	1	1	1	1.3	1	1	1	1	1	1	1	<b>0.17</b>	Low score, failed to meet criteria (>0.3)
Peffermill Road at nursing home, east of Prestonfield Ave jnc	0.04	Jan-13	1	1	1	1	1	1.9	1	1.1	1	1	1	1	1	<b>0.08</b>	Low score, failed to meet criteria (>0.3)
Frogston Road East at Mortonhall Park Ave (west jnc)	0.02	Feb-13	1	1	1	1	1	1.6	1	1	1.2	1	1	1	1	<b>0.04</b>	Low score, failed to meet criteria (>0.3)

List of Locations which failed to meet the priority list criteria.

LOCATION	Base PV <sup>2</sup>	Date of PV <sup>2</sup>	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted PV <sup>2</sup>	Comment
			Children >15% (% plus 100)/115)	Elderly & disabled <15% (1)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)		
Frogston Road East opp Mortonhall Park Gardens	0.01	Feb-13	1.07	1	1	1	1	1.6	1	1	1.2	1	1	1	1	<b>0.02</b>	Low score, failed to meet criteria (>0.3)
Northfield Broadway at junction to Piersfield Terrace (Portobello Road)	0.32	Jan-13	1	1	1	1	1	2.1	1	1	1	1	1	1.25	1	<b>0.84</b>	Score failed to meet criteria for controlled crossing (>1.0). Current refuge island in place suitable.
Glenlockhart Road, west of the roundabout at Steills estate	0.04	Feb-13	1.08	1	1	1	1	1	1	1	1	1	1	1	1	<b>0.04</b>	Low score, failed to meet criteria (>0.3)
Comiston Road, south of Buckstone Avenue	0.36	Mar-10	1.05	1	1	1	1	1.89	1	1.1	1	1	1	1	1	<b>0.78</b>	Developer proposals in this area include a signalised crossing.
East Fettes Avenue at west entrance to Inverleith Park	0.40	Jun-10	1.01	1	1	1	1	1.44	1	1	1	1	1	1	1	<b>0.70</b>	Cycling Team have recently installed new refuge islands

## Appendix 3

### List of Constructed Sites in 2012/13

Location	Neighbourhood Partnership	Crossing Type
Dundas Street North of junction with Fettes Row	Inverleith NP	2no. Sets of Refuge Islands
Lindsay Road at Co-op	Forth NP	Puffin Crossing
Chesser Avenue, 140m south of Chesser Crescent	South West NP	Refuge Island with Drop Kerbs and Tactile Paving
Captains Road at Southhouse Terrace	Liberton / Gilmerton NP	Refuge Island with Drop Kerbs and Tactile Paving
Murrayburn Road at Hailesland Road (2) East Jnc	South West NP	Puffin Crossing and Re-surfacing of Bus Lay-by
Crewe Road South at North Webber Park	Inverleith NP	Refuge Island with Drop Kerbs and Tactile Paving
Biggar Road at Winton Estates footpaths	Pentlands NP	Upgrade existing Refuge Island and install drop kerbs and tactile paving. Completed by South West Area Roads Team.
Inverleith Terrace at Inverleith Row	Inverleith NP	Drop Kerb + Tactiles only, existing island is suitable however not DDA compliant
Newcraighall Road at Fort Roundabout and Petsmart	Portobello / Craigmillar NP	Upgrade existing Refuge Island on arm of Roundabout
Craiglockhart Avenue at Craiglockhart Loan	South West NP	Drop Kerb + Tactiles only, existing island is suitable however not DDA compliant
Broomhouse Drive opposite 17 (bus stop)	South West NP	Refuge Island with Drop Kerbs and Tactile Paving
Redford Road, west of Oxgangs Road junction	Western NP	Refuge Island with Drop Kerbs and Tactile Paving
Orchard Road	Inverleith NP	Upgrade existing Refuge Island on arm of Roundabout
Newcraighall Road near Cleikimfield	Portobello / Craigmillar NP	Refuge Island with Drop Kerbs and Tactile Paving
Niddrie Mains Road at medical centre, east of Harewood Drive	Portobello / Craigmillar NP	Footway buildout with Drop Kerbs and Tactile Paving
Great Stuart Street	City Centre NP	Footway buildouts and new refuge island works

#### 4.1 Peffermill Road @ Prestonfield Avenue - Consultation Responses (Covered in main report)

Summary	In Favour	Objections	Comments	Comments
Resident	Yes	No	No	
Resident			Yes	Your plan does not show the disabled parking bay at 49A Peffermill Road. With the proposed DYL this will leave very little room for parking between this. Could the island be constructed on the other side of the junction?
Resident	Yes	No	Yes	I am in favour of the proposed refuge island as it will make it easier to cross the road safely.
Business	No	Yes	Yes	The proposed alterations to parking restrictions will be detrimental to residents in Peffermill Road and will restrict nearby parking at our shop. There is a high demand for parking in this area and I have personally felt the wrath of residents for taking up a parking space with our works van. So removing several spaces will have a negative affect on residents and our business. I also cannot see any demand at this location.
Resident	Yes	No	No	
Resident	No	Yes	Yes	Object to the loss of parking. Also when events are on at the playing fields this will make it even more difficult to get parked for residents.
Resident	Yes	No	No	
Grange / Prestonfield CC	Yes	No	No	The GPCC is fully supportive of the creation of this crossing.

#### 4.2 Drum Street o/s No. 40-42 - Consultation Responses

Summary	In Favour	Objections	Comments	Comments
Resident	Yes	No	Yes	I am strongly in favour of the proposals. I am a wheelchair user who usually has great difficulty in crossing this busy road.
Resident	Yes	No	Yes	I am in favour of the proposals as this area has a lot of traffic travelling very fast. Also the double yellow lines will clearer crossing ways for myself and my young baby. Would like to add that delivery drivers at Dominoes ignore current parking arrangements and continuously park on the pavement and force pedestrians to walk on the road. Awaiting a response from a complaint logged with regards to parking/disabled bay which is restricting visibility when exiting from house.
Resident	Yes	No	No	
Resident			Yes	Due to the close proximity to the Gilmerton Road crossroads, consideration should be given to queuing traffic and right turns from the side road junction of our proposed scheme.
Resident	Yes	No	No	
Resident	Yes	No	No	
Police	Yes	No	No	
Resident	Yes	No	Yes	I am massively in favour of this.
Resident	Yes	No	Yes	I am in full favour of the proposal but would recommend a set of traffic lights.
Resident	Yes	No	No	

#### 4.3 Queensferry Terrace @ School Crossing - Consultation Responses

Summary	In Favour	Objections	Comments	Comments
Resident	No	Yes	Yes	The current pedestrian entrance on Queensferry Terrace is a goods entrance to Stewart Melville's College and is unsuitable for pedestrians. A puffin crossing should not be installed as it will encourage use of this unsuitable entrance. A puffin crossing will increase the amount of parent drop off vehicles which is currently dangerous.
Fire Service	Yes	No	No	
CEC Area Roads Manager	Yes	No	Yes	Does not think removing build-outs is a good idea. UPDATE: email sent to justify the removal of buildouts.



Resident	Yes	No	Yes	Supportive of crossing however road is busy in AM PM peaks and the location of the bus stop will add to congestion.
Resident	Yes	No	Yes	This road is impossible to cross, I applaud these proposals. The parents at the school double park and create safety issues - can we have more parking attendants?
Resident	Yes	No	No	
Blackhall Community Council	Yes	No	No	
Resident	Yes	No	Yes	I would like to draw attention to the actions of parents dropping off children at the school there drivers are oblivious to the Highway Code and park illegally. Much tighter control is required for parking in this area.
Resident	Yes	No	No	
Resident	Yes	No	No	Can the parking bays nearest the traffic lights at Ravelston Dykes be removed, when in use the traffic conditions are extremely dangerous.
Resident			Yes	Pedestrians will cross anywhere to gain the nearest entry/exit. Drivers will park anywhere and illegally. Need additional enforcement.
Lothian & Borders Police	Yes	No	No	
Resident	Yes	No	Yes	New crossing would make a real difference to pupils accessing the college. This is overdue and very much hope this can be completed as soon as possible.
Resident	Yes	No	Yes	In favour of crossing, however this will increase the volume of traffic and school drop offs on Belford Gardens. Could bollards be sited on the footways to tackle the problem of cars mounting and driving on pavements? (UPDATE: will be considered in final design).
Resident	Yes	No	No	
Resident	Yes	No	Yes	The school parking is atrocious there is a real congestion problem on Belford Gardens during school pick ups.
Resident	Yes	No	No	

#### 4.4 Piersfield Terrace - Consultation Responses (Covered in main report)

Summary	In Favour	Objections	Comments	Comments
NP Transport Sub-Group	Yes	No	No	
Community Council Treasurer	No	Yes	Yes	Does not think the puffin crossing will work. These proposals do not meet the requirements previously identified by the community council.
Resident	Yes	No	Yes	Good place to cross going to Craigentenny Shops
Resident	Yes	No	Yes	More important that lights erected at the top of Craigentenny Avenue as it is a terrible place to cross.
Resident			Yes	Work has already started on site? Would like an explanation.
Resident			Yes	Relocation of crossing towards Craigentenny Avenue. Bus shelter required on cemetery side. Pavement very narrow will it be widened?
Resident			Yes	Work already started on site?. Traffic lights required at the junction of Craigentenny Avenue and Northfield Broadway.
Resident	Yes	No	Yes	More beneficial to have traffic signals at the junction of Craigentenny Avenue and Portobello Road
Fire and Rescue	Yes	No	No	
Resident	Yes	No	Yes	Crossing a great help.
Resident	No	Yes	Yes	Bus stop too close to access at the moment. Trying to get car in or out is dangerous. Leave as it is.
Resident	Yes	No	Yes	Welcome, but a crossing on Craigentenny Avenue would be appreciated as more crossing at this location,
Resident	Yes	No	Yes	In favour as long as a safe crossing at Craigentenny. Bus stop location at 196 pavement is narrow and in wet weather the guttering overflows.
Resident / Business	No	Yes	Yes	Eastbound bus stop will blind drivers of vehicles exiting Craigentenny Avenue when a bus is stopped. Remove bus stop and use one further down the road. Traffic lights at the junction of Craigentenny with a crossing phase.
Resident	Yes	No	No	

Police	Yes	No	No	
Resident	No	Yes	Yes	Concern that the crossing not in the correct location. There should be traffic lights at the junction of Craigentenny Avenue and Piersfield Terrace. Making the right turn can be difficult and frustrating. Location of bus stops further from the cemetery

#### 4.5 Duddingston Park South - Consultation Responses

Summary	In Favour	Objections	Comments	Comments
NP Transport Sub-Forum	Yes	No	Yes	In favour of the principle. Local consultation will confirm exact location and desire line.
Resident	No	Yes	Yes	Objecting to the proposals as the footway extension into the carriageway will result in a safety issue for vehicles on Duddingston Park South
Resident	Yes	Yes	Yes	In favour of crossing but the not bus stop location. Has concerns about amount of litter dropped into her gardens. Locating the bus shelter in the proposed location will only create more litter. No need for stop at all.
L&B Fire & Rescue	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	In favour of the proposal
Resident	Yes	No	Yes	Busy road difficult to cross due to volume of cars. Totally in favour.
Resident	Yes	No	Yes	Wonderful Idea
Resident	Yes	No	Yes	In favour as long as no bus stops outside their property
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Location of bus stop near Cleekim Drive affecting the visibility for those turning right out of this road. Suggestion to move outside Farmfoods. Remove the one outside Duddingston Fry. Good to hear about crossing.
Resident			Yes	Crossing would be better located nearer to the footpath leading Niddrie Mill. Not necessary to move bus stops.
Resident			Yes	Position of bus stop near Cleekim Drive too close to junction affecting visibility
Resident	Yes	No	No	
Resident	Yes	No	No	
Police	Yes	No	No	

#### 4.6 Cowgatehead - Consultation Responses

Summary	In Favour	Objections	Comments	Comments
Resident	Yes	No	Yes	Could the pavement further east be widened too. Pedestrians often have to walk on the road. (UPDATE: Will be considered in the detailed design)
Resident	Yes	No	Yes	Would welcome a controlled pedestrian crossing due to speed of vehicles along the Grassmarket. Busy pedestrian thoroughfare.
Resident	Yes	No	No	
Traffic Management, Police	Yes	No	No	
Resident	Yes	No	Yes	Welcome island as will make crossing the road easier and safer.
Business	Yes	No	No	

#### 4.7 West Granton Road, opp Granton Mill Crescent - Consultation Responses

Summary	In Favour	Objections	Comments	Comments
Resident	Yes	No	No	
Resident	Yes	No	No	

Resident	Yes	No	Yes	Would like to have seen a zebra crossing. For the amount of families and older children crossing this road, but if a refuge island is deemed as the safe option then yes I agree
Resident	Yes	No	Yes	I am in favour of the proposal. I also think that single or double yellow lines along West Granton Road would be beneficials , as due to all the parked cars (during Telford College Times) it is very difficult to see oncoming traffic. You have to step in
Resident			Yes	Although this is something. I think at a zebra crossing would have been better here, loads of kids cross here to go to the duck pond, and now its going to be darting to the middle. I don't think this is safe at all.
Resident	Yes	No	Yes	I am really pleased about the propped crossing. Wheelchair dependent and find it difficult crossing the road to get to the park. Love to have the crossing. It would also be safer for mothers and prams.
Resident			Yes	I think traffic lights would be the most effective way of crossing at this location.
Business			Yes	Has Stage 2 safety audit been carried out? Can a copy be forwarded to me please? Are existing double yellow lines sufficient or do they need to be extended. (UPDATE: Safety audits will be carried out on completion of detailed design).
Resident	Yes	No	No	
Fire & rescue			Yes	Please ensure access width between kerb allow access for fire appliances
Police			Yes	Concern over safety of pedestrians using refuge island due to high volume of traffic. Are pedestrians at risk whilst in the middle of the road? Is the road wide enough to accommodate the island?
Resident	Yes	No	Yes	Excellent proposal - difficult to cross with kids due to parked cars.
Resident	Yes	No	Yes	An excellent idea but a pelican crossing would be safer.
Resident			Yes	I believe that a toucan crossing would be much safer than an island due to the volume of traffic and parked cars on both sides of the road.
West Granton Housing Co-operative Limited	Yes	No	Yes	Would prefer a toucan crossing. Would recommend line markings are extended to improve sightlines. No parking on both sides of West Granton Road, from Granton Mains Avenue to Granton Mill Crescent and /or footways built out beyond parked cars.

#### 4.8 Liberton Brae, north of Orchardhead Road - Consultation Responses (Covered in main report)

Summary	In Favour	Objections	Comments	Comments
Resident	Yes	No	No	
Resident	No	Yes	Yes	Agree with island not with relocation of bus stop going out of town. Bus will be directly outside driveway making access more difficult and dangerous. Property closer to road and same level as road affecting privacy
Resident	Yes	No	Yes	Good idea, as finds it difficult to cross and often misses the bus.
Resident	Yes	No	No	
Resident	Yes	No	No	
Lothian Buses			Yes	Southbound bus stop will be close to the island. May impact traffic flow and create difficulties when passing one or more buses at the stop. No other comments to make.
Resident			Yes	Reducing road to 2 lanes will leads to greater tailbacks at peak times and restrict access to the nursery and offices. The proposed bus stop opposite 14 Liberton Brae will intrude on our neighbours who have a low wall and are close to the road
Resident	No	Yes	Yes	Unnecessary expence and not essential. Money could be spent filling potholes and repairing road surfaces - this should be a priority.
Resident	Yes	No	Yes	Welcome and appreciated but should it take precedence over fixing the growing number of potholes in the surrounding area.

Resident	No	Yes	Yes	Location of island will cause more disruption. Would like figures on any collisions. Disabled Driver - has difficulty walking any distance at all. If more than one bus at the stop this will make turning left from Orchardhead Road impossible. Vehicles encroach on oncoming traffic to get round. Buses located nearer the bend - in bright sunlight and wet surfaces passengers virtually invisible. Bus stop only 20ft from front door encroaching on peoples privacy and safety. Driveways will be used as shelter in bad weather. Litter left. passengers can see into people's houses.
Police	Yes	No	No	
Resident			Yes	Crossing on the South of Orchardhead Road, directly outside property. Welcome island but should not impinge on access into driveways. Busy traffic lane widths narrowed require some sort of space to allow right turns to be carried out safely.
Resident			Yes	Never encountered any difficulty in crossing at this location. Already a crossing at junction with Kirkbrae and one close to Alnwickhill Road. Waste of money when roads are affected by potholes. Bus stop directly outside their house gives passengers dire
Resident			Yes	Strong need or pedestrian island with essential flashing beacons on each pavement, south of Orchardhead Road or better still a signalised crossing due to excessive speed of much of the traffic
Resident			Yes	No need for this. Increase traffic congestion. Cars forced to park on uphill side making it more dangerous for cars coming out of drives and crossing the road. Moving bus stops less visibility. There are two crossing points already. Visibility 31-45 ok for people to cross to use the buses.
Resident	Yes	No	No	
Resident			Yes	Agree to resiting out of town bus stop to 33/35, current location causes tailbacks back to the lights. Into town stop should be moved towards 36- reduce speed of vehicles coming down Liberton Brae.

#### 4.9 Ferry Road, opposite Ferry Road Drive - Consultation Responses

Summary	In Favour	Objections	Comments	Comments
Councillor	Yes	No	Yes	I agree with this proposal but could it be situated half way between the two bus stops? Declare an interest here as I cannot get over this road to get the bus in the morning!
Resident	Yes	No	Yes	Busy road with poor visibility when vehicles are parked.
Resident	Yes	No	Yes	Busy road, Lots of people crossing at this point.
Resident			Yes	Would prefer lights.
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Busy road with poor visibility when vehicles are parked.
Resident	Yes	No	Yes	Long overdue
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Crossing appreciated
Roads Officer			Yes	Has a stage 2 Safety audit been carried out. Double Yellow lines on South side of Ferry Road. (UPDATE: A safety audit will be carried out on completed of the detailed design).
Fire & rescue			Yes	Ensure width between kerbs suitable for fire appliances.
Resident	Yes	No	Yes	
Police			Yes	
Resident			Yes	Commutes by motorbike along route twice a week. Already island outside Money Station. Signalised crossing by post office. Concern as pinch point created, which will be obscured by bus stop. Blocked view endangers many cyclists.

#### 4.10 Comiston Road - Consultation Responses

Summary	In Favour	Objections	Comments	Comments
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Excellent Idea
Resident	Yes	No	No	
Resident			Yes	These comments will no doubt be ignored as before when over 969 Residents challenged and were subsequently ignored regarding the utterly ridiculous amounts of restricted parking in the Comiston Road area. Go for your life, you will do what you want anyway.
Resident			Yes	I have lived in this location for nearly 10 years and never had a problem crossing the road safely here. The proposed location is close to the existing pedestrian crossing that I feel the proposal is a waste of money.
Resident	Yes	No	No	
Resident	Yes	No	Yes	I am in favour of the proposal but would like to know the consequences for drivers turning right out of Morningside Drive. It appears that it will be necessary to cross the hatched area north of the islands.
Resident	Yes	No	Yes	I think it is a brilliant idea and will be very welcome when relatives come with young children, crossing the road from Morningside Drive where cars are parked can be quite hazardous.
Resident			Yes	While I agree that Comiston Road needs a pedestrian refuge island, I think it would be better positioned further up the road near the junction with Comiston Place. The proposed position is very close to the traffic lights and the crossing there which is very safe. I realise the bus stop near Comiston Place may need to be moved slightly but would be well placed for shops and South Morningside school annexe. The parking bays could remain where they are. However I think it would be a good addition to our busy road.
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident			Yes	Very pleased with recent parking. Hope the sight of new bins will not cause problems for motorists trying to turn right onto Comiston Road from Comiston Place. Lorries park which impairs clear view from Comiston Place.
Fire & Rescue			Yes	Please ensure access width between kerbs allow access for fire appliances.
Morningside Community Council	No	Yes	Yes	Very little support for this proposal. Proposed site not a heavily used crossing point, too close to controlled crossing, likely to add congestion at the junction of Morningside Drive and Comiston Road. Consideration given to 2 new sites. - West end Craighouse Gardens at the junction with Myreside Road and Eastern end of Greenbank Drive. Also difficulty in crossing east end of Morningside Drive.
Resident	Yes	No	Yes	This is a good idea as it will stop two lanes or any overtaking at the junction of Comiston Road and Morningside Drive. As previously many accidents have occurred from drivers overtaking - then cars coming out from Morningside Drive turning right onto Comiston Road will not have this problem. Many have ignored the road markings too. Some good thinking.
Resident	Yes	No	No	
Resident	Yes	No	No	
Business	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	

#### 4.11 Sciennes at Summerhall - Consultation

## Responses

Summary	In Favour	Objections	Comments	Comments
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	
Fire and Rescue	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Great
Resident	Yes	No	No	
Resident	Yes	No	Yes	Improvements to cyclepaths in the area. Road surface badly potholed making cycling unpleasant and dangerous.
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Visibility poor at present
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Excellent proposal as dangerous crossing at present. Should consider adding traffic lights and making it a full pedestrian crossing.
Resident	Yes	No	Yes	Much needed. The junction of Melville Terrace and Summerhall is far more worrying, perhaps moving phone box to improve visibility, or a chicane added to slow traffic. Perhaps move bins towards the corner.
Resident	Yes	No	Yes	Great idea. Thank you.
Resident	Yes	No	No	
Resident			Yes	Congested junction. To improve traffic, road markings required as indicated (Keep Clear).
Police			Yes	The island appears to be in close proximity to the junction - will this allow safe crossing with vehicle turning left into the junction (Sciennes Road)

## 4.12 Slateford Road - Consultation

## Responses

Summary	In Favour	Objections	Comments	Comments
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	
Business	Yes	No	Yes	Number of clients have difficulty crossing the road and comment on how dangerous it is.
Resident	Yes	No	No	
Resident	No	Yes	Yes	Waste of money. Problem is speed.
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Traffic goes too fast. Lots of elderly in the vicinity. Need one lane at the island
Resident	Yes	No	Yes	Wishes improvement every success.
Resident	Yes	No	Yes	Very necessary. Great asset to senior citizens.
Resident	Yes	No	No	
Resident	Yes	No	Yes	State of the pavement. Should be resurfaced at the same time as the implementation of the crossing.
Resident	No	Yes	Yes	Already a crossing further up the road. Additional one does not seem merited
Resident	Yes	No	No	
Resident	Yes	No	Yes	Definitely needed. Crossing there is hazardous at present.
Resident	Yes	No	Yes	Fully supportive of proposal. Advised that there is a community centre/facility within Gorgie Park Close with vulnerable users who cross road in this area.

## 4.13 Northumberland Street - Consultation

## Responses

Summary	In Favour	Objections	Comments	Comments
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Resident	Yes	No	Yes	Concerns over the location of the proposed motor cycle bay, which is to be located outside no.65. This will impact the sight lines for vehicles exiting the northern lane and may result in safety issues. A location within this lane or outside no. 68 may be better placed. There are numerous businesses in the northern lane, where as only a single business in southern lane - it would be better to use this junction area for m/c bay.
Resident	Yes	No	Yes	Motorcycle bay needs to be relocated. Proposed location will restrict access to middle section of street for elderly / disabled etc. Also increase motorcycle noise.
Resident	Yes	No	No	
Dundas Global Investors	Yes	No	No	
Resident			Yes	Doubts that this will contribute to the safety of pedestrians due to the serious risk from traffic turning east into Northumberland Street from Howe Street and cutting the corner to beat traffic proceeding south on Howe Street. Any pedestrian on the proposed island would not be safe in those circumstances.
Resident	No	Yes	Yes	Crossing is unnecessary. Never had any problems crossing. Visual clutter and detriment of the character of the neighbourhood. It reinforced the seige feeling for pedestrians rather than the road being a place where there should be mutual respect.
Resident	No	Yes	Yes	Hardly necessary and will lead to more congestion. Concentrate on returning street back to normal this would stop traffic using the street as a rat run.
Boland Scottish Properties Ltd	No	Yes	Yes	Proposals will cause more problems than it will solve. No major issues with pedestrians using the road. Speed bumps would be more effective at slowing traffic. It will make life a 100x's more difficult for the shop (which as residents we need and value) deliveries, and any deliveries may well then block the road for cars and traffic. At this time, cars get round the lorries but an island would stop this.
Scottish Conservative Party	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Welcome and overdue. People at risk of speeding cars cutting the corner.
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Excellent first step in improving safety generally. More needs to be done, and in the context of a much broader New Town traffic plan, a one-way grid system (as in New York) would lend itself to new town layout.
Resident	Yes	No	Yes	When will this be constructed. (UPDATE: During 2014/15)
Resident	Yes	No	Yes	Additional measures to be taken to limit the volume and speed of traffic. The cobbles are being destroyed and the vibration is causing serious damage to these listed buildings.
Resident	Yes	No	Yes	Please extend the double Yellow Lines around the end of the lanes - parking is appalling at the weekends. No emergency vehicle could access them.
Resident	Yes	No	Yes	Concerns with continuing to allow parking outside the mini-market. Will cause increased congestion and dangers around the junction. Would prefer parking to be limited rather than retained.
Resident	Yes	No	Yes	It seems ok as long as it does not give more public parking.
Resident	Yes	No	No	
Resident	Yes	No	Yes	Good Idea
Resident	Yes	No	Yes	There is a lot of traffic in this area, both cars and pedestrians. Important improvement in safety.
Resident	Yes	No	Yes	Anything that might help slow down the cut through traffic that speeds very dangerously down the street.
Police			Yes	Concern over location of island to proximity of junction.
Resident	Yes	No	Yes	Crossing key as Northumberland Street has become a rat race and the number of cars parked make it difficult to cross.

#### 4.14 Dean Park Crescent - Consultation Responses

Summary	In Favour	Objections	Comments	Comments
Resident	Yes	No	No	
Resident	Yes	No	Yes	In favour of the proposal. Traffic volumes and speeds make crossing hazardous. Has consideration been given to a lower speed limit.
Resident	Yes	No	Yes	In favour of crossing, but does this impinge on Resident Parking on Learmonth Terrace
Resident	Yes	No	No	
Resident	Yes	No	No	
Resident	Yes	No	Yes	Much needed measure
Resident	Yes	No	Yes	Unsafe mixture of pedestrians and traffic from all directions. The whole junction controlled by signals. Should fit bollards to east end of Learmonth Terrace. This would simplify the whole junction and prevent the use of Learmonth Terrace as a rat run.
Resident	Yes	No	Yes	Traffic calming measures or some form of signage as you turn into DPC.
Police	No	No	Yes	Concern regarding vehicles exiting Learmonth Terrace, turning left onto Dean Park Crescent. Drivers may be distracted looking right for approaching vehicles and fail to see pedestrians on islands or crossing onto north footpath. Could island be moved fu
Resident	No	No	Yes	Proposed Refuge Island only goes halfway to a solution. Drivers will not slow down or give way to pedestrians. A further issue is drivers turning right onto Queenferry Road. Vehicles overtake queuing vehicles, turn into Learmonth Terrace without indicating along to next exit. Recommend bollards across the road near 4 Learmonth Terrace to stop the rat run. Recommend a full pelican crossing.
Resident	No	No	Yes	Crossing in Learmonth Terrace, not Dean Park Crescent. Welcome the proposed refuge facility. Concerns of the blocking back of traffic at peak times, The location of the bus stop is an issue.

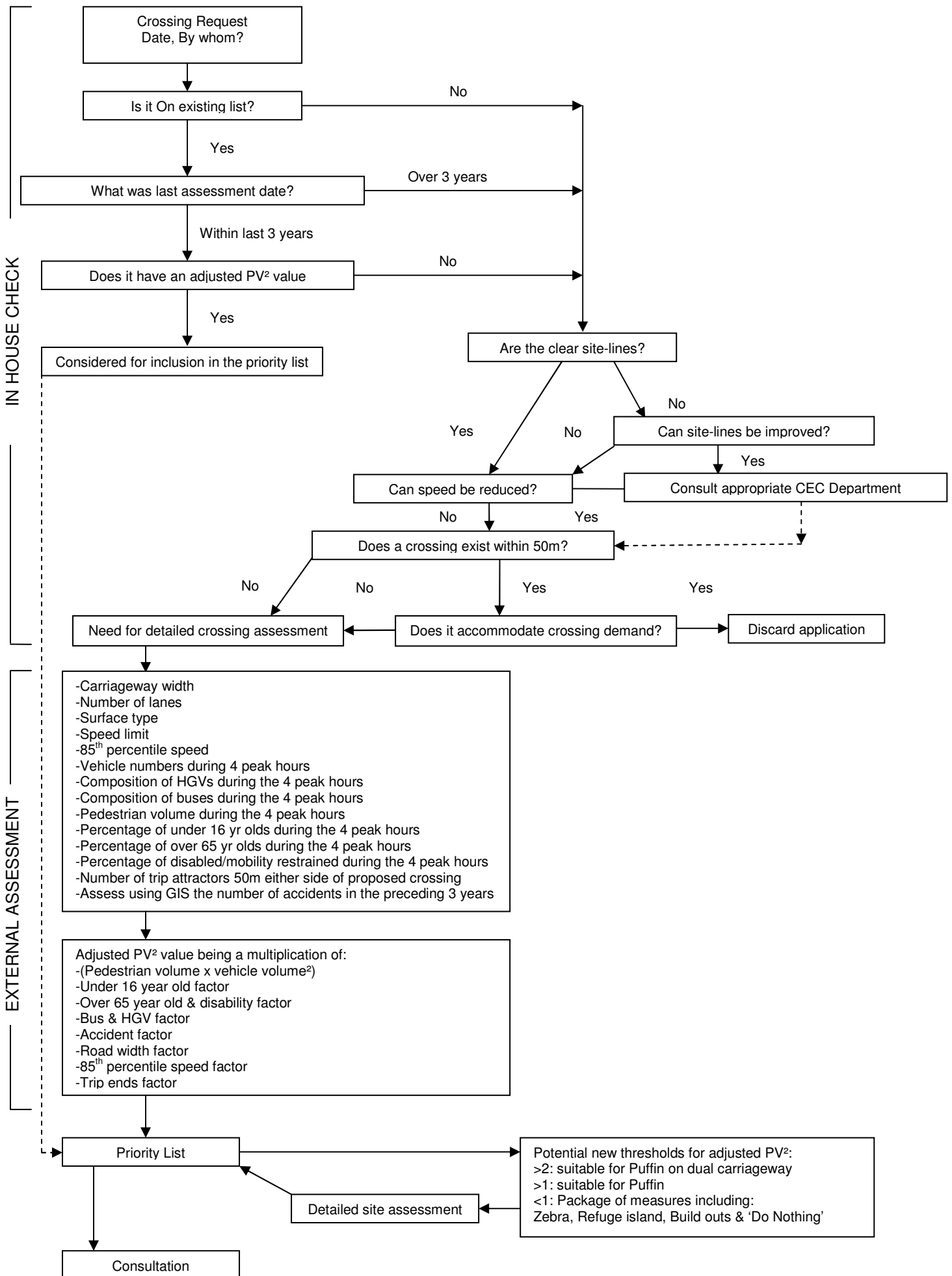


**Appendix 5  
Construction List**

<b>Location</b>	<b>Neighbourhood Partnership</b>	<b>Crossing Type</b>	<b>Estimated Cost</b>	<b>Construction Year</b>
Peffermill Rd at Prestonfield Ave	South Central NP	Refuge Island with Drop Kerbs and Tactile Paving	£14,500.00	2013/14
Drum Street outside Nos 40-42	Liberton / Gilmerton NP	Footway buildout with Drop Kerbs and Tactile Paving	£13,000.00	2013/14
Queensferry Terrace @ School Crossing, north of roundabout	Inverleith NP	<b>Puffin Crossing</b>	£50,000.00	2013/14
202/ 204 Piersfield Terrace (near Cemetery Entrance)	Craigentiny / Duddingston NP	<b>Puffin Crossing</b>	£50,000.00	2013/14
Duddingston Park South (184) between Cleekim Drive and Niddrie Mill Crescent	Portobello / Craigmillar NP	<b>Puffin Crossing</b>	£60,000.00	2013/14
Cowgatehead	City Centre NP	Refuge Island	£15,000.00	2013/14
West Granton Road opposite 26 Granton Mill Crescent	Forth NP	Refuge Island	£15,000.00	2013/14
Liberton Brae at Orchardhead Road	Liberton Gilmerton NP	Refuge Island <b>Note: On hold following consultation; investigation required into alternative options.</b>	-	-
Ferry Road opp Ferry Road Drive	Forth NP & Inverleith NP	Refuge Island	£15,000.00	2013/14
Comiston Road at Comiston Place	South Central NP	Refuge Island / Buildout	£15,000.00	2013/14
<b>2013/14 Total</b>			<b>£247,500.00</b>	
Sciennes at Summerside Crescent	South Central NP	Refuge Island / Buildout	£15,000.00	2014/15
Slateford Road at Gorgie Park Close	South West NP	Refuge Island	£15,000.00	2014/15
Northumberland Street	City Centre NP	Refuge Island	£15,000.00	2014/15
Dean Park Crescent, between Comely Bank Ave and Queensferry Road	Inverleith NP	Refuge Island / Buildout	£15,000.00	2014/15

# Pedestrian Crossing Prioritisation Process

## Appendix 6 – Pedestrian Crossing Assessment Process



# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Road and Footway Additional Capital Investment Budget Allocation 2013/14

Item number	7.10
Report number	
Wards	All

### Links

Coalition pledges	<a href="#">P33</a> , <a href="#">P44</a> and <a href="#">P45</a>
Council outcomes	<a href="#">CO19</a> , <a href="#">CO23</a> and <a href="#">CO26</a>
Single Outcome Agreement	<a href="#">SO1</a> and <a href="#">SO4</a>

**Mark Turley**

Director of Services for Communities

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# Executive summary

## Road and Footway Additional Capital Investment Budget Allocation 2013/14

### Summary

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At its Budget Meeting on 7 February 2013, the Council approved the allocation of an additional £12M for road and footway investment in 2013/14 – “2.21 investment of an additional £12 million in the city’s roads and pavements with a commitment to begin to remedy the particular issues in rural west Edinburgh”. This report proposes how this additional investment should be allocated across seven different work-streams, which are: Carriageways & Footways, City Centre Improvements, Neighbourhoods, Local Carriageway Surface Enhancement, Other Asset Management, Miscellaneous and Cycling Improvements.

This investment is in addition to the original £13.9M capital investment that was agreed by this Committee on 23 November 2012. Appendix A shows the budget allocation and the list of schemes that were approved.

### Recommendations

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It is recommended that the Transport and Environment Committee:

- 1 approves the allocation of the additional capital budget for 2013/14 shown in Appendix B;
- 2 approves the list of carriageway and footway schemes shown in Appendix C
- 3 approves the allocation of the Local Shopping Area Pavements shown in Appendix D; and
- 4 notes that the total cost of the proposed scheme may exceed £12M. In this case any projects not completed in the current financial year will be rolled forward and funded through the 2014/15 capital allocation.

## Measures of success

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The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRMCS). Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 32.5% in 2011/12. Edinburgh's ranking among the 32 Scottish Local Authorities has increased from 23rd in 2005/6 to 13th in 2011/12. A continual gradual improvement in one or both of these indicators will be a measure of success.

The process for developing the annual programme and for assessing/prioritising proposed schemes has been overhauled in order to:

- provide more time for effective consultation at Neighbourhood level;
- improve the process for design and development of schemes; and
- ensure compliance with the requirements for registering works on the Scottish Road Works Register.

The new 'Capital Timeline' was introduced for the 2011/12 and was refined for the current year. It is working well and has enabled this report to be produced in good time to secure the approvals needed from Members.

Meeting the target for registration failures and continuance of the above process improvements will be a measure of success.

## Financial impact

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The cost of improvement works will be funded from the approved additional capital allocation for roads and footway investment.

## Equalities impact

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This report has been considered for an Equalities & Rights Impact assessment and as a result it has been decided that a full assessment is not required. A full impact assessment, which will be preceded by consultation, will be carried out on a scheme by scheme basis. The schemes recommended in this report for maintenance have been identified using the prioritisation method and will only require consultation with specific minority groups prior to the design being carried out.

The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the roads and footways network and therefore has a positive impact for all users, particularly older people and those with a disability. All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing.

## **Sustainability impact**

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The proposals in this report should have a positive impact on the environment by improving vehicle and bicycle ride quality through carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.

## **Consultation and engagement**

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The revised methodology for prioritising roads and footways for capital investment, agreed by the Transport, Infrastructure and Environment Committee in November 2010, was the subject of extensive consultation with Neighbourhood Partnerships and interest groups.

The revised timeline, also introduced in 2010, for the development of the annual capital programme allows time for consultation with Neighbourhood Roads Teams and builds the ability for proposed schemes to be considered by Neighbourhood Partnerships.

## **Background reading/external references**

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Road and Footway Investment – Capital Programme for 2013/14

## Road and Footway Additional Capital Investment Budget Allocation 2013/14

### 1. Background

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- 1.1 This report seeks approval for the proposed budget allocation for the additional £12M capital road and footway improvements 2013/14.
- 1.2 At its Budget Meeting on 7 February 2013, Council approved the allocation of an additional £12M for road and footway investment in 2013/14 – “2.21 investment of an additional £12 million in the city’s roads and pavements with a commitment to begin to remedy the particular issues in rural west Edinburgh”. This report proposes how this additional investment should be allocated across seven different work-streams, which are: Carriageways & Footways, City Centre Improvements, Neighbourhoods, Local Carriageway Surface Enhancement, Other Asset Management, Miscellaneous and Cycling Improvements.
- 1.3 This investment is in addition to the original £13.9M capital investment in roads, footways and street lighting that was agreed by this Committee on 23 November 2012. Appendix A shows the budget allocation and the list of schemes that were approved.

### 2. Main report

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#### Budget Allocation

- 2.1 The proposed budget allocation across the seven different work-streams is shown in Appendix B.

#### Carriageways & Footways

- 2.2 It is proposed to allocate £8.48M to carriageway and footway works. This includes £5.83 for the main Carriageways and Footways allocation, £1M for City Centre Improvements, £0.80M for Local Shopping Area Pavements and £0.85M for Ward Allocation.
- 2.3 The largest allocation of funding will be used for road and pavement resurfacing and it is proposed to allocate £5.83M to this work-stream. It is intended that the

existing system of prioritisation be used to determine the programme of works. The additional investment should help to improve the Road Condition Index, RCI, score for Edinburgh. The proposed list of carriageway and footway schemes is shown in Appendix C.

- 2.4 The schemes shown in Appendix C have an associated budget estimate. This estimate can vary depending on the design solution required. If the schemes come in above estimate then it may not be possible to delivery everything in 2013/14. Any scheme that is not delivered in 2013/14 will be rolled forward and funded through the 2014/15 programme of works.
- 2.5 The procedures used for identifying capital schemes and the prioritisation used to determine the schemes for investment are detailed in Appendix D.
- 2.6 The prioritisation procedures currently in place were introduced in 2010. These procedures were approved by the Transport, Infrastructure and Environment Committee in November 2010.
- 2.7 At the Committee meeting in November 2012, it was suggested that a Sub-Committee be set up, chaired by Councillor Henderson, to review all aspects of the prioritisation procedures. The members of this Sub-Committee are Councillor Robert Aldridge, Councillor Nigel Bagshaw, Councillor Karen Doran, and Councillor Allan Jackson.

### **Roads in Rural West**

- 2.8 The budget motion approved by Council on 7 February 2013 included - "2.21, investment of an additional £12 million in the city's roads and pavements with a commitment to begin to remedy the particular issues in rural west Edinburgh". Four Carriageway schemes in the west of Edinburgh are therefore proposed that will benefit from capital Investment in 2013/14. These are Freelands Road, Builyeon Road, Old Liston Road and Long Dalmahoy Road.

### **City Centre Improvements**

- 2.9 Upgrading the Public Realm sections along the route of the on-street Tramline with adjacent complimentary pavement reconstruction will enhance the experience of Tram users. Pedestrians accessing or alighting from the Tram will benefit greatly from this investment. Works will be informed by a recent Gehl study. The areas that have been identified to benefit from this investment are: York Place, Frederick Street, Hanover Street and Shandwick Place.

### **Neighbourhoods**

- 2.10 It is proposed to invest a further £0.35M to ensure that the programme to replace non-functioning and collapsed gullies continues in 2013/14.



- 2.11 The investment in Local Shopping Area Pavements will allow the Council to make improvements to benefit several areas in Edinburgh, allowing members of the public to see a tangible difference in their local area. The areas for improvement were identified through consultation with individual Neighbourhood Teams which have a more detailed knowledge of the desires and requirements of the residents and businesses in their local areas. The raw condition assessment was then used to prioritise the schemes identified for investment. It is proposed to invest £0.8M in local shopping areas. The list of schemes identified for this investment is shown in Appendix E.
- 2.12 It is proposed to invest an additional £50k per ward to be used for each neighbourhood. There will be a total investment of £0.85M across all 17 wards and will allow the neighbourhoods to invest in roads, footways in their area, in line with locally agreed priorities.

### **Local Carriageway Surface Enhancement**

- 2.13 Building on the success of the Right First Time, RFT, initiative for road repairs it is proposed to introduce a RFT capital programme with a budget allocation of £1.8M. This would allow roads that have never received any surface enhancements to be holistically surfaced through this RFT process. It would, therefore, negate the need for them to be considered for capital investment and significantly increase the life of the asset. Roads surfaced through this process will need only very minimal, if any, revenue repairs over a period of many years. The Finance service has confirmed that the type of work proposed can be treated as capital expenditure.

If agreed, this will give all six Neighbourhood Road Teams the ability to fund at least one surface enhancement squad for a whole year. Revenue RFT repairs will continue to be funded through Neighbourhood revenue budgets.

### **Other Asset Management**

- 2.14 It is proposed to invest £0.25M in other asset renewals. This programme of asset replacement or renewals is carried out in conjunction with footway schemes that are included in the carriageway and footway programme and involves the replacement of street furniture and street lighting. In the case of street lighting where the lighting columns on a footway improvement scheme are more than 25 years old (ie they are near to exceeding their design life) then it is more efficient to replace the lighting columns at the same time as the footway works.

### **Miscellaneous**

- 2.15 Inspection, design and supervision is a critical element of work that is required when delivering the capital carriageway and footway schemes. It is proposed to allocate £0.40M for this work. The inspection, design and supervision budget

will be closely monitored and if the costs are lower than expected then the funding will be re-allocated and used to bring forward additional carriageway and footway schemes.

### **Cycling Improvements**

- 2.16 Council has a commitment to allocate a percentage of the Transport revenue and capital budgets to improve cycling facilities throughout Edinburgh. 5% was allocated in 2012/13 and this will increase to 6% in 2013/14.
- 2.17 The 6% budget commitment will enable the Council to deliver new cycling infrastructure to support increases in cycling. This will help the Council to achieve the targets set out in the Active Travel Action Plan and will include the creation of links between existing off-road routes and upgrading the facilities that are available on-road. Appendix F shows how this 6% budget will be allocated. These schemes have been selected in after consultation with cycling forums.

## **3. Recommendations**

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- 3.1 It is recommended that the Transport and Environment Committee approves:
- 3.1.1 the allocation of the capital budget for 2013/14 shown in Appendix B;
  - 3.1.2 the list of carriageway and footway schemes shown in Appendix C
  - 3.1.3 the allocation of the Local Shopping Area Pavements shown in Appendix E; and
  - 3.1.4 notes that the total cost of the proposed scheme may exceed £12M. In this case any projects not completed in the current financial year will be rolled forward and funded through the 2014/15 capital allocation.

### **Mark Turley**

Director of Services for Communities

<b>Coalition pledges</b>	<b>P33</b> – Strengthen Neighbourhood Partnerships and further involve people in decisions on how Council resources are used <b>P44</b> – Prioritise keeping our streets clean and attractive <b>P45</b> – Spend 5% of the transport budget on provision for cyclists
<b>Council outcomes</b>	<b>CO19</b> – 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 <b>CO23</b> – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community <b>CO26</b> – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives
<b>Single Outcome Agreement</b>	<b>SO1</b> – Edinburgh’s economy delivers increased investment, jobs and opportunities for all <b>SO4</b> – Edinburgh’s communities are safer and have improved physical and social fabric
<b>Appendices</b>	<b>Appendix A</b> –Capital Budget Allocation <b>Appendix B</b> – Additional Capital Road and Footway Budget Allocation 2013/14 <b>Appendix C</b> – Road Services Proposed Schemes 2013/14 <b>Appendix D</b> – Prioritisation of Maintenance Schemes <b>Appendix E</b> – Road Services Proposed Footway Schemes – Local Shopping Areas <b>Appendix F</b> – Cycling Allocation

Capital Budget Allocation

## Current and Predicted Capital Allocation

	2012/13	2013/14	2014/15	2015/16
£M	16	13.9	15.069	15.069

## Proposed Budget Allocation for 2013/14

Roads, Footways and Street Lighting Budget	<u>£m</u>	13.90	
<u>Carriageways &amp; Footways</u>	<u>£m</u>		
Budget for carriageway works		4.07	
Budget for Local Roads Thin Overlay		1.00	
Budget for footway works		2.55	
Budget for Local Footways		0.35	
TOTAL			-7.97
<u>Street Lighting</u>	<u>£m</u>		
TOTAL		1.40	-1.40
<u>Other Asset Management</u>			
Asset replacement <sup>1</sup>	<u>£m</u>	0.50	
Calder Road Barrier Work		0.25	
TOTAL			-0.75
<u>Neighbourhoods</u>	<u>£m</u>		
Drop crossings (£30,000 per Neighbourhood Area)		0.18	
Drainage improvements (£30,000 per Neighbourhood Area)		0.18	
NEP - (£85,000 per Partnership)		1.02	
TOTAL			-1.38
<u>Miscellaneous</u>			
Budget for Inspection, Design & Supervision costs, including TTRO's	<u>£m</u>	1.25	
Contingencies		0.80	
Leith Walk		0.35	
TOTAL			-2.40
<b>TOTAL SPEND</b>			<b>-13.90</b>

<sup>1</sup> Other asset replacement within schemes i.e. footway schemes involving street lighting replacement of columns over 30 years old, street furniture, sign renewal etc.

**Proposed Capital Programme - April 2013 – March 2014**

**Carriageway Schemes**

<b>Carriageway Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Road Type Multiplier</b>	<b>Bus Use Multiplier</b>	<b>Prioritisation Score</b>
Queensferry Road	Barnton Junction to o/s 634	1	Almond	9,901	15.0	2	1.50	<b>45.00</b>
South Gyle Crescent	o/s No.9 to South Gyle Crescent Lane	3	Drum Brae/Gyle	5,704	17	1.60	1.50	<b>40.80</b>
Broomhouse Drive	Saughton Road to Broomhouse Road	7	Sighthill/Gorgie	7,130	16.0	1.6	1.50	<b>38.40</b>
Fountainbridge	Semple Street to Viewforth	9	Fountainbridge/C'hart	6,381	16.5	1.8	1.25	<b>37.13</b>
Buccleuch Street	At West Crosscauseway	15	Southside/Newington	683	16.0	1.8	1.25	<b>36.00</b>
Easter Road	London Road to Regent Road	11	City Centre	1,220	18.0	1.6	1.25	<b>36.00</b>
Pennywell Gardens	Pennywell Medway to Pennywell Rd	4	Forth	3,631	22.0	1.3	1.25	<b>35.75</b>
Old Liston Road	Newbridge Roundabout to Newbridge Road	1	Almond	3,163	17.0	1.6	1.25	<b>34.00</b>
Riccarton Mains Road		2	Pentland Hills	2,369	17	1.3	1.50	<b>33.15</b>
Oxgangs Avenue	Whole Street	8	Colinton/Fairmilehead	1,351	16.5	1.6	1.25	<b>33.00</b>

**Proposed Capital Programme - April 2013 – March 2014**

**Footway Schemes**

<b>Footway Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Usage Multiplier</b>	<b>Prioritisation Score</b>
Gullan's Close	Holyrood Road to o/s No 18	11	City Centre	74	18.5	1.6	<b>29.60</b>
Bruntsfield Gardens	Both Sides	10	Meadows/Morningside	805	17.0	1.6	<b>27.20</b>
Iona Street	North Side 17a to 73	12	Leith Walk	161	17.0	1.6	<b>27.20</b>
Melville Drive,	Marchmont Road to Argyle Place - south side	10	Meadows/Morningside	256	17.0	1.6	<b>27.20</b>
Bruntsfield Avenue	West Side	10	Meadows/Morningside	987	16.5	1.6	<b>26.40</b>
Chapel Street	West Side Crichton St to Buccleuch Place, East side West Crosscauseway to Buccleuch Place	15	Southside/Newington	610	16.5	1.6	<b>26.40</b>
Gladstone Terrace	Both Sides	15	Southside/Newington	789	16.5	1.6	<b>26.40</b>
Iona Street	South Side o/s 2-16	12	Leith Walk	415	16.5	1.6	<b>26.40</b>
St Andrew Place	Both Sides	13	Leith	379	16.5	1.6	<b>26.40</b>
Woodville Terrace	North Side Lochend Road to Ashville Terrace	13	Leith	143	16.5	1.6	<b>26.40</b>

**Footway Schemes**

<b>Footway Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M2</b>	<b>Raw Score</b>	<b>Usage Multiplier</b>	<b>Prioritisation Score</b>
King's Stables Road	North Side o/s 24-36	11	City Centre	162	13.0	2.0	<b>26.00</b>
Abbeyhill	Various sections, both sides from Abbey Strand to Abbey Loan	11	City Centre	1,472	16.0	1.6	<b>25.60</b>
Abbeymount	Both Sides	11	City Centre	655	16.0	1.6	<b>25.60</b>
Alva Place	Both Sides	12	Leith Walk	267	16.0	1.6	<b>25.60</b>
Bedford Street	20m from Dean Park Street	5	Inverleith	119	16.0	1.6	<b>25.60</b>
Bellevue Crescent	West Side	11	City Centre	414	16.0	1.6	<b>25.60</b>
Broughton Road	West Side Rodney St to McDonald Road, East Side East Claremont Street to McDonald Road	12	Leith Walk	1,402	16.0	1.6	<b>25.60</b>
Calton Road	South Side Weverley Entrance to New Street, North Side at New Street	11	City Centre	987	16.0	1.6	<b>25.60</b>
Claremont Road	Both Sides	13	Leith	804	16.0	1.6	<b>25.60</b>
Collins Place	West Side	5	Inverleith	97	16.0	1.6	<b>25.60</b>
Colville Place	East Side	5	Inverleith	105	16.0	1.6	<b>25.60</b>

**Footway Schemes**

<b>Footway Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M2</b>	<b>Raw Score</b>	<b>Usage Multiplier</b>	<b>Prioritisation Score</b>
Dundee Street	South Side Dundee Terrace to West Approach	9	Fountainbridge/C'hart	356	16.0	1.6	<b>25.60</b>
Elbe Street	Various Sections	13	Leith	245	16.0	1.6	<b>25.60</b>
Ettrick Road	Both Sides	10	Meadows/Morningside	1,098	16.0	1.6	<b>25.60</b>
Eyre Crescent	Both Sides (Promoted by N'Hood Partnership)	5	Inverleith	542	14.5	1.6	<b>23.20</b>



**Proposed Capital Programme - April 2013 – March 2014**

**Local Roads Schemes**

<b>Local Road Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Road Type Multiplier</b>	<b>Prioritisation Score</b>
Hillview Cottages	Whole Road	2	Pentland Hills	1,262	19.0	1	<b>19.00</b>
Hawthorn Bank	No.1 to No.18	1	Almond	545	18.0	1	<b>18.00</b>
Dochart Drive	Whole Road	3	Drum Brae / Gyle	2,815	17.0	1	<b>17.00</b>
Long Dalmahoy Road	Haggs Farm to Kaimies Quarry	2	Pentland Hills	799	17.0	1	<b>17.00</b>
Drum Brae Park	Whole Road	3	Drum Brae / Gyle	242	16.5	1	<b>16.50</b>
East Hermiston	Gogar Station Road east for approx 408m	2	Pentland Hills	4,252	16.5	1	<b>16.50</b>
Ferry Road	Service Road Drylaw Place to Groathill Road North	5	Inverleith	1,260	16.5	1	<b>16.50</b>
Lawson Crescent	Whole Road	1	Almond	1,934	16.5	1	<b>16.50</b>
North Gyle Terrace	Maybury Road to North Gyle Grove	3	Drum Brae / Gyle	1,249	16.5	1	<b>16.50</b>
Oxgang's Path	Whole Road	8	Colinton/Fairmilehead	423	16.5	1	<b>16.50</b>
Thorburn Grove	Whole Road	8	Colinton/Fairmilehead	627	16.5	1	<b>16.50</b>

**APPENDIX A**

**Local Roads Schemes**

<b>Local Road Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M2</b>	<b>Raw Score</b>	<b>Road Type Multiplier</b>	<b>Prioritisation Score</b>
Allan Park Road	Whole Road	9	Fountainbridge/C'hart	2,465	16.0	1	<b>16.00</b>
Carmel Avenue	Whole Road	1	Almond	509	16.0	1	<b>16.00</b>
Carmel Road	Liston road to Pentland View Road	1	Almond	568	16.0	1	<b>16.00</b>
Claverhouse Drive	Whole Road	16	Liberton/Gilmerton	2,852	16.0	1	<b>16.00</b>
Craigmount Grove	Whole Road	3	Drum Brae / Gyle	2,315	16.0	1	<b>16.00</b>
Liston Road / Drive	Whole Road	1	Almond	1,908	16.0	1	<b>16.00</b>
Marshall Road	Whole Road	1	Almond	514	16.0	1	<b>16.00</b>
Mentone Av / Ramsay Place	Whole Road	17	Portobello/Craigmillar	1,582	16.0	1	<b>16.00</b>
Moat Street	Whole Road	9	Fountainbridge/C'hart	2,293	16.0	1	<b>16.00</b>
Muirhouse Medway	Muirhouse Park to Greendale Park	4	Forth	715	16.0	1	<b>16.00</b>
Parkhead Street	Whole Road	7	Sighthill/Gorgie	487	16.0	1	<b>16.00</b>
Pentland View Road	Whole Road	1	Almond	694	16.0	1	<b>16.00</b>

**Local Roads Schemes**

<b>Local Road Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M2</b>	<b>Raw Score</b>	<b>Road Type Multiplier</b>	<b>Prioritisation Score</b>
Walter Scott Avenue	Whole Road	16	Liberton/Gilmerton	4,643	16.0	1	<b>16.00</b>
Wester Drylaw Avenue	Whole Road	5	Inverleith	2,519	16.0	1	<b>16.00</b>
Wester Drylaw Drive	O/s 77-135	5	Inverleith	3,976	16.0	1	<b>16.00</b>
Wester Drylaw Drive	Ferry Road to No. 213	5	Inverleith	669	16.0	1	<b>16.00</b>

**Proposed Capital Programme - April 2013 – March 2014**

**Local Footway Schemes**

<b>Local Road Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Road Type Multiplier</b>	<b>Prioritisation Score</b>
Dunedin Street	North f/way opp 21-22 and South f/way o/s 23-27	12	Leith Walk	252	21.0	1.2	<b>25.20</b>
Riversdale Crescent	South side opp junction with Riversdale Grove to opp 14	6	Costorphine/Murrayf'd	453	21.0	1.2	<b>25.20</b>
Camus Avenue	Both sides o/s 1-25	8	Colinton/Fairmilehead	1,044	20.0	1.2	<b>24.00</b>
Hutchison Gardens	Outer footpath	9	Fountainbridge/C'hart	142	20.0	1.2	<b>24.00</b>
Boswall Square	Both Sides	4	Forth	214	19.5	1.2	<b>23.40</b>

**Additional Capital Road and Footway Budget Allocation**  
**2013/14**

Roads, Footways and Street Lighting Budget	<u>£m</u> 12.00	
<u>Carriageways &amp; Footways</u>	<u>£m</u>	
Budget for Carriageway Works	3.08	
Budget for Local Roads Thin Overlay	1.00	
Budget for Footway Works	0.85	
Budget for Local Footways	0.90	
TOTAL		-5.83
<u>City Centre Improvements</u>	<u>£m</u>	
Pavement & Carriageway Resurfacing	1.00	
TOTAL		-1.00
<u>Neighbourhoods</u>	<u>£m</u>	
Drainage Improvements	0.35	
Local Shopping Area Pavements	0.80	
Ward Allocation (17x£50k)	0.85	
TOTAL		-2.00
<u>Local Carriageway Surface Enhancement</u>	<u>£m</u>	
Carriageway Enhancement Programme	1.80	
TOTAL		-1.80
<u>Other Asset Management</u>	<u>£m</u>	
Capital Footway Street Lighting Improvement	0.25	
TOTAL		-0.25
<u>Miscellaneous</u>	<u>£m</u>	
Inspection, Design, Supervision & TTRO's	0.40	
TOTAL		-0.40
<u>Cycling Improvements</u>	<u>£m</u>	
6% Allocation	0.72	
TOTAL		-0.72
<b>TOTAL SPEND</b>		<b>-12.00</b>

**Main Carriageways**

Carriageway Schemes	Scheme Location	Ward Number	Council Ward	M <sup>2</sup>	Raw Score	Road Type Multiplier	Bus Use Multiplier	Prioritisation Score
Haymarket Terrace	Magdalene Crescent to Rosebery Crescent	11	City Centre & Leith	2097	16.0	1.8	1.50	<b>43.20</b>
Freelands Road	Freelands Way west for 332m	2	South-West	2710	n/a	n/a	n/a	n/a
Hillwood Terrace	3 Sections	1	West	1304	n/a	n/a	n/a	n/a
Peffermill Road	Westbound Carriageway at Craigmillar Park	17	East	1100	16.0	1.8	1.50	<b>43.20</b>
Corstorphine Road	Westbound Carriageway No.37 to Murrayfield Road	6	West	755	15.5	1.8	1.50	<b>41.85</b>
Stenhouse Road	Full length	7	South-West	5933	15.0	1.8	1.50	<b>40.50</b>
Broomhouse Road	Roundabout at Broomhouse Drive	7	South-West	2074	14.5	1.8	1.50	<b>39.15</b>
Chambers Street	3 Sections	11	City Centre & Leith	1091	19.5	1.6	1.25	<b>39.00</b>
Pennywell Road	Southbound Ferry Road Avenue to Ferry Road	4	North	674	16.0	1.6	1.50	<b>38.40</b>
Stenhouse Cross	Roundabout	7	South-West	2002	14.0	1.8	1.50	<b>37.80</b>
Lindsay Road Ph3	No 4 Annfield to no 2 Anchorfield, eastbound side.	13	City Centre & Leith	1377	13.5	1.8	1.50	<b>36.45</b>
Lauriston Place	Heriot Terrace to Tollcross	10	South	3247	16.0	1.8	1.25	<b>36.00</b>
Comiston Road	Braid Crescent to Greenbank Terrace	10	South	2352	13.0	1.8	1.50	<b>35.10</b>
Murrayburn Road	Longstone Road to Drumbryden Gardens	7	South-West	10383	17.5	1.6	1.25	<b>35.00</b>
Starbank Road	Roundabout at Pier Place	4	North	962	15.5	1.8	1.25	<b>34.88</b>
Ravelston Dykes	At Murrayfield Road	6	West	659	17.0	1.6	1.25	<b>34.00</b>
A1 Musselburgh By-Pass	350m from The Jewel to the Jewel Roundabout	17	East	3345	15.0	1.8	1.25	<b>33.75</b>
Builyleon Road	Echline Roundabout to No.16	1	West	n/a	15.0	1.8	1.25	<b>33.75</b>
Crewe Road North	Pilton Avenue to Boswall Parkway	4	North	5691	15.0	1.8	1.25	<b>33.75</b>
Lanark Road West	Statlon Loan to Newmills Road	2	South-West	3252	15.0	1.8	1.25	<b>33.75</b>
Dundas Street,	Henderson Row to Fettes Row	5	North	2485	15.0	1.8	1.25	<b>33.75</b>
Gilmerton Dykes Street	From Lasswade Road to Burdiehouse Burn	16	South	2072	16.5	1.6	1.25	<b>33.00</b>
Marchmont Rd Beaufort Rd	At Junction	15	South	573	16.5	1.6	1.25	<b>33.00</b>
Comiston Road	Buckstone Road to No.116	8	South-West	3320	14.5	1.8	1.25	<b>32.63</b>

**Local Road Carriageways**

**APPENDIX C**

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M <sup>2</sup>	Raw Score	Road Type Multiplier	Prioritisation Score
South Gray Street	Whole Road	15	Southside/Newington	744	17.00	1.0	17.00
Oxgangs Drive/Place	Whole Road	8	Colinton/Fairmilehead	887	17.00	1.0	17.00
Oxgangs Gardens	Whole Road	8	Colinton/Fairmilehead	613	15.50	1.0	15.50
Cargil Terrace	Whole Road	4	Forth	1,395	16.50	1.0	16.50
Deanpark Bank	Whole Road	2	Pentland Hills	807	16.00	1.0	16.00
Marchbank Place	Whole Road	2	Pentland Hills	303	16.00	1.0	16.00
Redgauntlet Terrace	Whole Road	16	Liberton/Gilmerton	1,700	16.00	1.0	16.00
Buckstone Court	Whole Road	8	Colinton/Fairmilehead	1,260	16.00	1.0	16.00
Queen's Gardens	Whole Road	5	Inverleith	950	16.00	1.0	16.00
Deanpark Place	Whole Road	2	Pentland Hills	1,537	16.00	1.0	16.00
Thomson Crescent	Whole Road	2	Pentland Hills	2,669	15.50	1.0	15.50
Muir Wood Road	Whole Road	2	Pentland Hills	3,748	15.50	1.0	15.50
Woodhall Grove	Whole Road	8	Colinton/Fairmilehead	589	16.00	1.0	16.00
Redhall Drive	No.44 to Inglis Green Road	7	Sighthill/Gorgie	1,756	16.00	1.0	16.00
Dalhousie Terrace	Whole Road	10	Meadows/Morningside	1,140	16.00	1.0	16.00
Ethel Terrace	Whole Road	10	Meadows/Morningside	1,074	16.00	1.0	16.00
Eildon Street	o/s 24 to 37	5	Inverleith	696	16.00	1.0	16.00
Albion Road Ph1	Albion Place to Terrace	12	Leith Walk	406	16.00	1.0	16.00
Ferry Road	Service Road 664-740	4	Forth	3,246	15.50	1.0	15.50
Telford Drive	Whole Road	5	Inverleith	2,969	15.50	1.0	15.50
Dean Bank Lane & Saxe Coburg	8 Dean Bank to 15 Saxe Coburg	5	Inverleith	2,269	15.50	1.0	15.50
Silverknowes Avenue	Whole Road	1	Almond	2,480	15.50	1.0	15.50

## Main Footways

## APPENDIX C

Footway Schemes	Scheme Location	Ward Number	Council Ward	M <sup>2</sup>	Raw Score	Usage Multiplier	Prioritisation Score
Sommerville Gardens	At Scotstoun Avenue	1	West	248	18.00	1.60	<b>28.80</b>
Market Street	Both Sides Mound to Waverley Bridge	11	City Centre & Leith	964	14.00	2.00	<b>28.00</b>
Bell Place - Glenogle P	Both Sides	5	North	122	17.00	1.60	<b>27.20</b>
Washington Lane	West Footway	7	South-West	133	17.00	1.60	<b>27.20</b>
Ferry Road	Opposite Inverleith Gdns	4	North	729	17.00	1.60	<b>27.20</b>
Queensferry Road	North Side No.91 to Orchard Road	5	North	1,004	16.50	1.60	<b>26.40</b>
Whitehouse Loan	West Side Thirlestane Road to Strathearn	10	South	440	16.50	1.60	<b>26.40</b>
Niddrie Mains Road	South Footway Niddrie Farm Road to Cra	17	East	474	17.00	1.60	<b>27.20</b>
Gorgie Road	South Side at Westfield Road	9	South-West	242	16.50	1.60	<b>26.40</b>
Rochester Terrace	Both Sides	10	South	156	16.50	1.60	<b>26.40</b>
Lauriston Street	Outside No.23	11	City Centre & Leith	60	16.00	1.60	<b>25.60</b>
St Leonard's Street	At Parkside Street	15	South	372	16.00	1.60	<b>25.60</b>
Melville Drive	South Side Argyle Place to Hope Park Cr	15	South	720	16.00	1.60	<b>25.60</b>
Millerfield Place	Both Sides	15	South	277	16.00	1.60	<b>25.60</b>
Union Street	Both Sides	11	City Centre & Leith	651	13.00	2.00	<b>26.00</b>

## Local Footways

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M <sup>2</sup>	Raw Score	Usage Multiplier	Prioritisation Score
Forrester Road	Both Sides	6	Costorphine/Murrayf'd	1520.71	17.00	1.2	<b>20.40</b>
Hillpark Avenue & Gardens	Both Sides	5	Inverleith	2390	17.00	1.2	<b>20.40</b>
Allan Park Crescent & Loan	Both Sides	9	Fountainbridge/C'hart	1,308	17.00	1.2	<b>20.40</b>
Easter Drylaw Place	Easter Drylaw Loan to Easter Drylaw Bank	5	Inverleith	679	19.50	1.2	<b>23.40</b>
Easter Drylaw Place	Groathill Road North to Easter Drylaw Loan	5	Inverleith	978	19.50	1.2	<b>23.40</b>
Wilkieston Road	Craigpark Avenue to Hallcroft Park	2	Pentland Hills	352	18.50	1.2	<b>22.20</b>
Succoth Gardens	Both Sides	6	Costorphine/Murrayf'd	442	18.50	1.2	<b>22.20</b>
Ryehill Grove	Both Sides	13	Leith	356	18.50	1.2	<b>22.20</b>



## **PRIORITISATION OF MAINTENANCE SCHEMES**

Schemes are prioritised based on a condition assessment carried out by a Roads Inspector. The condition score is then multiplied by a prioritisation weighting to give the priority score.

A condition assessment will be carried out to identify potential carriageway and footway schemes that require capital investment. A condition assessment is initiated by one or more of the following methods:

**Neighbourhood Inspectors walkabout inspection:** Neighbourhood inspectors rate the carriageways on a scale from 1 to 5. Anything that scores a 5 will be given a condition assessment.

**Detailed Visual Inspection (DVI):** Carried out by 1 inspector on the carriageway over an 18 month period. It highlights areas that require a condition assessment.

**Scottish Road Maintenance Condition Survey data (SRMCS):** Vehicle scan of the carriageways that highlights areas of the carriageway that should be investigated further.

**Footway Network Survey (FNS):** Carried out by 1 inspector on the carriageway over an 18 month period. It highlights areas that require a condition assessment.

Schemes are prioritised based on a condition assessment carried out by a Roads Inspector. The condition score is then multiplied by a prioritisation weighting to give the priority score.

## **CARRIAGEWAY EVALUATION**

The evaluation of the Carriageway involves a visual condition assessment of the road surface by qualified staff, together with a potential danger assessment.

The criteria used for the assessment are as follows:

- Drainage Condition
- Surface irregularity/Deformation
- Whole Carriageway Deterioration
- Deterioration beyond Cyclic Maintenance Levels
- Will Exclusion Cause Danger

## Condition Scoring

### 1. Drainage Condition

Ideally in purely drainage schemes this rating should be given after a period of bad weather. This will obviously not always be possible, so the existence of any gullies, grips, piped grips and ditches should be taken into account.

- Rating 0 = Sufficient drainage facilities, no standing water after rainfall.
- Rating 1 = Carriageway surface allowing minor standing water, although most of the water is draining away.
- Rating 2 = Drainage facilities severely lacking, causing standing water over large proportion of the carriageway.
- Rating 3 = Severe flooding, lasting long after rain has dried in surrounding area, causing major disruption to vehicle movements.

### 2. Surface Irregularity/Deformation

Here the ratings relate to the overall continuity of the surface of the carriageway, i.e. wheel track rutting, pushing, general shape, etc.

- Rating 0 = Completely uniform surface.
- Rating 1 = Slight undulation of surface.
- Rating 2 = Minor rutting or pushing of surface.
- Rating 3 = Rutting noticeable to drivers, giving uncomfortable journey.
- Rating 4 = Surface shape giving indications of deeper structural damage.
- Rating 5 = Severe undulations indicating major deep structural damage.

### 3. Whole Carriageway Deterioration

The rating should indicate the actual condition of the surface material of the carriageway.

- Rating 0 = New looking surface, no material loss
- Rating 1 = Slight crazing of the main running surface
- Rating 2 = Start of wheel track cracks and some patches already exist.
- Rating 3 = Cracking both horizontally and vertically Existing patches starting to break up.
- Rating 4 = Serious wheel track cracking and crazing of surface, existing patches failure.
- Rating 5 = Surface breaking up and liable to cause injury.

## 4. Has Section deteriorated beyond Cyclic Maintenance levels?

This section has been provided to allow the assessors to rate the overall scheme condition. The rating is given between 0 and 5.

- Rating 0 = Very good condition, probably more than 10 years residual life  
 Rating 1 = Good condition, probably 5-10 years residual life  
 Rating 2 = Still in good condition, starting to wear in areas but still probably 5-7 years residual life.  
 Rating 3 = Reasonable condition, wear and tear starting to show, probably 2-5 years residual life.  
 Rating 4 = Poor condition, giving pedestrians difficulties, requires maintenance in the next 2 years.  
 Rating 5 = Requires maintenance urgently.

## 5. Will exclusion cause danger?

Here, the assessor should be thinking “If this Scheme is not included in this year’s maintenance list, would danger be increased before next year’s assessment?”

- Rating 0 = Definitely no increase in danger.  
 Rating 1 = No increase in danger levels should be expected  
 Rating 2 = Slight possibility of rise in minor damage to vehicles  
 Rating 3 = Possibility of rise in more serious damage to vehicles  
 Rating 4 = High risk of injury to pedestrians / damage to vehicles  
 Rating 5 = Too dangerous to be excluded from the maintenance list this year.

**Prioritisation**

Table 1 below shows the value of the priority rating, which is applied to the condition score:

<b>Road Category (As shown in Table 1 above)</b>	<b>Weighting</b>	<b>Low Bus Use</b>	<b>Medium Bus Use</b>	<b>High Bus Use</b>
	Roads not on Bus Route	Roads with less than 15 Buses per hour	Roads with 15 to 50 Buses per hour	Roads with more than 50 Buses per hour
Special	2.0	Increase the score by 25%	Increase the score by 50%	Increase the score by 75%
Type 1	1.8	Increase the score by 25%	Increase the score by 50%	Increase the score by 75%
Type 2	1.6	Increase the score by 25%	Increase the score by 50%	Increase the score by 75%
Type 3	1.3	Increase the score by 25%	Increase the score by 50%	Increase the score by 75%
Type 4	1.0	Increase the score by 25%	Increase the score by 50%	Increase the score by 75%

Table 2 below shows how the Type of the carriageway is determined:

<b>Table 2</b>	
<b>Type</b>	<b>MSA</b>
Special	Over 30
Type 1	10 - 30
Type 2	2.5 - 10
Type 3	0.5 – 2.5
Type 4	Up to 0.5

Traffic count data is measured in Million Standard Axels (MSA). It takes into account number of vehicles passing per day will all direction combined.

Once the condition score is multiplied by the prioritisation score a list of schemes can be sorted. The list shows highest priority to lowest priority.

These schemes are then passed to the Design Team to allocate costs to give an estimate of repair depending on the extent of reconstruction required.

Once these estimates are placed on the priority list and the annual budget allocation has been determined the list of schemes which can be carried out can be determined.

### **Local Roads**

Local Roads Thin Overlay carriageways are assessed in the same way as the main carriageways. They all have a prioritisation multiplier of 1 as they are all Type 4 roads that are not on a bus route.

### **FOOTWAY EVALUATION**

The evaluation of the Footway is carried out in the same way as the Carriageway assessment and involves a visual condition assessment of the surface by qualified staff together with a potential danger assessment.

The criteria used for the assessment are as follows:

- Kerb Upstand
- Kerb Deterioration/Alignment
- Footpath/Footway Deformation
- Footpath/Footway Deterioration
- Surface Water
- Deterioration beyond Cyclic Maintenance Levels
- Will Exclusion Cause Danger

A needs assessment form is completed and numerical values given to each of the 7 criteria within the bands given on the sheet.

### Condition Scoring

#### 1. Kerb Upstand:-

This element should be evaluated giving a rating between zero and three e.g. where a kerb upstand should be 110 mm. the rating applied shall be as follows:-

Rating 0 =	Upstand	110 - 100 mm.
Rating 1 =	Upstand	100 - 70 mm.
Rating 2 =	Upstand	70 - 40 mm.
Rating 3 =	Upstand	40 - 0 mm.

#### 2. Kerb Deterioration/Alignment

The rating of this element should reflect the actual appearance of the kerb with respect to the condition and the continuity of the level.

Rating 0 =	New looking kerbs, no unnecessary rise and fall, no trips.
Rating 1 =	Slightly chipped edges/missing corners, slight rising of few kerbs, occasional trips.
Rating 2 =	Some kerbs may be cracked/spalling, rising of kerbs causing major trips.
Rating 3 =	Missing kerbs/major deterioration, rising of kerbs liable to cause injury.

#### 3. Footpath/Footway Deformation

Here the ratings relate to the overall continuity of the surface of the footpath/footway, i.e. sunken flags, raising of sand carpet by tree roots etc.

Rating 0 =	Completely flat.
Rating 1 =	Slight undulation of surface.
Rating 2 =	More serious movement in the surface.
Rating 3 =	Undulation severe, causing difficulty walking.

#### 4. Footpath/Footway Deterioration

The rating should indicate the actual condition of the surface material of the footpath/footway.

Rating 0 =	New looking surface, no material loss.
Rating 1 =	Slight material loss or damage to flags.
Rating 2 =	Approx. 25% material loss, broken flags.
Rating 3 =	Serious material loss, missing flags, etc. liable to cause injury.

## 5. Surface Water

This section allows the assessor to indicate the extent of the problem caused by the footpath/footway surface allowing surface water to stand after the rest of the area has dried.

- Rating 0 = No standing surface water.  
 Rating 1 = 0-10% of surface covered with shallow pools of standing water.  
 Rating 2 = 10-40% of surface covered with shallow pools of standing water.  
 Rating 3 = Greater than 40% of surface with major water problems.

## 6 Has section deteriorated beyond Cyclic Maintenance Levels?

This section has been provided to allow the assessor to rate the overall scheme condition. The rating is given between zero and five.

- Rating 0 = Very good condition, probably more than 10 years residual life.  
 Rating 1 = Good condition, probably 5-10 years residual life.  
 Rating 2 = Still in good condition, starting to wear in areas but still probably 5-7 years residual life.  
 Rating 3 = Reasonable condition, wear and tear starting to show probably 2-5 years residual life.  
 Rating 4 = Poor condition, giving pedestrians difficulties, requires maintenance in the next 2 years.  
 Rating 5 = Requires maintenance urgently.

## 7 Will exclusion cause danger?

Here, the assessor should be thinking "If this scheme is not included in this year's maintenance list, would danger be increased before next year's assessment?"

- Rating 0 = Definitely no increase in danger  
 Rating 1 = No increase in danger levels should be expected  
 Rating 2 = Slight possibility of rise in minor injuries to pedestrians  
 Rating 3 = Possibility of rise in more serious injuries to pedestrians  
 Rating 4 = High risk of injury to pedestrians  
 Rating 5 = Too dangerous to be excluded from the maintenance list for this year

## Prioritisation

Table 3 below shows the value of the priority rating, which is applied to the condition score:

<b>Table 3</b>					
<b>Usage Category</b>	<b>Super High Use</b>	<b>High Use</b>	<b>Medium Use</b>	<b>Low Use</b>	<b>Ultra Low Use</b>
Weighting Multiplier	2.5	2.0	1.6	1.2	1.0

Once the condition score is multiplied by the prioritisation score a list of schemes can be sorted. The list shows highest priority to lowest priority.

These schemes are then passed to the Design Team to allocate costs to give an estimate of repair depending on the extent of reconstruction required.

Once these estimates are placed on the priority list and the annual budget allocation has been determined the list of schemes which can be carried out can be determined.

The priority list keeps the Footway and Carriageway schemes separated.

## Off-Road Cycleways

Off-Road cycleways are treated as part of the Footways allocation but are ranked separately depending on their usage.

Table 4 below shows the value of the priority rating, which is applied to the condition score:

<b>Table 5</b>			
<b>Usage Category</b>	<b>High</b>	<b>Medium</b>	<b>Low</b>
Weighting Multiplier	2.0	1.5	1.0





## Road Services Proposed Footway Schemes

APPENDIX E

### Local Shopping Areas

Footway Schemes	Scheme Location	Ward Number	Council Ward	M <sup>2</sup>	Raw Score
Oxgangs Road North	Co-Op	8	Colinton/Fairmilehead	2237	16
Saughtonhall Drive	Co-Op	6	Costorphine/Murrayf'd	1219	16
Northfield Broadway	No 82-100	14	Craigentenny/Dudd'n	1617	15.5
Montagu Terrace	From Ferry Road to Royston Terrace	5	Inverleith	1266	16
St Stephens Street	Full Length	5	Inverleith	386	15.5
Rannoch Terrace	Both Sides	3	Drum Brae/Gyle	691	16

**Cycling Allocation**

<b>Location</b>	<b>Scheme Description</b>
A90	Bringing forward the completion of the A90 cycle route improvements from 2015 to 2014. This will improve the overall route from Haymarket to the Forth Bridge for pedestrians and cyclists with new signs and access improvements and the widening of narrow and poorly surfaced sections of this National Cycle Network route which are frequently overgrown by vegetation.
Leith-Portobello	With equal matched funding applied for from Sustrans - further improvements to the Leith - Portobello route (widening and resurfacing of footways and paths in Leith Links). This will improve the quality of path surfaces for pedestrians and cyclists and provide more width for them to pass each other more comfortably.
Carrick Knowe	With equal matched funding applied for from Sustrans - surfacing/lighting of the Carrick Knowe rail path to the new Balgreen tram stop - . This will upgrade this path from an unlit dirt track to a tarmac surfaced and lit path that will bring it up to a suitable standard for its new role as a pedestrian and cycle route from Corstorphine to the new tram stop at Balgreen.

# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Street Lighting – Replacement of Test Failed Columns

Item number	7.11
Report number	
Wards	All

### Links

Coalition pledges	<a href="#">P44</a> , <a href="#">P49</a> , <a href="#">P50</a>
Council outcomes	<a href="#">CO18</a> , <a href="#">CO19</a> , <a href="#">CO21</a>
Single Outcome Agreement	<a href="#">SO1</a> , <a href="#">SO4</a>

### Mark Turley

Director of Services for communities

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# Executive summary

## Street Lighting – Replacement of Test Failed Columns

### Summary

---

An increasing risk, in relation to Test Failed lighting columns, was identified at a Transport and Environment Committee workshop on 19 March 2013.

Finance and Budget Committee previously noted at its meeting on 17 January 2013 the realignment of Services for Communities (SFC) Capital budgets and transferred funds from previously approved projects to new projects. A balance of £1.332M remains and was put to a SFC capital investment contingency fund. It is proposed that £1M required for street lighting will come out of the remaining contingency.

The additional £1M funding will accelerate the current replacement programme for Test Failed lighting columns. It is estimated that 710-760 columns will be replaced through this programme, dependent upon contract prices.

### Recommendations

---

It is recommended that the Transport and Environment Committee:

- 1 notes the content of the report;
- 2 approves the proposals for a £1M capital spend in 2013/14 to accelerate the Street Lighting Test Failed column stock replacement, subject to agreement by Full Council;
- 3 refers this proposal to Council for approval as it is not currently contained within the Capital Investment Programme for 2013/14; and
- 4 considers this funding requirement when setting future years' budgets.

## Measures of success

---

Success will be measured by an accelerated reduction of the worst Test Failed columns on the inventory and a faster replacement of concrete and steel lighting columns with aluminium columns.

## Financial impact

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The current annual budget for Street Lighting is £1.4M for 2013/14.

The cost of providing energy for street lighting is expected to nearly double by 2020. The energy saved by using new lighting technologies, in conjunction with column replacements, will reduce the lighting energy bill.

## Equalities impact

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Improving the street lighting asset will positively contribute to the delivery of the Equality Act 2010 for all of the protected characteristics, but in particular age and disability, and will improve the lives and safety of all residents and visitors to the city.

## Sustainability impact

---

Aluminium columns are now the first choice in street lighting designs as they require no ongoing maintenance and have a design life of more than 50 years. These columns are manufactured from recycled aluminium and they can be recycled again at the end of their life.

The new lamps, dependent upon type, can last from 5 to 20 years compared to the current life of 2-4 years. These lamps also use less energy, therefore securing savings in the lighting energy bill, and future carbon tax.

Both the aluminium columns and the modern light fittings used take account of all required environmental regulations and can be recycled at the end of their life helping the Council meet its carbon footprint and environmental targets.

## **Consultation and engagement**

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Not applicable.

## **Background reading/external references**

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None.

## Street Lighting – Replacement of Test Failed Columns

### 1. Background

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- 1.1 The renewal of street lighting apparatus is funded from the Council's Capital Investment Programme. Up to 2004, funding was set at an average of £500k per annum and, although this has increased to an average of £1.63M per annum for the period from 2005-2012, renewal of columns that have failed a structural test has not kept up with the level of deterioration.
- 1.2 The existing street lighting stock consists of 57,138 lighting columns. The traditional steel and concrete columns have a design life of 30 years.
- 1.3 From the total stock of 57,138 columns, 16,857 columns are over their 30 years design life. This figure increases, in Edinburgh, by approximately 1,500 columns per annum.
- 1.4 An accelerated replacement of Test Failed street lighting columns will greatly assist with reducing the potential risk, to the Council.

### 2. Main report

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#### Progress Made to Date

- 2.1 Given the high number of columns over their 30 years design life, an independent risk-based structural testing programme commenced in 2003 to provide an accurate assessment of the condition of the lighting column stock. This programme was undertaken on column stock that was 15 years old and over.
- 2.2 To maintain continuity of this critical testing regime, a rolling programme of structural tests will be included with electrical testing, and will be carried out on a six year cycle across the city. The resultant test scores will help to inform future investment decisions for column replacement work programmes.

## **Current Position**

- 2.3 The issue of Test Failed columns was discussed at a Transport and Environment Committee workshop on 19 March 2013. At that workshop members recognised the scale of replacement columns required and the need to prioritise this work. The Director of Services for Communities was asked to investigate if there were any available funds. £1M has been identified from capital projects managed by Services for Communities. This funding can therefore be allocated to the replacement of Test Failed lighting columns.
- 2.4 Test Failed columns are graded 1-5, with 1 being the highest risk. To maximise the use of the additional £1M investment all High Risk 1, Test Failed columns and other critical risk Test Failed steel columns will be replaced citywide. This will almost eradicate these highest risk columns and ensure that the investment is targeted at the most structurally critical columns in the city. 710-760 columns will be replaced through this programme, dependent on contract prices.

## **Risk Assessment**

- 2.5 Independent test results highlight that replacement of this aged stock should commence urgently if a position is to be reached where the future replacement of Test Failed columns can be managed within reasonable budget limits.
- 2.6 It is acknowledged that the current funding levels require to be supplemented. The additional £1M will assist the replacement programme, and help to reduce the risk. A continuing requirement to replace Test Failed columns remains and further funding, to manage and reduce this risk, will be explored.

## **Financial Implications**

- 2.7 Current funding levels for the renewal of street lighting apparatus funded from the Council's Capital Investment Programme for 2013/14, removing staff design costs and other charges, is £1.15M for actual spend on the ground. There are a number of competing demands on this budget. The additional £1M will be solely used to accelerate the Test Failed column replacement programme for 2013/14.



### 3. Recommendations

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- 3.1 It is recommended that the Transport and Environment Committee:
- 3.1.1 notes the content of the report;
  - 3.1.2 approves the proposals for a £1M capital spend in 2013/14 to accelerate the Street Lighting Test Failed column stock replacement, subject to agreement by Full Council;
  - 3.1.3 refers this proposal to Council for approval as it is not currently considered within the Capital Investment Programme for 2013/14; and
  - 3.1.4 considers this funding requirement when setting future years' budgets.

**Mark Turley**

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	<p><b>P44</b> – Prioritise keeping our streets clean and attractive.</p> <p><b>P49</b> – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill.</p> <p><b>P50</b> – Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
<b>Council outcomes</b>	<p><b>CO18</b> – Green – We reduce the local environmental impact of our consumption and production.</p> <p><b>CO19</b> – 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><b>CO21</b> – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city .</p>
<b>Single Outcome Agreement</b>	<p><b>SO1</b> – Edinburgh’s economy delivers increased investment, jobs and opportunities for all.</p> <p><b>SO4</b> – Edinburgh’s communities are safer and have improved physical and social fabric.</p>
<b>Appendices</b>	None

# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Dropped Kerb Access in Edinburgh

ITE number	7.12
Report number	
Wards	All

### Links

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Coalition pledges

Council outcomes [CO22](#), [CO23](#) and [CO26](#).

Single Outcome Agreement [SO4](#).

### Mark Turley

Director of Services for Communities

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# Executive summary

## Dropped Kerb Access in Edinburgh

### Summary

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This report informs Committee on the estimated costs of introducing parking restrictions at all dropped kerbs across Edinburgh. In addition, an update on the Responsible Parking (Scotland) Bill will be provided.

### Recommendations

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It is recommended that Committee:

- 1 discharges the motion by Councillor Bagshaw;
- 2 instructs the Neighbourhood Managers to commence surveying all roads within their areas and note the location of each dropped kerb as well as noting streets where footway parking could be allowed; and
- 3 approves Option 3 as detailed in Appendix One: Options to ensure all dropped kerbs are kept clear and accessible at all times.

### Measures of success

---

To ensure that dropped kerbs remain accessible for all pedestrians including those with prams, pushchairs, wheelchair users or those with visual or mobility problems. In addition, this may benefit cyclists using certain cycle routes.

### Financial impact

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The number of unrestricted dropped kerbs in Edinburgh is still to be confirmed. The estimated cost of providing a sign, pole, road and kerb markings adjacent to one dropped kerb would be approximately £150.

## Equalities impact

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Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010. There are no direct equalities impacts arising from this report.

Councillor Bagshaw has raised concerns about the potential impact that inconsiderate parking adjacent to dropped kerbs in Edinburgh can have on pedestrians with additional needs. Introducing restrictions could have a positive equalities impact by ensuring access is maintained to dropped kerbs and allowing people to cross the road in suitable and safe locations.

## Sustainability impact

---

There are no adverse environmental impacts arising from this report.

## Consultation and engagement

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The proposed Responsible Parking (Scotland) Bill has been through a full consultation and over 400 consultation responses were received. Approximately 95% of respondents were in favour of the Bill's proposals for a blanket ban on parking at dropped kerbs, on pavements and double parking.

The proposed Bill received support from 59 MSPs representing all five parties and four independents. The main advantages highlighted were equality and safety for pedestrians and also clarity for motorists.

Councillor Bagshaw's motion was tabled and continued at the Transport and Environment (TE) Committee on 19 March 2013 and all affected elected members are aware of its content.

## Background reading / external references

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[Proposed Responsible Parking \(Scotland\) Bill](#). The Scottish Parliament.

[Report on Responsible Parking Proposals](#). Sandra White MSP – December 2012.

[Councillor Bagshaw's Motion](#). ITE 40 – Minutes of the Transport and Environment Committee Meeting, 19 March 2013.

## Dropped Kerb Access in Edinburgh

### 1. Background

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1.1 At the TE Committee on 19 March 2013 a motion by Councillor Bagshaw on dropped crossings was considered.

1.2 The following motion by Councillor Bagshaw, seconded by Councillor Booth, was submitted in terms of standing order 8.1:

“Committee:

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.

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.

Recommends that the city’s Neighbourhood Managers 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.

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.”

1.3 The decision was to continue the motion to the next meeting of the Committee to allow a short report to be prepared on the costs involved in implementing the proposal and for an update on progress with the Responsible Parking (Scotland) Bill.

### 2. Main report

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2.1 The Council does not have auditable data relating to the number of dropped kerbs within the city.

- 2.2 Whilst dropped kerbs in the city centre and within the Controlled Parking Zone will have an adjacent restriction, such as a pedestrian crossing point or yellow lines, there are many dropped kerbs in Edinburgh which do not have adjacent restrictions to keep them free of inconsiderately parked vehicles.
- 2.3 Inconsiderate parking at such locations can have a significant impact on all pedestrians particularly the young, the elderly, those with prams or pushchairs, wheelchair users or those with visual or mobility problems. This type of parking can also obstruct cyclists on some cycle routes.
- 2.4 The Council has worked with multiple stakeholders over the past five years to help develop suitable legislation to combat inconsiderate parking at dropped kerbs, on footways and the issue of double parking. The Responsible Parking (Scotland) Bill seeks to address these problems, but it has yet to pass through the Scottish Parliament.
- 2.5 While it could take some time before the Bill takes effect, its proposer, Sandra White MSP, has the support of another 59 MSPs. The final proposal was lodged with Parliament in January 2013 and it is now with the Scottish Government for consideration.
- 2.6 Once national legislation is made it would be an offence to park across any dropped kerb and there would be no need to line and sign the restriction, as a citywide ban would be introduced.
- 2.7 In cases where dropped kerbs formed part of a private access, such as a household driveway, enforcement would be completely reactive, responding to requests from the land owner.
- 2.8 In order to enforce this proposed legislation there is a clear need for an audit of all the dropped kerbs in Edinburgh to be carried out to ascertain the number of potential sites for enforcement and also to record the restrictions which currently exist.
- 2.9 It is proposed that the city's Neighbourhood Managers will carry out an audit of dropped kerbs in their areas by the end of 2013. This will establish the extent to which there are or are not measures in place to protect access to dropped kerbs and develop an action plan to ensure access is protected.
- 2.10 Once the audit is complete, it is likely that there will be three options available to ensure access is maintained at dropped crossings.
- 2.11 The three options are detailed in Appendix One.

### 3. Recommendations

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It is recommended that Committee:

1. discharges the motion by Councillor Bagshaw;
2. instructs the Neighbourhood Managers to commence surveying all roads within their areas and note the location of each dropped kerb as well as noting streets where footway parking could be allowed; and
3. approves Option 3 as detailed in Appendix One: Options to ensure all dropped kerbs are kept clear and accessible at all times.

**Mark Turley**

Director of Services for Communities



## Links

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### **Coalition pledges**

**Council outcomes** CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.  
CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.  
CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

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

**Appendices** Appendix One: Options to ensure all dropped kerbs are kept clear and accessible at all times.

# Appendix One

## **Options to ensure all dropped kerbs are kept clear and accessible at all times**

### **Option 1**

Introduce double yellow line restrictions at all dropped kerbs prior to The Responsible Parking (Scotland) Bill being made.

### **Pros –**

Throughout Edinburgh, there is no need to sign double yellow lines, unless there is an associated loading prohibition, and the restriction would operate 24 hours a day.

### **Cons –**

This approach would incur substantial costs, estimated at £50.00 per location for road markings and could not guarantee the total absence of loading or parking by disabled drivers.

A Traffic Regulation Order would have to be made for each area concerned. The average time to progress a Traffic Regulation Order is approximately nine months and this period can increase depending on the level of objections.

Although a number of locations can be advertised at the same time, it may take a number of years to implement prohibitions at all dropped kerbs.

This option would also necessitate an open ended commitment to funding as dropped kerbs will continue to be introduced throughout the city.

Additional lining would be created which many residents find unsightly.

## **Option 2**

Introduce a 24 hour loading prohibition at all dropped kerbs prior to The Responsible Parking (Scotland) Bill being made.

### **Pros -**

This approach will ensure that dropped kerbs will be kept clear at all times from all vehicles (subject to some exemptions).

### **Cons -**

In addition to double yellow lines, kerb markings would be added to the footway and at least one no loading sign would be erected at each location. This would clearly increase street clutter and be expensive to implement.

The estimated cost of providing a sign, pole, road and kerb markings adjacent to one dropped kerb would be approximately £150.00. This is a significant increase on Option 1.

A Traffic Regulation Order would have to be made for each area concerned. The average time to progress a Traffic Regulation Order is approximately nine months and this period can increase depending on the level of objections.

Although a number of locations can be advertised at the same time, it may take a number of years to implement prohibitions at all dropped kerbs.

This option would also necessitate an open ended commitment to funding as dropped kerbs will continue to be introduced throughout the city.

Additional lining and street clutter would be created which many residents find unsightly.

### **Option 3**

Await the making of the Responsible Parking (Scotland) Bill.

#### **Pros –**

This approach will allow the blanket enforcement of dropped kerbs without the need for additional lines and signs.

It is considered that this option will have little financial impact on the Council, negligible impact on street clutter and could be introduced more quickly than the other options.

In addition to making it a contravention to park at dropped kerbs, the Bill also proposes that Local Authorities should be allowed to enforce contraventions relating to footway parking and double parking.

The Bill proposes that footway parking will also be subject to a blanket ban, meaning that restrictions should only be indicated on streets where footway parking will be allowed. When the audit of dropped kerbs is being carried out it would be useful to also audit all streets where footway parking should be allowed.

#### **Cons –**

Dropped kerbs could remain obstructed, where there are currently no restrictions in place, until the Responsible Parking (Scotland) Bill is made.

**All three options necessitate that a full audit of all dropped kerbs is carried out in the city.**

# Transport and Environment Committee

10 am, Tuesday, 4 June, 2013

## Achieving Excellence Performance Report – referral from the Governance, Risk and Best Value Committee

Item number	7.13
Report number	
Wards	ALL

### Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report

### Carol Campbell

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# Terms of Referral

## Achieving Excellence Performance Report to January 2013

### Terms of referral

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The Governance, Risk and Best Value Committee on 25 April 2013 considered a report on performance against specified targets and outcomes across the Council's Performance Framework for the period to January 2013.

The Governance, Risk and Best Value Committee agreed:

- 1) To note performance and agree actions for improvement for the period to January 2013
- 2) To refer the report to all Executive Committees or Sub-Committees for further scrutiny
- 3) In particular to invite the Executive Committees to scrutinise the following performance areas:
  - Education Children and Families -To Council's approach to school exclusions, including the legal position;
  - Transport and Environment - To request a further explanation on trends in waste to landfill and recycling indicators;
  - Culture and Sport -To review targets for attendances at pools, leisure facilities, museums and galleries to ensure they remain challenging and robust.

### For decision/action

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1. The Governance, Risk and Best Value Committee has referred the attached report to the Transport and Environment Committee for further scrutiny or detailed information.

### Background reading / external references

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Governance, Risk and Best Value Committee 25 April 2013

## Links

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<b>Coalition pledges</b>	See attached report
<b>Council outcomes</b>	See attached report
<b>Single Outcome Agreement</b>	See attached report
<b>Appendices</b>	Report by the Director of Corporate Governance

# Governance, Risk and Best Value Committee

10 am, Thursday 25 April 2013

## Achieving Excellence Performance Report to January 2013

Item number	8.5
Report number	
Wards	All

### Links

Coalition pledges	All
Council outcomes	All
Single Outcome Agreement	All

### Alastair D Maclean

Director of Corporate Governance

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# Executive summary

## Achieving Excellence Performance Report to January 2013

### Summary

---

This report provides an update on performance against specified targets and outcomes across the Council's Performance Framework for the period to January 2013.

It provides an overview displayed through a Corporate Dashboard with further explanations of performance and actions.

This report also provides an in-depth analysis of performance against strategic outcomes under one of the five theme areas outlined in the Council's Performance Framework. Reports against strategic outcomes in other theme areas will be provided to committee on a rolling basis.

### Recommendations

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It is recommended that the Governance, Risk and Best Value Committee:

1. Note performance and agree actions for improvement for the period to January 2013.
2. Refer this report to all Executive Committees or Sub-Committees for further scrutiny.

### Measures of success

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This report provides detail on performance against specified targets across the Council's Performance Framework.

### Financial impact

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The financial impact is set out within the Council's Performance Framework.

## **Equalities impact**

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Reducing poverty, inequality and deprivation is integrated within the Council's Performance Framework.

## **Sustainability impact**

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The sustainability impact is set out within the Council's Performance Framework.

## **Consultation and engagement**

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Priorities and outcomes have been developed in consultation with stakeholders.

## **Background reading / external references**

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The [Council's Performance Framework](#) approved by Council on 25 October 2012.

## Achieving Excellence Performance Report January 2013

### 1. Background

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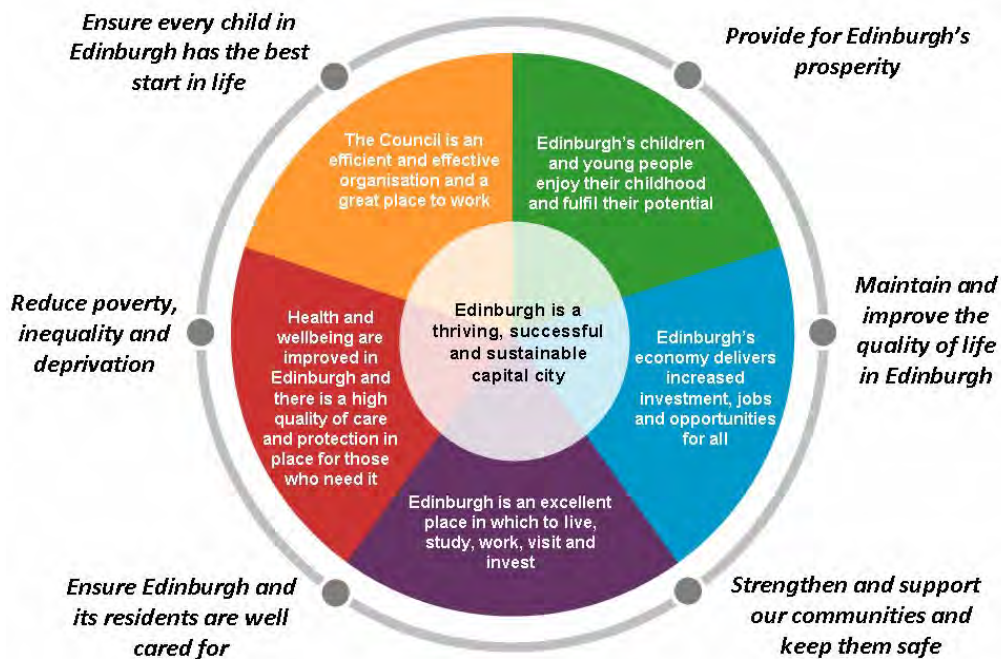
- 1.1 This report provides an update on performance against specified targets and outcomes across the Council's Performance Framework for the period to January 2013.

### 2. Main report





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- 2.1 The Council's Performance Framework is set out in the diagram below and takes account of the Council's vision, five themes containing the strategic outcomes and the Capital Coalition pledges.




**Council's Performance Framework**





## Corporate Dashboard

- 2.2 The Corporate Dashboard in [Appendix 1](#) provides an overview of performance in meeting Council outcomes to January 2013. Further detailed information by indicator is provided in [Appendix 2](#).
- 2.3 A total of 62 indicators are reported across all Outcomes and the current position for each outcome is as follows:
-  met or exceeded target for 27 indicators
  -  missed target but within acceptable tolerance for 18 indicators
  -  missed, or is forecasting to miss, target for 13 indicators
  -  data only for 4 indicators
- 2.4 To support scrutiny of performance, each Director has provided a note on each theme within the framework. These notes summarise performance and are used to facilitate discussions and scrutiny. Further details on these notes and commentary on specific issues of performance are provided in [Appendix 2](#).
- 2.5 The following is a high-level analysis of performance across each theme in the framework:




### Edinburgh's children and young people enjoy their childhood and fulfil their potential:

-  6 indicators have met or exceeded target including indicators relating to literacy, attainment, attendance and exclusions.
-  5 indicators show performance as below target, but within tolerance, including indicators relating to school leaver destinations, physical education, responses to bullying and satisfaction with schools. As the data in Appendix 1 shows, all but one of these indicators shows an improvement in trend performance over recent time periods.
-  4 indicators show performance as below target over the most recent time period. These include indicators relating to primary school exclusions, placements with Council foster carers and teenage pregnancy rates. Further comments on performance in these areas are provided in Directors notes provided in [Appendix 1](#).



### **Edinburgh's economy delivers increased investment, jobs and opportunities for all:**

-  2 indicators under this theme have met or exceeded target for the most recent period. This includes indicators relating to supporting investment in development and regeneration and helping people into work and learning.
-  1 indicator in this theme shows performance below target over the most recent time period. This relates to the indicator on supporting the creation and safeguarding of jobs. Comments on performance against this indicator are provided in the Directors notes shown in [Appendix 1](#).


### **Edinburgh is an excellent place in which to live, study, work, visit and invest:**

-  8 indicators which have met or exceeded target. These include indicators relating to the provision of good quality, affordable housing; the creation of a safe city and communities; the promotion of well informed, engaged communities; the protection of Edinburgh as an attractive, well maintained city and a safe place to live.
-  4 indicators show performance as below target, but within tolerance levels. These include indicators on rent lost on empty homes, refuse collection, recycling and street cleanliness. Comments on this performance are provided in the Directors notes.
-  2 indicators in this theme shows performance below target over the most recent time period. These relate to indicators on landfill waste and letting empty homes. The notes in [Appendix 2](#) show provide a discussion of performance and actions planned in each of these areas.




### **Health and Wellbeing are improved in Edinburgh and there is a high quality of care and protection for those who need it:**

-  3 indicators have met or exceeded target. These indicators related to supporting Edinburgh's carers and increasing the proportion of older people with high levels of need supported at home.
-  3 indicators show performance as below target but within tolerances. These include indicators relating to the reduction of hours of care required following reablement, timely support

to people with addictions, and satisfaction with adult care services. It should be noted that performance on providing timely support to people with addictions has improved in recent months and is expected to be on target by the end of the year.

-  1 indicator shows performance below target for the period. This relates to late discharge from hospital. The notes in [Appendix 2](#) provide a discussion of performance against this indicator.

### **The Council is an efficient and effective organisation and a great place to work:**

-  8 indicators have met or exceeded target. These indicators relate to outcomes including ensuring Edinburgh continues to be a leading cultural city, ensuring the Council has an excellent reputation for customer service and ensuring the Council has efficient and effective services that deliver on our objectives.
-  6 indicators show performance as below target but within tolerances. These include indicators relating to sickness absence, Council tax collection rates, financial efficiency, and management of major projects.
-  5 indicators show performance below target for the period examined here. These include indicators relating to freedom of information response rates, attendances at Edinburgh Leisure indoor facilities and time taken to process new benefit claims or changes of circumstances. Notes on performance against all of these indicators are included in [Appendix 2](#).

### **Strategic Outcomes in Focus**

- 2.6 In addition to the Corporate Dashboard which tracks key indicators, performance against outcomes is integrated into the Council's Performance Framework.
- 2.7 As set out in the Strategy Maps in [Appendix 4](#), performance indicators are aligned to key objectives, outcomes, strategies and risks. There are 26 Strategic Outcomes and these will be reported to Committee on a rolling basis.
- 2.8 For this committee, the focus of reporting in [Appendix 3](#) outlines performance against strategic outcomes under the theme of 'Health and Wellbeing are improved in Edinburgh and there is a high quality of care and protection for those who need it'.

Framework Theme	Strategic Outcome
<p><a href="#">Health and wellbeing are improved in Edinburgh and there is a high quality of care and protection in place for those who need it</a></p>	<p>SO10 - Improved health and reduced health inequalities.</p> <p>SO11 - Preventative and personalised support is in place.</p> <p>SO12 - Edinburgh's carers are supported.</p> <p>SO13 - People are supported to live at home.</p> <p>SO14 - Communities have the capacity to help support people</p> <p>SO15 – Public are protected.</p>

### Strategy Maps

- 2.9 As reported in the Council's Performance Framework report in October, the Council has reviewed its performance framework through strategy mapping to ensure that performance measures are delivering on objectives and longer-term outcomes. The latest Strategy Maps are included in [Appendix 4](#).
- 2.10 The maps are currently under review to ensure that they remain relevant and robust. This review is aligned to the financial year and will be updated by end of April 2013 in consultation with stakeholders. Any changes to the strategy maps will be discussed with Elected Members and reflected in the quarterly performance reports.

### IBM Cognos Business Analytics System

- 2.11 A Corporate Dashboard is being developed using the Cognos business analytics system. This system will provide online access to performance, management information and business analysis for senior officers and elected members.
- 2.12 The dashboard will provide information centred on four themes: Finances, People, Customers, and Outcomes. This approach will replace all paper-based performance reports for CMT and Elected Members in due course. The Cognos system is expandable and further metrics and analytics will be added in the future.

### 3. Recommendations

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- 3.1 It is recommended that the Governance, Risk and Best Value Committee:
- 3.1.1 Note performance and agree actions for improvement for the period to January 2013.
  - 3.1.3 Refer this report to all Executive Committees or Sub-Committees for further scrutiny.

#### **Alastair D Maclean**

Director of Corporate Governance

### Links

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**Coalition pledges** All

**Council outcomes** All

**Single Outcome Agreement** All

**Appendices** The links below can be used to navigate through this report:

[Appendix 1: Corporate Dashboard](#)

[Appendix 2: Corporate Dashboard Indicator Detail](#)

[Appendix 3: Strategic Outcomes](#)

[Appendix 4: Strategy Maps](#)



# Appendix 1: Corporate Dashboard







## Edinburgh's children and young people enjoy their childhood and fulfil their potential

Director's notes:

The latest information on destinations of school leavers shows a further improvement on last year's ten-year high to 88.3%. Although this is still short of the national figure of 89.9%, it does demonstrate continued improvement due to the priority given to this area. Further analysis of the figures shows that the number of young people in the 'Unemployed and seeking employment' category has again shown improvement. It has decreased from 538 in 2009/10, to 394 in 2010/11. The number decreased again by 60 young people to 334 in 2011/12. Previously described work continues on all the areas requiring improvement.

### Outcome Progress

	2009/10	2010/11	2011/12	Target	Status	Trend
<a href="#">Children's literacy at P1</a>	89%	88%	90%	90%		
<a href="#">Attainment at the end of S6</a>	50.2%	52.9%	55.1%	51%		
<a href="#">S4 pupil attainment (Lowest 20%)</a>	56	62	N/A	57		
<a href="#">School leavers' destinations</a>	82.5%	87.4%	88.3%	89.9%		
<a href="#">Primary school attendance</a>	94.8%	94.5%	95.2%	95%		
<a href="#">Secondary school attendance</a>	91.1%	91%	92.7%	91.2%		
<a href="#">Primary school exclusions</a>	11	13	N/A	11		
<a href="#">Secondary school exclusions</a>	69	55	N/A	69		
<a href="#">Children who need to be looked after</a>	1,297	1,342	1,398	N/A		
<a href="#">Placements with Council foster carers</a>	65%	60%	57%	63%		
<a href="#">PE in primary schools</a>	22.4%	62%	80%	85%		
<a href="#">PE in secondary schools</a>	21.7%	43%	70%	80%		
<a href="#">Teenage pregnancies</a>	8.1	8.3	N/A	7.4		







<a href="#">Response to bullying at S2</a>	N/A	67%	73%	75%		
<a href="#">Satisfaction with schools</a>	N/A	94%	91%	93%		
	Nov-12	Dec-12	Jan-13	Target	Status	Trend
<a href="#">Children looked after at home</a>	27%	27%	27%	N/A		

### Edinburgh's economy delivers increased investment, jobs and opportunities for all

Director's notes:

The jobs indicator is below target for the period April 2012 - December 2012. This underperformance is due *to a dip* in the number of jobs supported by the Council's Business Gateway service during quarter 4 of 2012. There is always a seasonal fluctuation at this time however the transition in service delivery in October 2012, when the service transferred from Edinburgh Chamber of Commerce to the Council, has also affected delivery. There are already signs that the service has recovered well (there are improvements in leading indicators including call centre contacts and workshop attendances) and the service expects to see positive impact in quarter 1 of 2013.

#### Outcome Progress

	Apr-Jun 2012	Jul-Sep 2012	Oct- Dec 12	Target	Status	Trend
<a href="#">Support the creation and safeguarding of jobs</a>	193	364	449	500		
<a href="#">Support investment in development and regeneration</a>	£68M	£73M	£77M	£50M		
<a href="#">Support the movement of unemployed people into work or learning</a>	490	1,036	1,610	1,500		

## Edinburgh is an excellent place in which to live, study, work, visit and invest

Director's notes:

### Waste Services

The percentage of waste being recycled in 2012/2013 is on target to exceed the previous year by over 3.4% and increase from 33.5% to 36.9%. This will equate to the largest recorded percentage ever recycled in a financial year. Furthermore, Landfill for 2012/2013 is expected to reduce by around 9,000 tonnes on 2011/2012 when 147,669 tonnes were landfilled. In January 2013 we sent 12 007 tonnes to landfill compared to 12 955 in January 2012. Notably, this is the lowest level ever recorded. Additionally, with the implementation of the council's policy on excess waste and ongoing progress with the outputs generated via the Waste Services Improvement programme further substantial reductions in unnecessary landfill are expected in the coming months.

### Street Cleansing

Edinburgh has twice achieved the street cleaning performance target of 72 within the current reporting year, demonstrating an improved performance against the previous year.























In addition, there has been a steady increase in the number of streets meeting the acceptable standard of cleanliness. The 95% clean target was met 3 out of 4 times in 2012. Previous to this, the target has only been met once (September 2010) since 2008.

### Housing and Regeneration

Letting Empty Homes - CEC's performance in relation to empty homes is strong in comparison to other local authorities. Edinburgh ranks 5th in Scotland in terms of re-let times for empty homes. For a two week period in January, there were difficulties in securing sub-contractors. This resulted in a short term drop in performance, but this has been resolved and performance will improve over the next few weeks.

Rent lost on empty homes - Edinburgh was the second best performer when compared to other Scottish Local Authorities in 2011/12. Rent loss for 2012/13 is £408,221 against rental income of £73.5 million.

### Outcome Progress

	Nov-12	Dec-12	Jan-13	Target	Status	Trend
<a href="#">Cost of refuse collection</a>	£75.25	£74.50	£73.19	£70.33		
<a href="#">Recycling</a>	38.71%	38.21%	36.89%	38%		
<a href="#">Waste Landfilled (projection)</a>	134,183	134,221	137,952	131,222		
<a href="#">Response to noise complaints</a>	100%	100%	100%	99%		
<a href="#">Tenants' satisfaction with repairs</a>	95%	96%	96%	96%		
<a href="#">Letting empty homes</a>	22	20	27	22		
<a href="#">Rent lost on empty homes</a>	0.56%	0.55%	0.56%	0.4%		
<a href="#">Advice that avoids homelessness</a>	51%	51%	60%	55%		
<a href="#">Visits to libraries</a>	264,072	212,158	256,263	236,712		
<a href="#">Planning applications in 2 months</a>	91.6%	89.5%	90%	90%		
<a href="#">Completed criminal justice orders</a>	66.1	71.1%	71.1%	65%		

	Apr-June 12	July-Sept 12	Oct-Dec 12	Target	Status	Trend
<a href="#">Cleanliness of streets (CIMS)</a>	72	72	69	72		
<a href="#">Re-offending: sexual or violent crimes</a>	1	1	0	0		
	2010	2011	2012	Target	Status	Trend
<a href="#">Satisfaction with the Neighbourhood as a place to live</a>	89%	90%	94%	86%		

**Health and Wellbeing are improved in Edinburgh and there is a high quality of care and protection for those who need it**

Director's notes:

1. Delayed discharge - performance improved in January with eight people, half the number as at the December census, waiting for six weeks or longer. We have delivered an average of 102 care packages each week to support people leaving hospital, exceeding our weekly target by an average of 30 at a time of increased demand following Christmas.
2. Direct payments - the number of people receiving direct payments rose by 15 in January, five more than the monthly target.
3. Balance of Care - the Balance of Care figure rose last month by 0.3% to 31.6%. This is the highest the figure has ever been.

**Outcome Progress**

	Nov-12	Dec-12	Jan-13	Target	Status	Trend
<a href="#">Respite nights in care homes (18+)</a>	1,403	1,310	n/a	1,305		
<a href="#">Late discharge from hospital</a>	14	16	8	0		
<a href="#">Reduction in care by reablement</a>	37%	36.2%	35.9%	40%		
<a href="#">Direct payments</a>	753	756	771	766		
<a href="#">Substance misuse: timely treatment</a>	86%	81%	84%	88%		
<a href="#">Balance of care for older people</a>	31.3%	31.3%	31.6%	31.1%		
<a href="#">Satisfaction with Adult Care Services</a>	77%	76.4%	78.2%	80%		

## The Council is an efficient and effective organisation and a great place to work

Director's notes:

The indicators have been refreshed and a further review is currently underway for 2013/14 to ensure the information remains relevant and outcome-focused. Further work is underway to develop targets where appropriate.

### Areas showing good performance

Target is exceeded for attendances at pools with the Royal Commonwealth Pool doing particularly well with 63,000 visits per month.





















Performance in the Customer Hub for resolving enquiries continues to be above target.
















### Areas for improvement

Both benefits indicators are not meeting targets. Increased resources have been authorised from December and improvement will follow with the aim of achieving the target of 24 days during the first quarter of this year and to hit the annual target of 10 days for the 2012/13 outturn performance respectively.

Target not met for attendance at indoor facilities operated by Edinburgh Leisure although the shortfall on target was less than in the preceding two months. Fitness had a strong performance in January and it is anticipated that this will continue in the remaining two months of the year and help boost overall performance. FOI performance continues to improve, despite the high volume of requests. It is expected that this trend will continue with revised management arrangements now in place. While requests relating to Property Conservation continue to have a detrimental effect, additional resources within this service area have helped to reduce enquiry back-logs.

### Outcome Progress

	Nov-12	Dec-12	Jan-13	Target	Status	Trend
<a href="#">Sickness absence (Council)</a>	4.4	4.4	4.5	4		
<a href="#">Staff numbers (FTE)</a>	15,023	15,004	15,108	N/A		
<a href="#">Staff turnover rate</a>	8%	8.24%	8.11%	N/A		
<a href="#">Number of attendances per 1,000 population for all pools operated by Edinburgh Leisure</a>	716	N/A	630	585		
<a href="#">Number of attendances per 1,000 population for all indoor facilities operated by Edinburgh Leisure</a>	625	N/A	540	579		
<a href="#">Museum and Galleries total annual attendances (fin year)</a>	643,424	677,548	707,835	542,682		
<a href="#">Customer satisfaction across all channels (sample)</a>	90.22%	90.53	87.33%	90%		
<a href="#">Customer Hub Enquiries resolved at first point of contact</a>	82.97%	80.48%	84.44%	80%		
<a href="#">Number of face to face transactions through Customer Hub</a>	9,948	7,959	8,954	10,500		
<a href="#">Number of digital transactions</a>	7,281	6,850	8,521	6,500		






<a href="#">(email/web) through Customer Hub</a>						
<a href="#">% of major projects over £5M being managed outwith CPO (but with CPO engagement)</a>	36%	36%	52%	80%		
<a href="#">FOI response</a>	77%	87%	86%	100%		
	Nov-12	Dec-12	Jan-13	Target	Status	Trend
<a href="#">Proportion of Council Tax Collected</a>	70.2%	78.8%	87.4%	87.6%		
<a href="#">Proportion of Business Rates (NDR) Collected</a>	70.7%	78.4%	86.5%	84.6%		
<a href="#">Progress against LTFP to deliver revenue savings, 2012/13 (Council-wide) (£M)</a>	23,6M	23,6M	23,6M	26,7M		
<a href="#">Accounts Receivable – Average debtor days</a>	92	95	98	77		
<a href="#">Aged Debtors – Value of debt more than 90 days old (annual indicator)</a>	£14.69 M	£13.99M	£17.15M	£15.03M		
<a href="#">Days to process New Benefit Claims</a>	34.74	34.18	35.87	24		
	2009	2010	2011	Target	Status	Trend
<a href="#">% customers who are satisfied that it is easy to find information they want from the Council (EPS)</a>	67%	68%	84%	60%		
<a href="#">% customers who are satisfied that the Council keeps them informed about the services it provides (EPS)</a>	58%	61%	71%	60%		
<a href="#">Satisfaction with Management of the City</a>	57%	46%	72%	N/A		











# Appendix 2: Corporate Dashboard Indicator Detail

## 1. Edinburgh's children and young people enjoy their childhood and fulfil their potential


Director's notes:

The latest information on destinations of school leavers shows a further improvement on last year's ten-year high to 88.3%. Although this is still short of the national figure of 89.9%, it does demonstrate continued improvement due to the priority given to this area. Further analysis of the figures shows that the number of young people in the 'Unemployed and seeking employment' category has again shown improvement. It has decreased from 538 in 2009/10, to 394 in 2010/11. The number decreased again by 60 young people to 334 in 2011/12. Previously described work continues on all the areas requiring improvement.

Indicator	2009/10	2010/11	2011/12	Target	Status	Latest Note
Children's literacy at P1	89%	88%	90%	90%		Age appropriate development measures for 0-5s and primary school age are being developed. This interim measure is based on the baseline numeracy and literacy tests at entry to P1.
Attainment - 5+ awards at Level 5 or above	50.2%	52.9%	55.1%	51%		This data is a 3-year rolling average with the latest figure relating to the three-year average (09/10 - 11/12) of the percentage of the relevant S4 cohort achieving at least five awards at SCQF Level 5 or above by the end of S6. Performance in this indicator is better than both the national average of 52.6% and the comparator authorities' average of 51.7%.
Average tariff score of lowest attaining 20%	56	63	71	64		Latest performance data relates to 2011/12 pre-appeal and shows significant improvement. Targets are based on forward projection of past 5 years' performance. No national data as yet available for 2011/12. National performance in 2010/11 was 64.
Initial destination of school leavers	82.5%	87.4%	88.3%	89.9%		The figure of 88.3% relates to leavers from session 2011/12 and shows a further improvement of 0.9% on the previous figure which represented a 10-year high in performance. The current target is to equal the national average which for 2011/12 is 89.9%.
Primary school attendance	94.8%	94.5%	95.2%	94.9%		The figure of 95.2% relates to performance over the school year 2011/12 and is taken directly from the schools' management system. This shows a significant improvement from the figure in 2010/11. No national data is available for 2011/12 as this will now be published once every two years. The national average was 94.8% in 2010/11.

Indicator	2009/10	2010/11	2011/12	Target	Status	Latest Note
Secondary school attendance	91.1%	91%	92.7%	91.2%		The figure of 92.7% relates to performance over the school year 2011/12 and is taken directly from the schools' management system. This shows a significant improvement from the figure in 2010/11. No national data is available for 2011/12 as this will now be published once every two years. The national average was 91.1% in 2010/11.
Primary school exclusions	11	13	N/A	11		Latest performance data relates to school session 2010/11. Edinburgh was in the 3 <sup>rd</sup> quartile nationally. Target is to reach performance in the top quartile by 2014/15 based on 2010/11 data. National performance was 11.
Secondary school exclusions	69	55	N/A	69		Latest performance data relates to school session 2010/11. Edinburgh was in the 2 <sup>nd</sup> quartile nationally. Target is to reach performance in the top quartile by 2014/15 based on 2010/11 data. National performance was 72.
Children who need to be looked after (rate per 1,000 0-18)	15.4	15.1	15.4	14.6		We aim to reduce the overall number of children who need to be looked after through early support for children and families (while still responding to need). The total number of Looked After Children as at end of July 2011 was 1,359. The national rate was 14.6 and the HMIE comparator authority rate was 18.2.
Placements with Council foster carers	65%	60%	57%	63%		57% is the figure as at the end of March 2012. Ability to meet the challenging targets is dependent on the success of the recent recruitment drive and future demand for places.
PE in primary schools	22.4%	62%	80%	85%		There has been significant improvement in the percentage of primary schools delivering 120 minutes of quality curriculum PE since 2009/10 when it was 22.4%. A challenge remains to improve to the 100% target by 2014.
PE in secondary schools	21.7%	43%	70%	80%		There has been significant improvement in the percentage of secondary schools delivering 120 minutes of quality curriculum PE since 2009/10 when it was 21.7%. Note that the target has been revised to 2 periods rather than 2 hours of PE to accommodate timetabling in secondary schools. A challenge remains to improve to the 100% target by 2014.
Teenage pregnancies among under 16 year olds	8.8	8.1	8.3	7.4		The 2010/11 NHS Lothian target is 7.4 per 1000 (ISD release 28 June 2009). Data are reported as a three year rolling average with a decrease from 173 to 160 from 2005/07 to 2008/10 in Edinburgh. These figures are higher than the national average which was 7.4 in 2008/10, a reduction from the previous period when it was 7.6.
School's response to bullying at S2	N/A	67%	73%	75%		Tentative, challenging targets have been set, aiming eventually to reach 100% by 2014/15.
Satisfaction with schools	N/A	94%	91%	93%		Data is taken from the survey of parents and carers from the question 'Overall, I am happy with the school'. The data shows high levels of satisfaction with the challenging target of reaching 100% by 2015.






Indicator	Jun 12	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Target	Status	Latest Note
Children looked after at home	27%	27%	28%	27%	27%	27%	27%	27%			

## 2. Edinburgh's economy delivers increased investment, jobs and opportunities for all

Director's notes:

The jobs indicator is below target for the period April 2012 - December 2012. This underperformance is due *to a* dip in the number of jobs supported by the Council's Business Gateway service during quarter 4 of 2012. There is always a seasonal fluctuation at this time however the transition in service delivery in October 2012, when the service transferred from Edinburgh Chamber of Commerce to the Council, has also affected delivery. There are already signs that the service has recovered well (there are improvements in leading indicators including call centre contacts and workshop attendances) and the service expects to see positive impact in quarter 1 of 2013.

Indicator	Apr-Jun 12	Jul-Sep 12	Oct-Dec 12	Target	Status	Latest Note
Support the creation and safeguarding of jobs	193	364	449	500		The jobs indicator is below target for the period April 2012 - December 2012. This underperformance is due <i>to a</i> dip in the number of jobs created by the Council's Business Gateway service during quarter 4 of 2012. There is always a seasonal fluctuation at this time however the transition in service delivery in October 2012, when the service transferred from Edinburgh Chamber of Commerce to the Council, has also affected delivery. There are already signs that the service has recovered well (there are improvements in leading indicators including call centre contacts and workshop attendances) and the service expects to see positive impact in quarter 1 of 2013.
Support investment in development and regeneration	£68M	£73M	£77M	£50M		The target here is based on a three year period. While performance this quarter is ahead of target, we will continue to monitor performance against target over the next two quarters and review the target at that time.
Support the movement of unemployed people into work or learning	490	1,036	1,610	1,500		The target here is based on a three year period. While performance this quarter is ahead of target, we will continue to monitor performance against target over the next two quarters and review the target at that time.

### 3. Edinburgh is an excellent place to live, study, work, visit and invest

Director's notes:

#### Waste Services

The percentage of waste being recycled in 2012/2013 is on target to exceed the previous year by over 3.4% and increase from 33.5% to 36.9%. This will equate to the largest recorded percentage ever recycled in a financial year. Furthermore, Landfill for 2012/2013 is expected to reduce by around 9,000 tonnes on 2011/2012 when 147,669 tonnes were landfilled. In January 2013 we sent 12 007 tonnes to landfill compared to 12 955 in January 2012. Notably, this is the lowest level ever recorded. Additionally, with the implementation of the council's policy on excess waste and ongoing progress with the outputs generated via the Waste Services Improvement programme further substantial reductions in unnecessary landfill are expected in the coming months.



#### Street Cleansing










Edinburgh has twice achieved the street cleaning performance target of 72 within the current reporting year, demonstrating an improved performance against the previous year. In addition, there has been a steady increase in the number of streets meeting the acceptable standard of cleanliness. The 95% clean target was met 3 out of 4 times in 2012. Previous to this, the target has only been met once (September 2010) since 2008.



#### Housing and Regeneration

Letting Empty Homes - CEC's performance in relation to empty homes is strong in comparison to other local authorities. Edinburgh ranks 5th in Scotland in terms of re-let times for empty homes. For a two week period in January, there were difficulties in securing sub-contractors. This resulted in a short term drop in performance, but this has been resolved and performance will improve over the next few weeks.

Rent lost on empty homes - Edinburgh was the second best performer when compared to other Scottish Local Authorities in 2011/12. Rent loss for 2012/13 is £408,221 against rental income of £73.5 million.

Indicator	Jun 12	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Target	Status	Latest Note
Cost of refuse collection	£70.65	£70.69	£71.36	£72.07	£73.58	£75.25	£74.50	£73.19	£70.33		The main reason for the decrease is a reduction in Food Waste costs (marketing and bin liners) owing to the delay in the food waste roll-out to high density areas.
% of household waste collected by the authority during the year that was recycled or composted (Projected)	41.11%	41.67%	40.6%	40.83%	39.53%	38.71%	38.21%	37.48%	38%		The percentage of waste being recycled in 2012/2013 looks set to exceed the previous year by over 3.4% and increase from 33.5% to 36.9%. This will be by far and away the largest percentage recycled in a financial year ever recorded.  This figure though is still lower than hoped for and one reason for this is the impact of managed weekly collections not yet reaching it's full potential but the enforcement of the excess waste policy will help address this issue. Plans are in place to increase participation in recycling schemes through communications and promotional campaigns and the high density roll out of food waste collections will be completed in the next month.

Indicator	Jun 12	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Target	Status	Latest Note
Waste Landfilled (projected)	106,430	107,604	110,160	107,562	109,791	134,183	134,221	137,953	131,222		January saw a higher than expected landfill tonnage which can, in part, be attributed to additional (unscheduled) collections carried out at the beginning of January as a result of the festive collection arrangements. Despite this landfill for 2012/2013 is expected to reduce by around 9,000 tonnes on 2011/2012 when 147,669 tonnes were landfilled and is by far the lowest level ever recorded and the implementation of the councils policy on excess waste should now help reduce unnecessary landfill further. The current projection for 2012/13 landfill is 137,953 tonnes compared with a budgeted figures of 131,222 tonnes.
Response to noise complaints	99%	98%	99%	99%	100%	100%	100%	100%	99%		338/339
Tenants' satisfaction with repairs	96%	98%	93%	100%	96%	95%	96%	96%	96%		
Letting empty homes	20	21	24	22	22	22	20	27	22		For a two week period in January, there were difficulties in securing sub-contractors to carry out repairs. This resulted in a short term drop in performance, but this has been resolved and performance will improve over the next few weeks.
Rent lost on empty homes	0.56%	0.55%	0.56%	0.57%	0.56%	0.56%	0.55%	0.56%	0.4%		Over target for 2012/13 which in monetary terms is currently £120,620. Our empty homes rent loss is £408,221 against a year to date debit of £73.5 million.
% of housing advice cases which do not go on to present as homeless	52%	53%	56%	53%	52%	51%	51%	60%	55%		
Visits to libraries	253,559	265,081	284,967	256,789	263,901	264,072	212,158	256,263	236,712		
Householder Planning applications in 2 months	90.7%	91.8%	89.1%	91.4%	90.8%	91.6%	89.5%	90.0%	90.0%		
Completed criminal justice orders	77.5%	71.4%	75.4%	74.7%	67.1%	66.1%	71.1%	71.1%	65%		Performance stayed the same in January and remained above target.






Indicator	Q4 11/12	Q1 12/13	Q2 12/13	Q3 12/13	Target	Status	Latest Note
Cleanliness of streets (CIMS)	71	72	72	69	72		Figures relate to performance for December 2012 (3rd Quarter 2012/13). Sub zero temperatures in the days prior to and during the cleanliness survey restricted the use of water-based mechanical street cleaning vehicles. This along with the deployment of cleaning staff on gritting duties have impacted on the ability to maintain cleanliness standards at the time of this survey.
Re-offending: sexual or violent crimes	1	1	1	0	0		This shows performance for the quarter ending December 2012. The next update will be for the quarter ending March 2013.



Indicator	2009	2010	2011	2012	Target	Status	Latest Note
Satisfaction with the Neighbourhood as a place to live	92%	89%	90%	94%	86%		Satisfaction with how the Council is managing the city and providing value for money has increased by nearly a third in the last year. Notably, residents are also happier with how the Council is managing their money with satisfaction levels increasing by 21 per cent. Conversely, there was a 10 per cent dip in satisfaction with the Waste Collection Service possibly reflecting on the scale of major change being effected throughout this area. Satisfaction with Recycling services are 5% up on the previous year (2011 79%, 2012 84%). This is a full 10% higher than in 2008.

## 4. Health and wellbeing are improved in Edinburgh and there is a high quality of care and protection for those who need it

Director's notes:

1. Delayed discharge - performance improved in January with eight people, half the number as at the December census, waiting for six weeks or longer. We have delivered an average of 102 care packages each week to support people leaving hospital, exceeding our weekly target by an average of 30 at a time of increased demand following Christmas.
2. Direct payments - the number of people receiving direct payments rose by 15 in January, five more than the monthly target.
3. Balance of Care - the Balance of Care figure rose last month by 0.3% to 31.6%. This is the highest the figure has ever been.

Indicator	Jun 12	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Target	Status	Latest Note
Respite nights in care homes (18+)	1,571	1,696	1,743	1,604	1,461	1,403	1,310	n/a	1,305		There is lower demand for respite at Christmas. This is reflected in both lower usage and a reduced target. January data will be available at the end of February.
Late discharge from hospital	2	10	16	20	21	14	16	8	0		The number of patients delayed for more than six weeks halved last month. Efforts are ongoing to address the current level of delay, including regular teleconferencing between NHS and council colleagues. Work is ongoing to secure additional packages of care to enable people to move out of hospital.
Reduction in care by reablement	36%	30.4%	43.2%	39.2%	39.5%	37%	36.2%	35.9%	40%		Performance on this indicator is variable, depending on the level of need among the cohort of people who have completed reablement in the period i.e. the number of hours of support needed at the start. The reduction in care hours needed is similar to that achieved in December and is below target, however, the average hours required after reablement for the cohort was 8.6% lower than in December.
Direct payments	680	711	734	741	745	753	756	771	766		The number of people receiving direct payments rose by 15 in January.
Proportion of cases meeting the three week target timescale from referral to start of treatment for drugs and alcohol	78%	79%	81%	85%	83%	86%	81%	84%	90%		The percentage of people starting a service within three weeks rose by 3% in Jan. Jan also saw an increase in the number of people starting a service with 280 people starting a service compared with 217 in December. Demand for services usually increases

Indicator	Jun 12	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Target	Status	Latest Note
											following the Christmas and New Year.
Balance of Care: Proportion of older people receiving an intensive service who are at home at end of period	30.1%	30.5%	30.3%	30.4%	31.4%	31.3%	31.3%	31.6%	31.1%		The balance of care rose by 0.3% in January to 31.6%. This is a draft figure based on the number of patients in in-patient complex care beds remaining the same as in December. The figure will be updated when the number of patients is confirmed.
Satisfaction with Adult Care Services	80%	79%	79%	79%	78%	77%	76.4%	78.2	80%		Satisfaction improved slightly last month, but areas for improvement include informing people about changes to their service and of who to contact to discuss any issues with their service.

## 5. The Council is an efficient and effective organisation

Director's notes:

The indicators have been refreshed and a further review is currently underway for 2013/14 to ensure the information remains relevant and outcome-focused. Further work is underway to develop targets where appropriate.

### Areas showing good performance



Target is exceeded for attendances at pools with the Royal Commonwealth Pool doing particularly well with 63,000 visits per month.

Performance in the Customer Hub for resolving enquiries continues to be above target.






### Areas for improvement

Both benefits indicators are not meeting targets. Increased resources have been authorised from December and improvement will follow with the aim of achieving the target of 24 days during the first quarter of this year and to hit the annual target of 10 days for the 2012/13 outturn performance respectively.

Target not met for attendance at indoor facilities operated by Edinburgh Leisure although the shortfall on target was less than in the preceding two months. Fitness had a strong performance in January and it is anticipated that this will continue in the remaining two months of the year and help boost overall performance. FOI performance continues to improve, despite the high volume of requests. It is expected that this trend will continue with revised management arrangements now in place. While requests relating to Property Conservation continue to have a detrimental effect, additional resources within this service area have helped to reduce enquiry back-logs.



Indicator	Jun 12	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Target	Status	Latest Note
Sickness absence	4.6	4.6	4.5	4.5	4.5	4.4	4.4	4.5	4.0		
Staff numbers (FTE)	14918	14900	15010	14949	14992	15023	15004	15108	N/A		


Indicator	Jun 12	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Target	Status	Latest Note
Staff turnover rate	N/A	N/A	N/A	7.84%	7.94%	8%	8.24%		N/A		
Edinburgh Leisure: Number of attendances per 1,000 population for all pools operated by Edinburgh Leisure	N/A	643	N/A	726	N/A	716	N/A	630	585		Target exceeded. Admissions to pools were 7% above target. The Royal Commonwealth Pool continues to perform well with an average of 63,000 visits per month.
Edinburgh Leisure: Number of attendances per 1,000 population for all indoor facilities operated by Edinburgh Leisure	N/A	562	N/A	577	N/A	625	N/A	540	579		Target not met although the shortfall on target was less than in the preceding two months. Fitness had a strong performance in January. It is anticipated that this will continue in the remaining two months of the year and help boost overall performance for this indicator.
Museum and Galleries total annual attendances (fin year)	N/A	N/A	N/A	509,592	584,187	643,424	677,548	707,835	542,682		The annual target has now been passed and visitor figures have increased for the fourth consecutive year.
Customer satisfaction across all channels (sample)	N/A	N/A	N/A	89.1%	90.21%	90.22%	90.53%	87.33%	90%		Customer satisfaction levels are slightly below target for January but yearly totals continue above target. The weather may be a contributing factor to the drop in satisfaction levels and the situation is being closely monitored.
Customer Hub Enquiries resolved at first point of contact	N/A	N/A	N/A	79%	80.6%	82.97%	80.48%	84.44%	80%		
Number of face to face transactions through Hub	N/A	N/A	N/A	7,587	10,453	9,948	7,959	8,954	10,500		
Number of digital transactions (email/web) through Hub	N/A	N/A	N/A	7,256	8,197	7,281	6,850	8,521	6,500		Increase due to new 'Missed Bin' Jadu forms.
% of major projects over £5M being managed outwith CPO (but with CPO engagement)	N/A	N/A	N/A	36%	36%	36%	36%	52%	80%		Currently, there are 23 Major projects identified and the CPO is interfacing with all of these projects. 12 out of 23 have strong CPO engagement. Further projects to be added from Change Plan. Target will be reviewed once full list is agreed.

Indicator	Jun 12	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Target	Status	Latest Note
FOI response	83%	77%	72%	83%	70%	77%	87%	86%	100%		Despite a 73% increase on the number of requests received compared to the previous month, performance has remained consistent.  While requests relating to Property Conservation continue to have a detrimental effect on overall performance figures, enquiry back-logs are reducing and service performance has improved in this area.
Proportion of Council Tax Collected	27.24%	35.8%	44.3%	52.7%	61.4%	70.2%	78.8%	87.4%	87.6%		Year to date performance is 87.4%. 87.6% target is based on corresponding rate for last year.
Proportion of Business Rates (NDR) Collected	15.89%	24.87%	35.24%	47.39%	59.28%	70.7%	78.4%	86.5%	84.6%		86.5% is the year to date performance. Ahead of target (84.6%) based on previous year's collection rate for the same period.
Progress against LTFP to deliver revenue savings, 2012/13 (Council-wide) (£m)	N/A	N/A	N/A	N/A	23.6	23.6	23.6	23.6	26.7		The month nine revenue monitoring report considered by the Finance and Budget Committee on 17th Jan points to the projected delivery of 88.5% of approved 12/13 budget savings. The balance will be delivered through a range of substitute measures as part of projecting an overall balanced position for the Council as a whole.
Accounts Receivable – Average debtor days	N/A	N/A	N/A	N/A	92	92	95	98	77		The major reason for the relatively high figure of 98 days is due to the large amount of outstanding Statutory Repairs bills which is due to fraud within this area of the Council. Excluding Statutory Repairs invoices the average debtors days ratio is 66 days against a target of 55 days. There were 68,262 invoices raised and fully paid between 01/02/2012 and 31/01/2013. The average time taken to pay was 35 days. We are waiting for BT to advise whether it is possible to get data for the number of days taken to fully pay invoices that were paid during the previous calendar month. We will report using this information in future if it can be obtained. The Accounts Receivable system, PPSL, is old and we are restricted by the information that it can provide us with. Investigations are under way to look at purchasing an alternative system.



Indicator	Jun 12	July 12	Aug 12	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Target	Status	Latest Note
Aged Debtors – Value of debt more than 90 days old (annual indicator)	N/A	N/A	N/A	£14.81 M	£14.38 M	£14.69M	£13.99M	£17.15 M	£15.03M		The Accounts Receivable debt over 90 days (64.36% of all outstanding debt) is £17.15 million. This is made up of 8.33m for Statutory Repairs and £8.82m for non Statutory Repairs.
Days to process New Benefit Claims	29.89	32.06	32.74	34.24	35.4	34.74	34.18	35.87	24		The time to process new Benefit Claims was 35.87 days against a target of 24 days, based on the 3 DWP reporting periods from 13/10/12 to 19/01/13. The cumulative year to date performance is 33.53 days. The year end outturn for 2011/12 was an average of 36.23 days against a target of 29 days. The GB average performance for 2011/12 was 24 days. Recent performance has been badly affected by staff holidays and IT system downtime. Increased resources have been authorised and improvement will follow with the aim of achieving the target of 24 days during the first quarter of next year.
Days to process Benefit Change of Circumstances	8.53	12.12	13	13.39	13.32	13.16	13.49	14.92	10		The time to process Benefit Change of Circumstances was 14.92 days against a target of 10 days, based on the 3 DWP reporting periods from 13/10/12 to 19/01/13. The cumulative year to date performance is 11.92 days. The year end outturn for 2011/12 was an average of 14.84 days against a target of 10 days. The GB average for 2011/12 was 9 days. Recent performance has been badly affected by staff holidays and IT system downtime. Increased resources have been authorised in order to get us back on track to hit the annual target of 10 days for the 2012/13 outturn performance. The combined Right Time Indicator (RTI) is 18.78 days against a target of 13 days. The GB RTI average for 2011/12 was 12 days.

Indicator	2009	2010	2011	2012	Target	Status	Latest Note
% customers who are satisfied that it is easy to find information they want from the Council (EPS)	59%	67%	61%	84%	60%		
% customers who are satisfied that the Council keeps them informed about the services it provides (EPS)	58%	58%	62%	71%	60%		

Indicator	2009	2010	2011	2012	Target	Status	Latest Note
Satisfaction with Management of the City	35%	57%	46%	72%	N/A		

[Back to corporate dashboard](#)

# Appendix 3: Strategic Outcomes

## Pledge Area

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Health and Wellbeing are improved in Edinburgh and there is a high quality of care and protection for those who need it

## Strategic Outcome(s)

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- Improved health and reduced inequalities
- Preventative and personalised support is in place
- Edinburgh's carers are supported
- People are supported to live at home
- Communities have the capacity to help and support people
- The public are protected

## Objective(s)

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- Improve health and wellbeing
- Reduce poverty and inequalities
- Develop preventative services
- Develop effective personalised services
- Improve support for carers
- Help people improve and maintain their independence
- Develop community capacity to provide support
- Support, develop and make the best use of our staff
- Improve the quality of services
- Improve public protection

## Summary

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This report details progress towards meeting the outcomes as set out in the Council's performance framework. It focuses on progress to date on each of the strategic outcomes, highlighting areas where good progress has been made and those where further development is needed. An overview of activity and performance over the last 18 months is available in Health and Social Care's Monthly Activity Reports.

Further data tracking performance against outcomes discussed here are provided in the [corporate dashboard](#) provided in the main body of this report, and in the report on progress against [Single Outcome Agreement](#) indicators presented to the Edinburgh Partnership Board in March 2013.

## Background

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Health and Social Care's Performance Improvement Meeting considers performance against objectives on a monthly basis, using both routine reports and scrutiny of selected topics. A Strategic Work Plan for 2013-14 is currently in draft form, reflecting the Edinburgh Health and Social Care Partnership structure. As part of the development of the work plan, the objectives underpinning the pledge area: "health and wellbeing are improved in Edinburgh and there is a high quality of care and protection for those who need it" have been revised to ensure that they reflect the priorities of the new partnership.

## Linkages

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Activity in this area contributes towards the Edinburgh Partnership objective to ensure that "Health and wellbeing are improved in Edinburgh and there is a high quality of care and protection for those who need it", and to the Capital Coalition Pledges "Ensure Edinburgh and its residents are well cared for", "maintain and improve the quality of life in Edinburgh" and "Reduce poverty, inequality and deprivation".

## How are we doing and what else do we need to do?

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### **Strategic Outcome 10 – Improved health and reduced inequalities**

Health inequalities present a sizeable and complex problem in the city and across Scotland. Overall, there has been progress towards achieving health improvements in recent years, but national factors have tended to increase the inequality between communities and significant challenges remain.

A strategic partnership approach to reducing unequal health outcomes is agreed and city partners provide joint funding for preventive programmes targeted to complement other joint effort in the city. There is evidence that economic strength in the city and local actions have reduced concentrations of income deprivation, poor health and overall multiple deprivation, although significant levels of inequality remain.

There are significant additional risks from continuing poor economic performance, and particularly the effects of welfare reform in reducing the income and housing stability of groups at high risk of health inequality.

### **Strategic Outcome 11 – Preventative and personalised support is in place**

Overall good progress has been made towards achieving this outcome.

The number of people receiving a direct payment continues to increase steadily.

A prevention strategy is being developed jointly with NHS Lothian which will detail existing provision, strategic objectives, anticipated future demands and identify the actions to be taken to further develop preventative approaches in relation to health and social care.

New approaches are being developed to assessment, care management and service provision to embed a person centred and outcome focused approach.

Finally, a market shaping strategy is being developed which will provide the basis for the Council to fulfil the duty, placed upon it by the Self Directed Support Act 2013, to facilitate a diverse market providing real choice to people in need of social care support as to how their care and support needs are met.

### **Strategic Outcome 12 – Edinburgh’s carers are supported**

Overall good progress has been made towards achieving this outcome with some areas for improvement remaining.

Particular areas of good or improved performance include a steady increase in the number of carers assessments completed; an increase in the amount of respite provision in Edinburgh over the last few years; and the implementation of two carers initiatives: carers emergency cards – the number issued has been increasing steadily; and carer support payments – well received by carers and carer organisations since the launch in November 2012.

Areas for further development include: further increasing the volume of respite provided to carers, developing more flexible and innovative short breaks, improving the level of recording of informal carers to support service planning and the development of a new carers assessment tool that is more outcomes focussed.

### **Strategic Outcome 13 – People are supported to live at home**

Overall good progress has been made towards achieving this outcome with some areas for improvement remaining.

Particular areas of good or improved performance include: the continued gradual shift in the balance of care for older people with high levels of need from hospital and care homes to care at home.

Areas for further development include: ongoing work to ensure that people are not delayed in hospital while the next stage of their care is arranged;

implementation of step up/down resources; increases in intermediate care and rehabilitation and the ongoing development of preventative supports.

### **Strategic Outcome 14 – Communities have the capacity to help and support people**

Progress is being made towards achieving this outcome.

A range of initiatives are in place to develop and consolidate community capacity. These include: the Edinburgh Compact's draft volunteering strategy 'Inspiring Edinburgh's Volunteers – Building on Success 2012-2017' and action plan; exploration of opportunities for the development of co-operative approaches through the personalisation programme, including active discussions with a care at home co-operative with a view to them locating in Edinburgh by the end of 2013; and finally, the development of community capacity in partnership with EVOC and Scottish Care to support people at home and in care homes.

### **Strategic Outcome 15 – The public are protected**

Overall good progress has been made towards achieving this outcome.

Child protection services have been on a journey of improvement over recent years. The most recent joint inspection of children's services, due to report in April 2013, found that child protection services were now a key strength in Edinburgh.

Indicators in relation to successfully completed criminal justice orders and reoffending among people who were subject to MAPPA risk management have achieved or narrowly missed their targets over the last 18 months; timescales for case conferences in relation to adult protection concerns have been achieved in the majority of cases.

Work is underway to consolidate the governance and community planning arrangements for all elements of public protection, including offender management, drugs and alcohol, domestic violence and adult and child protection.

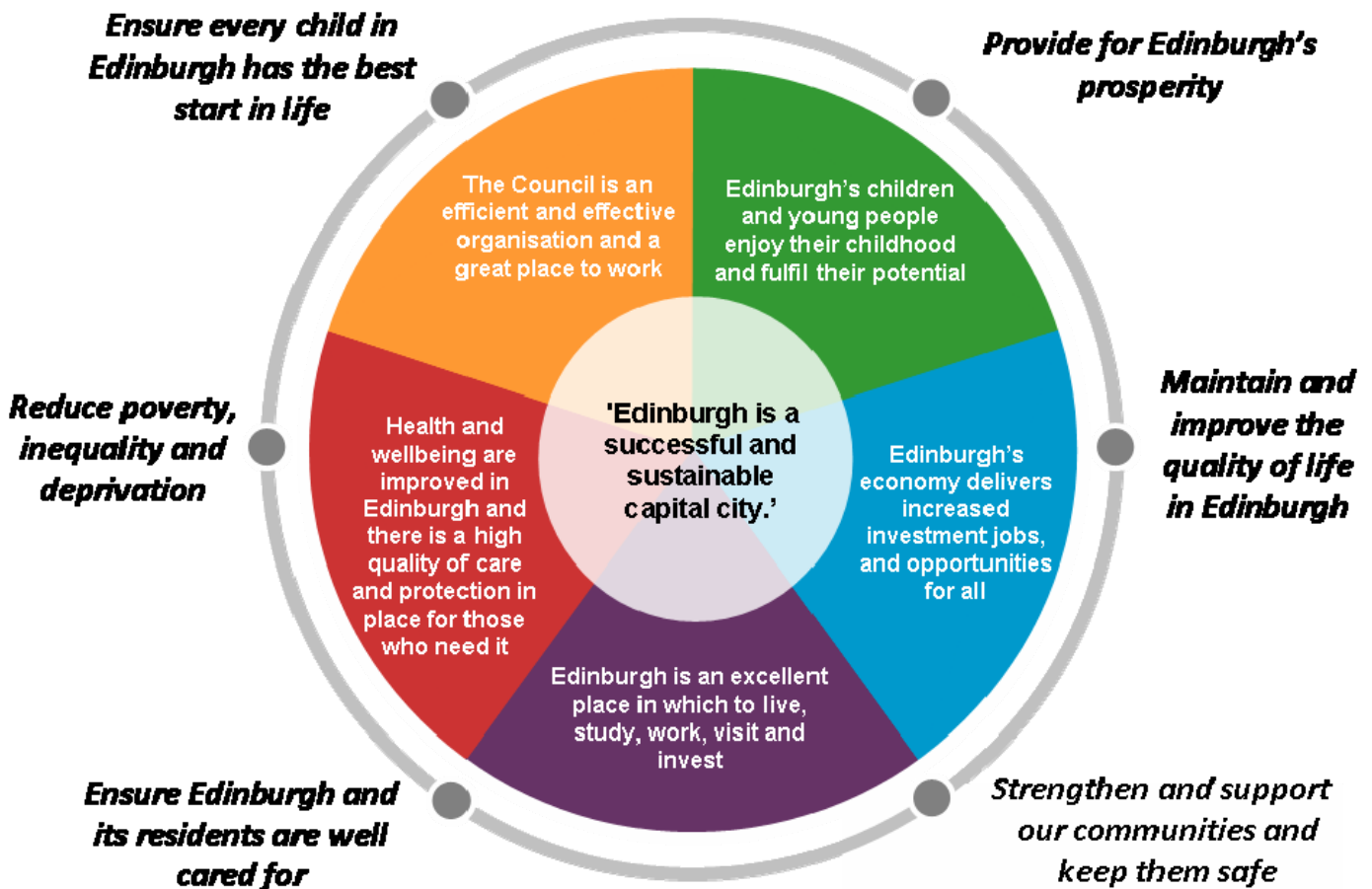
### **Further Information**

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1. [Single Outcome Agreement 6 month progress report, April to September 2012.](#)

# Appendix 4: Strategy Maps

## Capital Coalition Pledge Areas



## Vision Statements and Strategic Outcomes

### Edinburgh's children and young people enjoy their childhood and fulfil their potential

1. Our children have the best start in life, are able to make and sustain relationships and are ready to succeed.
2. Our children and young people are successful learners, confident individuals and responsible citizens making a positive contribution to their communities.
3. Our children and young people at risk, or with a disability, have improved life chances
4. Our children and young people are physically and emotionally healthy.
5. Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.
6. Our children's and young people's outcomes are not undermined by poverty and inequality.

### Edinburgh's economy delivers increased investment, jobs and opportunities for all

7. Edinburgh draws new investment in development and regeneration.
8. Edinburgh's economy creates and sustains jobs opportunities.
9. Edinburgh residents are able to access job opportunities.

### Health and Wellbeing are improved in Edinburgh and there is a high quality of care and protection for those who need it

10. Improved health and reduced health inequalities.
11. Preventative and personalised support is in place.
12. Edinburgh's carers are supported.
13. People are supported to live at home.
14. Communities have the capacity to help support people.
15. The public are protected.

### Edinburgh is an excellent place to live, study, work, visit and invest

16. People live in a good quality home that is affordable and meets their needs in a well-managed Neighbourhood.
17. Edinburgh's streets and open spaces are clean and free of litter and graffiti.
18. We reduce the local environmental impact of our consumption and production.
19. Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards in the maintenance of infrastructure and public realm.
20. Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and future of citizens.
21. Residents, visitors and businesses feel that Edinburgh is a safe city.
22. Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
23. Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.

### The City of Edinburgh Council is an efficient and effective organisation and a great place to work

24. The Council communicates effectively internally and externally and has an excellent reputation for customer care.
25. The Council has efficient and effective services that deliver on objectives.
26. The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
27. The Council supports, invests in and develops our people.



# Edinburgh's children and young people enjoy their childhood and fulfil their potential

WHO? STAKE HOLDERS AREA

**Customers / Service users**  
Eg pupils, parents/carers, families, staff

**Partners**  
Eg NHS, Police, voluntary sector

**Delivery partners**  
Eg voluntary organisations, commissioned services, NHS, Police

STRATEGIC OUTCOMES

SO1 - Our children have the best start in life, are able to make and sustain relationships and are ready to succeed

SO2 - Our children and young people are successful learners, confident individuals and responsible citizens making a positive contribution to their communities

SO3 - Our children and young people at risk, or with a disability, have improved life chances

SO4 - Our children and young people are physically and emotionally healthy

SO5 - Our children and young people are safe from harm or fear of harm, and do not harm others within their communities

SO6 - Our children's and young people's outcomes are not undermined by poverty and inequality (=EQ)

WHAT? PRIORITIES

Improve support in early years so that children reach appropriate developmental and social milestones (SO1)

Improve the educational attainment of the lowest achieving pupils (SO2)

Improve life chances for Looked After Children including increasing the focus on Corporate Parenting (SO3)

Improve early support for children with Additional Support Needs (ASN) (SO3)

Improve early support for families so that fewer children need to be looked after, with particular focus on addressing the impact of drug and alcohol misuse (SO3)

Improve health outcomes for children, including healthy weight, sexual health, emotional health and wellbeing and drug and alcohol misuse (SO4)

Increase the number of young people who enter and sustain positive destinations (SO6)

HOW? STRATEGIES

## Key Strategies / Plans / Drivers

Children and Families Asset Management Plan

Integrated Literacy Strategy

The Edinburgh Guarantee

Early Years Change Fund

Corporate Parenting Action Plan

Children and Families Capital Investment Programme

Single Outcome Agreement

Integrated Plan for Children and Young People

Early Years Strategy

Parental Engagement Strategy

Supporting Communities

Joint Health Improvement Plan

Commissioning Strategies and Plans

Getting It Right for Every Child

Curriculum for Excellence

DO. PERFORMANCE INDICATORS

### SO1.1 Children's early years development, learning and care are improved

- \* Pre-school setting inspection reports
- \* P1 entry baseline literacy and numeracy scores
- \* Access to qualified teacher in pre-school settings
- \* Parent / carer participation in learning
- \* Pre-school hours provided by Council
- \* Reduce P1-P3 class sizes P2

### SO2.1 Children and young people have high quality learning experiences and their learning needs are met P5

- \* School inspection reports
- \* Exam results SOA
- \* Average tariff scores
- \* Parents and carers satisfaction
- \* School condition P3
- \* School occupancy P4

### SO2.2 Young people are confident individuals, effective contributors & responsible citizens

- \* School attendance
- \* School exclusions
- \* School participation / awards for environment, respect and citizenship
- \* Individual DoE awards
- \* Free music tuition
- \* Selections for regional or national sport squads
- \* Open youth work
- \* Youth Parliament elections turnout

### SO3.1 Children who need support are identified earlier and receive the right level of service for the right amount of time

- \* Children who need to be looked after SOA
- \* Children who are looked after at home SOA
- \* Children who are looked after and accommodated SOA
- \* Children using family-based day care service P6

### SO3.2 Children in need of protection receive the help they need straight away

- \* Initial visits within 15 days of supervision requirement
- \* Reports submitted to SCRA within timescale
- \* Initial child protection case conferences taking place within timescale
- \* Child protection re-registrations

### SO3.3 Looked after children cared for & supported P1

- \* Care commission inspection reports
- \* Emergency foster placements available
- \* Adoptions of looked after children
- \* Reviews within time
- \* Children placed in CEC foster care
- \* Children with pathway co-ordinators / plans
- \* Aftercare service given to those eligible

### SO3.4 Looked after children have improved outcomes

- \* Looked after children's school attendance
- \* Looked after children's exclusion rate SOA
- \* Looked after children's average tariff score SOA
- \* Looked after children going to positive destinations after school SOA

### SO3.5 Children and young people with disabilities and their families are supported

- \* Assessed children receiving SCYP-funded service
- \* Section 23s assessed
- \* Overnight respite nights not in care home
- \* Children in day care
- \* Families accessing direct payment
- \* Occupational therapist provision

### SO4.1 Children and young people are healthy

- \* Health promoting community centres / residential services
- \* Quality PE curriculum delivery
- \* Active schools participation
- \* P7s achieving level C5 swimming
- \* Eligible primary school breakfast club provision
- \* P1-P3 receiving nutritious free meals
- \* % satisfied with sport and leisure EPS activities for children and young people (tbc)

### SO4.2 Young people make health protective choices in relation to food, substance use and relationships

- \* Use of Alcohol Brief Interventions
- \* 15 boys and girls regular smokers SOA
- \* 13-15 year olds drinking 1+ times a week SOA
- \* 13-15 year olds who have used drugs in the previous month SOA

### SO4.3 Children have increased resilience and wellbeing

- \* S5 confident about having healthy sex life at appropriate time
- \* Primary children say they can usually deal with a problem
- \* Primary children who ask for help when they need it
- \* Primary children who feel they have lots to be proud of

### SO5.1 There is a reduction in the number of young people who offend

- \* Children referred to SCRA on offence grounds
- \* Young people exiting Youth Offending system not re-entering this or Criminal Justice Service within two years
- \* Number of young people (12+) receiving 5+ referrals on offence grounds to SCRA in previous 6 months

### SO5.2 Children are safe from harm and fear of harm

- \* S2 pupils feel school deals well with bullying
- \* Pupils feel safe in school
- \* Pupils who feel able to speak to an adult if there are worried or upset about something
- \* Working With Men domestic abuse programme participation

### SO6.1 School leavers enter positive, sustainable destinations P7 & P29

- \* School leavers who go on to positive destinations SOA
- \* School leavers in positive follow-up destination SOA
- \* Economically active looked after children receiving after care service

### SO6.2 Communities are strong and resilient, citizens are supported to make positive changes

- \* Young people in 16+ non-formal learning
- \* Young people CLD supported to engage in Activity Agreements
- \* Adults achieving their learning goals
- \* Non-English speakers receiving tuition
- \* Adult learning opportunities available

RISKS

Failure to provide effective protection and care to vulnerable children and young people

Demographic pressures on school rolls, early years programmes and vulnerable groups of children and young people

Failure to provide quality learning and care environments

Failure to deliver best value and use of our resources as budgets reduce

Failure to retain right level of staff resource with the right skills

# Edinburgh's economy delivers increased investment, jobs and opportunities for all

**Internal:** Managers, staff and Elected Members

**External:** public, business community, partner agencies, government and outside bodies

**Edinburgh draws new investment in development and regeneration**

**Edinburgh's economy creates and sustains jobs opportunities**

**Edinburgh residents are able to access job opportunities**

Invest in the city's development and regeneration

Support inward investment

Support businesses

Help unemployed people into work or learning

City of Edinburgh Council  
Economic Strategy 2012-17

Economic Development  
Service Operational Plan  
2012-15

## Support new physical investment in Edinburgh

### Key performance indicators

\* Total value of physical investment supported by Economic Development Service (EDS)

Target: support £200m of physical investment (net) over the period 2012-15

Comprised of:

### Invest in the city's development and regeneration

Capital projects (1.1)

\* No. physical development projects supported by the EDS **P15, P17**

\* Value of physical development projects supported by the EDS **P15, P17**

### Associated activities and outcomes

Priority investment zones (1.2)

City management & town centre development (1.3)  
Review delivery mechanisms (1.4)

\* Analysis of delivery against key outcomes outlined in EDS operational plan 2012-15

## Support the creation and safeguarding of jobs in Edinburgh

### Key performance indicators

\* Total number of jobs created or safeguarded through EDS activities **SOA**

Target: support the creation and safeguarding of 2,000 jobs (net) over the period 2012-15

Comprised of:

### Invest in the city's development and regeneration

Capital projects (1.1)

\* No. construction jobs created through supported development and regeneration projects **SOA**

### Support Businesses

Business support (3.2)

\* No. jobs created/safeguarded through supporting business activities **SOA P16**

Support new investment by Edinburgh businesses (3.6)

\* No. jobs created/safeguarded through East of Scotland Investment Fund loans approved **SOA P16**

Support Inward Investment

Attract new investment (2.1)

\* No. jobs created/safeguarded through inward investment support activities **SOA P15**

### Associated activities and outcomes

### Support Businesses

A single access point to the Council (3.1)

Business Support (3.2)

Encourage innovation (3.3)

Support key sectors (3.4)

Enhance and support local supply chains (3.5)

Support new investment by Edinburgh businesses (3.6)

&

### Support inward investment

Attract new investment (2.1)

Support new investors (2.2)

Improve the city's competitiveness (2.3)

\* Analysis of delivery against key outcomes outlined in EDS operational plan 2012-15

### Citizen Perceptions

\* % feel that personal financial situation has got better / worse over last 12 months **EPS**

\* % confident about current and future job / career prospects in Edinburgh **EPS**

## Help unemployed people into work and learning

### Key performance indicators

\* No. employability service clients supported into work or learning **SOA**

Target: support the movement into work or learning of 6,000 people over the period 2012-15

Comprised of:

### Help unemployed people into work or learning

Early intervention on unemployment (4.3)

&

Providing employability support for regeneration areas and vulnerable individuals (4.5)

\* No. employability service clients supported into work or learning **SOA**

Helping school leavers and young people (14-19yrs) make the transition into work (4.4)

\* No. young people supported into work or learning **SOA P7, P29**

### Support Businesses

Business support (3.2)

\* No. unemployed clients supported into self employment **SOA P16**

### Associated activities and outcomes

### Help unemployed people into work or learning

Coordination of employability services (4.1)

&

Supporting those in low paid and insecure employment (4.4)

\* Analysis of delivery against key outcomes outlined in EDS operational plan 2012-15

### Citizen Perceptions

\* % feel qualified for the work they currently do **EPS**

Failure to deliver a whole council approach to economic development

Changing budget priorities and impact on ability to meet delivery expectation

Ineffective external partner relationship management impacts on services and financial returns

Failure to maintain strong reputation of the service

Growth and development of the city is affected by external economic circumstances

PLEDGE AREA

# Health and Wellbeing are improved in Edinburgh and there is a high quality of care and protection for those who need it

WHO? STAKE-HOLDERS

**Internal:** Elected members, managers, staff, trade unions

**External:** service users, carers and citizens; NHS; third sector; private and voluntary sector care providers; community groups, neighbourhood partnerships; police, Scottish Prison Service and courts; Scottish Government, Cosla, ADSW, Inspectorates; DWP; other local authorities

STRATEGIC OUTCOMES

<b>1</b> Improved health and reduced health inequalities (=EQ)	<b>2</b> Preventative and personalised support is in place	<b>3</b> Edinburgh's carers are supported	<b>4</b> People are supported to live at home	<b>5</b> Communities have the capacity to help support people	<b>6</b> The Public are protected
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WHAT? OBJECTIVES

<b>A</b> Improve Health and Wellbeing (1)	<b>B</b> Reduce Poverty and inequalities (1)	<b>C</b> Develop preventative services (2)	<b>D</b> Develop effective personalised services (2)	<b>E</b> Improve support for carers (2,3,4,5)	<b>F</b> Help people improve and maintain their independence (2, 3, 4, 5)	<b>G</b> Develop community capacity to provide support (5)	<b>H</b> Support, develop and make the best use of our staff (1,2,3,4,5,6)	<b>I</b> Improve the quality of services (2, 3,4,6)	<b>J</b> Improve public protection (1, 2, 4, 5, 6)
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HOW? STRATEGIES

Health (NHS) and Social Care (LA) Integration (A-J)	Personalisation Strategy (D)	Prevention Strategy (C)	"Towards 2012" (Carers Strategy) (E)	Health Inequality Framework (D)	Anti-Poverty Strategy (B)	Commissioning Strategies & Plans (A-J)	Workforce Development Strategy (H,I)	Adult, Child & Public Protection Strategies (J)
Reshaping Care for Older People (A, C-I)	Disability Strategies (A, C-I)	"A Sense of Belonging" (Mental Health) (A, C-I)	"Choose Life" (suicide prevention) (A, C-I)	Addictions Strategies (A, C-I)	"Live well in Later Life" (A, C-G)	Homelessness Strategy (B,F)	Human Rights and Equalities Strategy (B,G,I)	Reducing re-offending strategy (C,J)

DO. PERFORMANCE INDICATORS (\* measures under development)

<p><b>Improve health for all (A)</b> * Life expectancy at birth <b>SOA</b> * Gap in life expectancy <b>SOA</b> * Premature mortality rates <b>SOA</b> * Uptake rates of health eating* * Uptake of leisure &amp; fitness* <b>P42 &amp; P43</b></p> <p><b>Improved health for young people (A, B)</b> * % of school children who are obese * % of school children who smoke, drink &amp; take drugs * Uptake of healthy school meals * P1-P3 receiving nutritious free meals</p> <p><b>Improved mental health and wellbeing (A, E, F)</b> * Suicide rates * Mental wellbeing scores*</p> <p><b>Improved health for people with learning disabilities (A, E, F)</b> * People supported with health &amp; wellbeing* * People supported with sexual health &amp; awareness*</p> <p><b>Improved health for people with physical disabilities (A,E,F)</b> * People with strokes or MS provided with rehabilitation* * People helped to return to work*</p> <p><b>Improved health for people with addictions and blood borne viruses and improved outcomes for their children (A,E,F)</b> * People supported to prevent or reduce dependency* <b>SOA</b> * Access times to addictions treatment * People supported to prevent transmission of infection* * People provided with detox and rehabilitation services* <b>P12</b> * People supported beyond addiction*</p>	<p><b>Reducing inequalities Reducing health inequalities (B)</b> * Gap in life expectancy between areas <b>SOA</b> <b>Reducing poverty (B)</b> * People given employability advice* * People given uptake &amp; money advice* * People given fuel poverty action or advice* * People given emergency payments*</p> <p><b>Develop preventative services and personalised support (C,D)</b> * Social Care Personalisation Programme – project monitoring * People receiving reablement and rehabilitation * Levels of Self-Directed Support uptake <b>SPI</b> * Support to people with lower level needs* * People assessed by homelessness teams* * People provided with advice*</p>	<p><b>Edinburgh's Carers are supported (E)</b> * Volume of respite provided <b>SPI SOA</b> * People given outcome focused carers' assessments * Carers provided with direct payments to meet their own needs* <b>P38</b> * Uptake of online volunteering service* <b>P39</b> * Carers with emergency alternative arrangements in place to cover their unavailability*</p>	<p><b>Improved Health (NHS) and Social Care (LA) Integration (All)</b> * Delayed discharge counts F, H <b>SOA</b> * Balance of care for older people F, H * Emergency bed use <b>SOA</b> * Waiting list measures <b>Supporting older people to live at home (F,H) SOA</b> * Impact measures of reablement * Measures of domiciliary care flexibility <b>SPI</b> * Reduced isolation *</p> <p><b>Supporting people with disabilities to live at home (F,H)</b> * No. people provided with rehabilitation * No. people supported to leave school* * No. people supported to improve independence* * No. people supported to take up with employment*</p> <p><b>Support for people with mental health problems (F,H)</b> * People supported by Intensive Home Treatment Teams* * Access time to Child and Adolescent MH services*</p> <p><b>Supporting people with addictions and blood borne viruses to live at home (F,H)</b> * People in supported tenancies*</p>	<p><b>Increased community capacity (D,G)</b> * Change Fund initiatives to support older people – project monitoring * Profiles of Neighbourhood Partnership activity* * Profiles of Community Council activity* * No. volunteers recruitment or supported*</p> <p><b>Improving Quality of Care (I) P37</b> * Service user feedback * Care provider performance statistics * Single and en-suite care home provision <b>SPI</b> * Care staff qualification levels <b>SPI</b> * Monitoring of improvement plans following Inspection * Overview of engagement with stakeholders in service planning and improvement</p> <p><b>Sound Resource Management (All)</b> * Budget planning for demography * Monthly budget monitoring of spend and service volumes Addressing the impact of Welfare Reform * Staff recruitment, training and retention policy</p>	<p><b>Improve public protection arrangements (E,H,I)</b> * Assessing and managing risks to adults and children * Staff training and qualification profiles * Protection –related inspection results * Time taken to support and protect children in need * Time to adult and child protection case conferences * Reoffending rates * Managing high risk offenders (MAPPA) * Criminal justice orders successfully completed * No. high risk offenders supported in residential facilities * % agree the Council provides protection and support for vulnerable people <b>EPS</b></p>
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RISKS

Insufficient financial and human resources to meet health and social care needs to an acceptable standard (1-6)	Impact of Welfare Reform increases poverty and demand and reduces charging income (1-6)	Personalisation/ Self Directed Support reduces stability of internal and purchased care markets (1-6)	Budget reduction controls and efficiency programme fail to deliver balanced budget (1-6)	Major incidents cause disruption to services (1-6)	Re-offending by dangerous offenders (1-6)
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# Edinburgh is an excellent place to live, study, work, visit and invest (Part A)

PLEDGE AREA

WHO: STAKE HOLDERS

STRATEGIC OUTCOME

**Internal:** Elected Members, Neighbourhoods and Neighbourhood Partnerships  
**External:** Residents, Landlords, Visitors, Scottish Government, Customers, Funders, Suppliers, Partners, Developers, Investors, Agents, Community groups, Amenity organisations and government agencies

<p><b>Well-housed</b></p> <p>People live in a good quality home that is affordable and meets their needs in a well-managed Neighbourhood</p>	<p><b>Clean</b></p> <p>Edinburgh's streets and open spaces are clean and free of litter and graffiti</p>	<p><b>Green</b></p> <p>We reduce the local environmental impact of our consumption and production.</p>	<p><b>Attractive Places and Well maintained</b></p> <p>Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards in the maintenance of infrastructure and public realm</p>	<p><b>Culture, sport and major events</b></p> <p>Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and future of citizens</p>
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WHAT: OBJECTIVES

<p>People live in a home that they can afford</p>	<p>We will engage, educate and encourage people to take responsibility for helping keep Edinburgh a clean and green city.</p>	<p>We will only send waste to landfill that cannot be prevented, reused, recycled or recovered for energy</p>	<p>Protect and enhance the Built and Natural Environment</p>	<p>Manage a major investment programme to deliver good quality, well maintained roads and pavements</p>	<p>Effectively support and manage festivals and major events</p>
<p>People live in a warm, safe home in a well-managed Neighbourhood</p>	<p>We will achieve high standards of maintenance and cleanliness in our open spaces</p>	<p>Contribute fully to CO2 greenhouse gas, air quality and safety targets</p>	<p>We will manage our green spaces in a way that creates diverse and attractive landscapes that people will visit, use and enjoy</p>	<p>Promote high quality and sustainable design and healthy living and working environments</p>	<p>Maintain and increase participation in sport and physical activity</p>
<p>People can move home if they need to</p>		<p>We will meet the demand for allotments and community food growing</p>		<p>Deliver a proactive planning and place making service</p>	<p>Protect and develop collections, historic buildings and monuments of cultural and heritage value</p>

HOW: STRATEGIES

City Housing Strategy	Edinburgh Waste and Recycling Strategy	Parks and Gardens Strategy	Strategic and Local Development Plans	Lighting Strategy	Open Space Strategy	Thundering Hooves Action Plan
Tenant Participation Strategy	imProve it Air Quality Action Plans	Sustainable Edinburgh Strategy 2020	Built & Natural Heritage Strategy		Road Asset Management Plan	Events Strategy A range of cultural and sport strategies

DO: PERFORMANCE INDICATORS

<p><b>People live in a home they can afford:</b></p> <ul style="list-style-type: none"> <li>Increase in Income collection as a % of the gross rent due</li> <li>Increase in number of affordable homes approved &amp; homes completed <b>P8 SOA</b></li> <li>Reduction in % of households in Edinburgh who are fuel poor</li> <li>Letting times <b>SPI</b></li> <li>Rent lost on empty homes <b>SPI</b></li> <li>Current rent arrears as a % of the net amount due <b>SPI</b></li> </ul> <p><b>People live in a warm safe home in a well managed neighbourhood:</b></p> <ul style="list-style-type: none"> <li>% of homes meeting the SHQS <b>SPI SOA</b></li> <li>Reduction in % of disrepair/serious disrepair in private homes</li> <li>% of tenants satisfied with repairs to their home <b>SPI</b></li> <li>% housing repairs completed on target <b>SPI</b></li> </ul> <p><b>People can move home if they need to:</b></p> <ul style="list-style-type: none"> <li>Increase in % of all homeless assessment cases housed by Private Rented Sector</li> <li>% of advice cases that do not go to present as homeless <b>SPI</b></li> <li>Reduction in average amount of time in temporary accommodation</li> <li>Increase in % of households who are assessed as homeless who are in priority need</li> <li>% cases reassessed within 12 months of completion of duty in permanent accommodation <b>SPI</b></li> <li>% of homeless people provided with permanent accommodation <b>SPI</b></li> </ul>	<p><b>Clean:</b></p> <ul style="list-style-type: none"> <li>Tonnes to landfill <b>P49</b></li> <li>household waste recycled and composted <b>P52 SPI</b></li> <li>EPS Customer satisfaction</li> <li>Delivery of Waste strategy milestones</li> <li>Delivery of imProve it and programme milestones</li> <li>net cost of refuse collection per premise <b>SPI</b></li> <li>net cost of refuse disposal per premise <b>SPI</b></li> <li>CIMS/LEAMS <b>P44 SPI</b></li> <li>Street cleansing complaints – dog fouling, graffiti, fly tipping and weed growth</li> <li>EPS Customer satisfaction</li> <li>Community clean-ups</li> </ul> <p><b>Green:</b></p> <p><b>Meeting environment and safety targets:</b></p> <ul style="list-style-type: none"> <li>Greenhouse gas emissions from transport</li> <li>Nitrogen dioxide concentrations</li> <li>% agree the Council cares about the environment. <b>EPS</b></li> <li>Reduction Co2 emissions in council properties <b>P51</b></li> </ul> <ul style="list-style-type: none"> <li>Green Flag Award <b>P48</b></li> <li>Park Quality Assessments</li> <li>Landscape Quality Standards</li> <li>Number of Friends of Parks Groups,</li> <li>Number of events held in Greenspaces</li> <li>Number of community garden schemes</li> <li>Allotment Plot Total &amp; waiting list</li> <li>Customer satisfaction <b>EPS</b></li> <li>Delivery of ImProve it programme milestones</li> </ul>	<p><b>Attractive Places:</b></p> <ul style="list-style-type: none"> <li>Planning performance framework <ul style="list-style-type: none"> <li>Planning applications processing <b>SPI</b></li> <li>Environmental Quality Assessments</li> <li>Development plan milestones</li> <li>Successful appeals as a % of planning applications <b>SPI</b></li> </ul> </li> <li>Building Standards balanced scorecard</li> <li>Value of development</li> <li>Number of listed building requiring investment</li> <li>% of development on brownfield sites</li> <li>Improved customer satisfaction</li> </ul> <ul style="list-style-type: none"> <li>Green Flag Award <b>P48</b></li> <li>Park Quality Assessments</li> <li>Landscape Quality Standards</li> <li>Number of Friends of Parks Groups</li> <li>Number of events held in Greenspaces</li> </ul> <p><b>Well-maintained</b></p> <ul style="list-style-type: none"> <li>% road network in need of maintenance (RCI) <b>SPI</b></li> <li>% of street light repairs within 7 days</li> <li>Average time to repair traffic signal fault</li> <li>% of bridges in need of maintenance</li> <li>% of road defects repaired within 3 working days</li> </ul>	<ul style="list-style-type: none"> <li>Achieve 80% of targets within Culture and Sport business plans</li> <li>Attract one major new event to the city per year</li> <li>Maintain or increase the numbers of those attending existing core events</li> <li>Number of attendances and attendances per 1000 population for all pools and indoor facilities operated by Edinburgh Leisure <b>SPI</b></li> <li>Visits to museums and galleries (per 1000 population) <b>SPI</b></li> <li>Attendance at council-funded festivals (ticketed and unticketed) and theatres (Festival City Theatres Trust, Traverse, Lyceum)</li> <li>Attendances to Usher Hall ,Church Hill Theatre and Assembly Rooms</li> <li>Council-funded theatres and Usher Hall online ticket sales as a percentage of total sales</li> <li>Increase page views for Assembly Rooms, Usher Hall and Museums and Galleries websites</li> <li>Maintain or increase the level of National standard or VisitScotland grading or external accreditation for key cultural venues. <b>P31</b></li> <li>% satisfied with access to sport and leisure facilities in Edinburgh (tbc) <b>EPS</b></li> <li>% believe that Festivals make Edinburgh better <b>EPS</b></li> <li>% who personally benefit from Edinburgh's festivals <b>EPS</b></li> </ul>
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RISKS

Recession and welfare reform increases homelessness	Falls in property values impact on money available for Regeneration Investment Programme	Failure to meet recycling and landfill targets	Loss of Campus Building premises may result in loss of staff time/services	Project governance (poor cost control, contract management etc) may impact on the capital and change programmes of the Council.	Lack of investment in infrastructure hinders development
	Severe winter weather results in services being compromised	Failure to achieve behavioural change impacting on the ability to keep the City clean and green	Changes in waste volumes and composition	Recession holds back investment in the City and its built heritage	

# Edinburgh is an excellent place to live, study, work, visit and invest (Part B)

PLEDGE AREA

WHO? STAKE HOLDERS

STRATEGIC OUTCOME

WHAT? OBJECTIVES

HOW? STRATEGIES

DO. PERFORMANCE INDICATORS

RISKS

**Internal:** Elected Members, Neighbourhoods and Neighbourhood Partnerships  
**External:** Residents, Landlords, Visitors, Scottish Government, Customers, Funders, Suppliers, Partners

**Safe**  
 Residents, visitors and businesses feel that Edinburgh is a safe city

**Moving efficiently**  
 Edinburgh has a transport system that improves connectivity and is green, healthy and accessible

**Well engaged and well informed**  
 Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community

Create safer city and communities by appropriate regulation and education and by promoting and encouraging acceptable behaviours

Reduce crime and antisocial behaviour

Improve public protection

Improve community perceptions of safety and security

Manage city travel to increase travel by bike, foot and public transport and reduce car use

Ensure reliable inclusive access, especially to the City Centre, and improve public realm

Develop integrated services as one stop neighbourhood places for engagement, employability, leisure and learning.

Continue to develop the Neighbourhood Partnership approach to improve local services, performance and outcomes.

Provide a dynamic 21st Century Library Service that is high quality, continually improving, efficient and responsive to local people's needs and aspirations.

Community Policing Model Policy

Anti Social Behaviour Strategy

Violence Reduction Programme

Food Health & Safety Plan

Hate Crime Strategy

Joint Health Protection Plan

Road Safety Action Plan

Transport 2030 Vision

Public Realm Strategy

Active Travel Action Plan

Local Transport Strategy

Local Community Plans

Next Generation Library and Information Services Strategy

**Safe:**

- Number of ASB complaints per 10k population **SOA**
- % of ASB complaints resolved
- Number of repeat ASB complaints
- Satisfaction with how ASB complaints dealt with
- Number of Group 1-5 crimes
- % of residents perception of feeling safe after dark **EPS SOA**
- Domestic Noise complaints: average time (hours) between the time of the complaint and attendance on site **SPI**
- Trading Standards: % of consumer complaints completed within 14 days **SPI**
- Trading Standards: % of business advice requests completed within 14 days **SPI**
- Number of food safety hygiene inspections completed on time
- Preparation of food premises in A, B and C inspection categories
- Number of public health complaints by priority
- Number of pest control complaints by priority
- Water testing programme completed on time
- Health & Safety inspections of commercial properties completed on time

*Note*  
 Outcome indicators for Licensing, Food, Health and Safety, public health, pest control & H&S tbc. Green flag indicators for cemeteries tbc.

**Road Safety:**

- Road traffic casualties **P46**
- Pedestrian and cyclist casualty rates
- Killed and seriously injured **SOA**
- % of cyclists who feel safe using roads **EPS**

**Manage City Travel:**

- Proportion of all journeys and of journey to work / education made on foot / by bus / car / cycle etc.
- Overall motor traffic levels – million vehicle kilometres

**Ensuring access and improving public realm:**

- Journey time variability - car and public transport
- Working age population within 30mins of city centre by public transport
- City centre pedestrian activity
- Satisfaction with public transport **EPS**
- Access to services without a car
- Disabled people - unmet travel demand
- Access for disabled passengers (David Lyon to confirm – Fleet)

**Libraries:**

- Number of library transactions **P35**
- Number of visits (per 1000 population)
- Number of e-resource use and transactions **SPI**
- Under 16s attending library events
- PC usage
- Membership figures
- Satisfaction with libraries **EPS**

**Neighbourhood Partnerships:**

- Impact and delivery of outcomes in Local Community Plans (x12)

**Community Engagement:**

- Community engagement as measured by the VOICE tool **(tbc)**
- Measurement of progress against the National Standards for Community Engagement **(tbc)**
- Impact of targeted engagement; consultation, events, focus groups **(tbc)**

**Community Councils:**

- Engagement measures **(tbc)**
- Funding **(tbc)**

**Neighbourhoods:**

- satisfaction with neighbourhoods (x12) as a place to live **EPS SOA**
- satisfaction with management of neighbourhoods (x12) **EPS**
- satisfaction with being able to have a say on local services (x12) **EPS SOA**
- satisfaction that different backgrounds can get on well together (x12) **EPS SOA**

National reform of Police and Fire Service may distract from local priorities.

Welfare Reform & ongoing economic slowdown impacts on ASB & Crime levels

Economic slowdown impacts on H&S in businesses increasing higher risk establishments

Unfavourable investment decisions by third parties, increases in need for bus service or other support

Lack of infrastructure investment leads to deterioration of roads, bridges etc

Reputational damage and financial loss.

Welfare reform has a major impact on citizens and services



# The City of Edinburgh Council is an efficient and effective organisation and a great place to work

WHO? PLEDGE-AREA  
 WHO? STAKE-HOLD-ERS  
 STRATEGIC OUTCOMES  
 WHAT? OBJECTIVES  
 HOW? STRATEGIES

**Internal:** Managers, staff and Elected Members

**External:** public, partners, government and outside bodies

The Council communicates effectively internally and externally and has an excellent reputation for customer care.

The Council has efficient and effective services that deliver on objectives.

The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

The Council supports, invests in and develops our people.

Achieve transformational change and improve the Council's reputation

Provide excellent, efficient and accessible customer services that deliver on continuous improvement and our statutory duties

Lead and support the internal governance of the council to achieve best practice.

Support our people to do their jobs well

Engages well with partners and stakeholders to deliver on shared outcomes for communities

Support political management to deliver effective decision making that is transparent, accountable and based on consensus

## Overarching business plan in development

Reputation / Comms. Strategy	Achieving Excellence 2012 -17	Customer Access Strategy	Governance Review	ICT Strategy	Long term financial plan	Corporate Projects / Change Programme	Single Outcome Agreement	OD Strategy People Plan	Corporate Asset Management Plan	IPFM Change Programme	Tenant Participation Strategy	Framework to Advance & Rights 12/17
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DO. PERFORMANCE INDICATORS (tbc measures under development)

### Achieve transformational change and improve the Council's reputation

#### Change Programme and Key Projects

- \* Projects completed within time, budget
- \* ROI of Transformational Projects per relevant FTE
- \* PROSCI staff trained

#### Self-Evaluation

- \* Impact analysis of improvements from self evaluation (statutory and non-statutory)

#### EFQM Business Excellence

- \* Track progress to Gold 5\* Stars

#### Staff Perceptions

- \* % feel reasons for change are well communicated
- \* % feel involved in decision making
- \* % understand the need for change
- \* % support the need for change
- \* % change is well managed

#### Citizen Perceptions

- \* % satisfaction with value for money **EPS**
- \* % satisfaction with city management **EPS**
- \* % feel the Council is easy to contact **EPS**

#### Reputation Tracker

- \* Reputation tracker survey (tbc)
- \* Social media analytics (tbc)

#### Journalist Perceptions Survey (tbc)

- \* Responses meet journalist needs
- \* Media tracking and analysis

#### Local, National & International Awards

- \* Applications submitted
- \* Awards long / short-listed / won

#### Communications

- \* Analysis of campaign / project impact
- \* Spokesperson interviews

#### Ability to deliver and innovate

- \* Impact made through access to EU funding

### Provide excellent, efficient and accessible customer services that deliver on continuous improvement and our statutory duties

#### Customer Experience

- \* Analysis, trends of complaints / compliments
- \* Complaints to Ombudsman / upheld
- \* Satisfaction with complaint handling
- \* Customer Care Standards
- \* Satisfaction with key services (**all maps**)
- \* Achievement of Customer Excellence accreditation / # of partials and best practise

#### Contact Centre

- \* Calls answered in 30 seconds / drop rate
- \* First time resolution
- \* Ratio of complaints vs tasks
- \* Cost per transaction

#### Information Compliance

- \* Responded to within statutory timescales
- \* Internal review appeals (upheld / partial release / full release)
- \* Appeals to the Scottish Information Commissioner (upheld / partial release / full release)

#### Records & Archives

- \* Records Centre performance

#### Records Management

- \* Audit of services evaluating statutory elements of RMP

#### Legal Services

- \* Critical deadlines are met
- \* Fee earner utilisation (80% target)

#### Customer Research

- \* Impact analysis of consultation / research

#### Risk & Audit

- \* Service risk self-assessments completed

#### Well Maintained Properties

- \* Total running costs of Council buildings
- \* % of accommodation that is in a satisfactory condition **SPI**

#### Property Rationalisation

- \* Reduction in floor area
- \* Generate Capital receipts
- \* Increased rental income
- \* Decrease level of backlog maintenance

### Lead and support the internal governance of the council to achieve best practice

#### Performance & Planning

- \* Outcomes on track / achieved
- \* % of reports on time (include error rate)

#### ICT

- \* Availability of critical systems
- \* ICT projects within time, budget
- \* ICT procurements compliant with strategy

#### Finance P30

- \* Actual revenue spend as a % of budget
- \* Comparison of actual Outturn against Forecast for Revenue and Capital
- \* Insurance: Net Cost / Cost per £k value insured for property and motor insurance
- \* Treasury maximise funding a) Cash fund performance compared to benchmark and b) the reduction of the Loans Fund Pool Rate compared to other LAs.
- \* Final Accounts which are submitted on time, compliant with ACOP, unqualified and with high standard of feedback received from external audit on working papers
- \* Support service costs as a % of spending
- \* % spend with contracted suppliers
- \* % of procurement spend in local EH
- \* Procurement savings achieved
- \* Benchmark cost per £M for the accounting function

#### Corporate and Transactional Services

- \* Debt recovery % / time
- \* New benefits claims processed within 29 days
- \* % of business rates collection
- \* % Council Tax collection rate **SPI**
- \* cost of collecting Council Tax per dwelling **SPI**
- \* gross admin per benefit case **SPI**
- \* Invoices paid within 30 days **SPI**

#### Business Continuity

- \* Maintain accreditation to British Standard for business continuity (BS25999)
- \* Maintain ISO9001 accreditation for emergency planning function
- \* Chief Officer Training (100% target)

#### Audit

- \* Achievement of Audit Plan ISO 9000/2008 standards met (100% target)

### Support our people to do their jobs well

#### Staff Engagement

- \* % Staff survey response rate
- \* % skills needed to do job effectively
- \* % have clear work objectives
- \* % L&D activities help to develop career
- \* % feel treated fairly at work
- \* Programme of Talkabouts, Away Days, etc
- \* Staff recognition / award scheme

#### Managing Attendance

- \* Sickness absence rate **SPI**
- \* Sickness absence triggers

#### People Planning & Development

- \* People Plan tracked corporately
- \* PRD completion
- \* Average PRD score
- \* Impact of training spend on performance
- \* Recruitment timescales
- \* Satisfaction with learning and development
- \* No. staff registered with the Scottish Social Services Council
- \* No. staff meet qualification requirements of registration per year

#### Investors in People

- \* IIP actions delivered / Impact Analysis

#### Human Resources

- \* FTE / staff numbers
- \* Staff turnover rate
- \* VERA / redundancy **P26**
- \* Disciplinary actions taken
- \* Grievances lodged / dealt with effectively
- \* Recruitment numbers / costs **P25**
- \* recruitment within timescales
- \* Accidents reported to Health and Safety Executive

#### Equalities

- \* % of the highest paid 2% and 5% of earners that are women **SPI**
- \* % key services with ERIA
- \* Equality outcomes on track / achieved
- \* & of employment diversity targets met
- \* equal pay monitoring

### Support political management to deliver effective decision making that is transparent, accountable and based on consensus

#### Governance

- \* Deliver web-casting e-petitions and e-voting
- \* Progress review of governance arrangements (six-monthly)
- \* % of agendas issued within 3 working days
- \* % of action sheets issued within 1 working
- \* Impact analysis of actions

#### Support to Elected Members

- \* Satisfaction with Elected Member support

#### Coalition Pledges

- \* Performance reported on time with 6 monthly and annual reporting
- \* Capital Coalition Pledges on track / achieved

RISK

#### Risk management and business continuity

\* Compliance with legislation \* Protecting public interest \* Risk analysis of business \* Avoidance of liability

Reputational and financial impact of post-ABM, property conservation, trams

Lack of progress on workforce planning and management

ICT problems impact customer service / delivery of essential services

Welfare reform has a major impact on citizens and services

Information security breaches lead to loss of confidential data

Industrial relations negatively impacted, hard to retain key staff

# Transport and Environment Committee

10am, Tuesday, 4 June 2013

## Waste and Recycling Update

Item number	7.14
Report number	
Wards	All

### Links

Coalition pledges	<a href="#">P44</a> <a href="#">P49</a> <a href="#">P50</a>
Council outcomes	<a href="#">CO17</a> <a href="#">CO18</a>
Single Outcome Agreement	<a href="#">ALL</a>

**Mark Turley**

Director of Services for Communities

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# Executive summary

## Waste and Recycling Update

### Summary

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This report updates Committee on performance in reducing the amount of waste being sent to landfill and increasing recycling. The report also provides an update on progress in implementing the policy of not collecting excess domestic waste.

The amount of waste sent to landfill in 2012/13 has reduced by 10,422 tonnes or 7% when compared against the same period the previous year. The landfill for the year to end March 2013 totals 137,247 tonnes compared to 147,669 tonnes in 2011/12.

The proportion of all waste (including street sweepings) recycled is at its highest ever with 37.9% of waste having been recycled in 2012/13, compared to 35.5% in 2011/12.

The continued roll out of food waste collections has resulted in a 282% increase in the amount of food waste being segregated for recycling. In 2012/13, 4389 tonnes were collected compared to 1146 tonnes in 2011/12.

The policy of not collecting extra waste at the side of bins and overfilled bins was relaxed during the initial implementation of managed weekly collections to allow residents to get used to fortnightly collections of residual waste. The reintroduction of that policy on a phased basis started on 4 February 2013.

Only around 0.34% of bins are currently being presented with extra waste by the side or overfull. This waste is no longer being collected, bins are tagged, letters sent and visits made to offer advice and support. Enforcement action is only being taken as a last resort if extra waste continues to be presented.

The incidence of extra waste is reducing. Door knocking of affected households is yielding a positive response from 90.5% of those visited and 51% of those visited ordered additional recycling boxes.

March and April saw communications focus on promoting participation in food waste recycling. Further campaigns are planned for later in the year.

The redesign of the recycling service is also expected to have a positive impact on recycling and this is the subject of a separate report to the committee.

### Recommendations

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1. To note the contents of the report.



2. To refer this report to the next performance Governance, Risk and Best Value Committee.

## **Measures of success**

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- Achievement of the Council's targets for increasing recycling and reducing landfill.

## **Financial impact**

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The actual tonnage sent to landfill was 6,023 tonnes more than the budgeted figure of 131,222 tonnes and represents a £525k overspend against the 12/13 budget, although it should be noted that this target was based the assumption that managed weekly collections would be implemented in June 2012 when in fact implementation did not take place until September. However the 10,422 ton reduction compared to 2011/12 landfill tonnages represents a saving of over £1m.

## **Equalities impact**

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

## **Sustainability impact**

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Increased recycling will help to divert waste from landfill and support the achievement of greenhouse gas reduction targets, and reductions in local environmental impact.

## **Consultation and engagement**

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A range of public engagement work is ongoing to promote recycling which includes door knocking, radio and bus advertisements and local events.

Public consultation was held during the first quarter of 2013, using demographically representative focus groups, with residents from both low and high density housing areas. The research was commissioned to understand the general public awareness, perceptions and attitudes towards recycling communications.

## **Background reading / external references**

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## Waste and Recycling Update

### 1. Background

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- 1.1 At the meeting of Transport and Environment Committee on 15 January 2013 members requested regular updates on performance in reducing the amount of waste sent to landfill and increasing recycling.
- 1.2 At the Governance, Risk and Best Value Committee on 23 April 2013 members asked for further information on landfill and recycling performance which is also addressed in this report.
- 1.3 Following on from the Alternative Business Model (ABM) Review, Council agreed on 24 November 2011 to proceed with implementing the internal improvement plan for Environment Services. The improvement plan included proposals to move ahead with managed weekly collections alongside targets to significantly reduce landfill tonnages and increase recycling of waste. Managed weekly collections were implemented in September 2012.

#### Landfilled Waste and Recycling

- 1.4 The *improve it* programme aims to deliver transformational change in a number of environment services including Waste Services. The most significant waste targets in 2012/13 were:
  - Reduced landfill tonnages – 131,222 tonnes
  - Increased recycling of waste - 40% of municipal waste
- 1.5 Significant progress in implementing the changes required to deliver both service improvements and landfill savings has been made including the implementation of managed weekly collections in September 2012.

#### Excess Waste Policy

- 1.6 Like many local authorities across the country (e.g. West Lothian, Scottish Borders and, soon, Glasgow) the Council has always had a policy of not picking up extra waste beside bins or overfilled bins. This policy was relaxed to allow residents time to adapt to the change to fortnightly residual waste collections, but starting on 4 February, the policy was reintroduced.

## 2. Main report

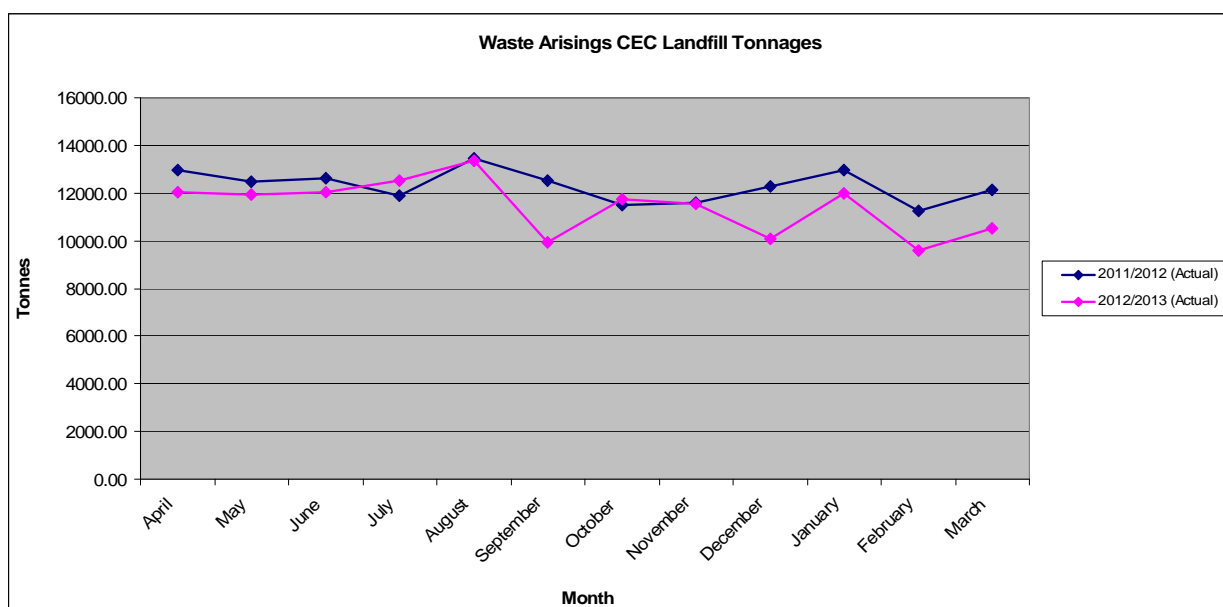
### Landfill

2.1 Landfill tonnage (see Table 1 below) for 2012/13 totals 137,247 tonnes; this is a reduction of 7% on 2011/12. This is an improvement on the projection reported to the Committee in March when it was forecast that 137,953 tonnes would be sent to landfill. The 2012/13 tonnage exceeds the budget target of 131,222 tonnes although it should be noted that this target was based the assumption that managed weekly collections would be implemented in June 2012 when in fact implementation did not take place until September. Furthermore the amount of waste landfilled in 2012/13 was 10,422 tonnes less than in 2011/12 representing a saving of over £1m.

**Table 1: Landfill Tonnes 12/13 & 11/12**

	12/13 Target	12/13 Year End Actual	11/12 Year End Actual	Difference between 12/13 & 11/12	
				Tonnes	%
Landfill	131,222	137,247	147,669	-10,422	-7%

**Chart 1: Landfill tonnages 11/12 & 12/13**

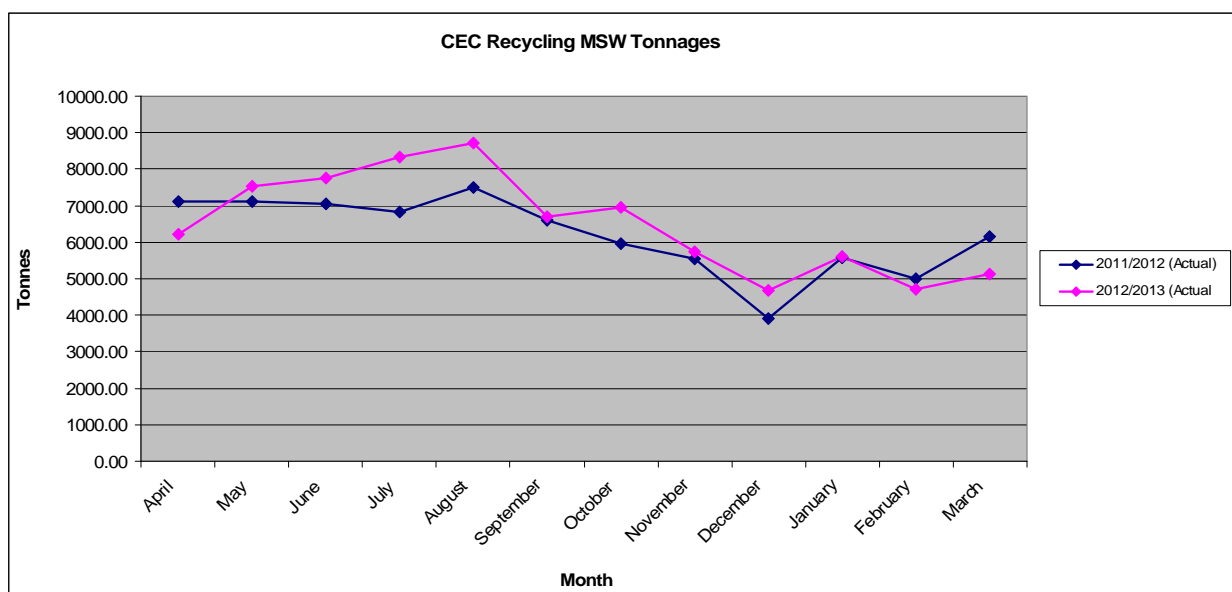


2.2 The landfill tonnage for February and March 2013 combined is 20,091 tonnes. This is a decrease of 3,298 tonnes or 14% on the corresponding period in 2012 (23,389).

### Recycling

2.3 The percentage of waste recycled (see Chart 2 below) including street sweepings in 2012/13 is 37.9% compared to 35.5% in 2011/12. The total recycling tonnages collected in 2012/13 was 83,837 tonnes, an increase of 2,623 tonnes on 2011/12 (81,214 tonnes).

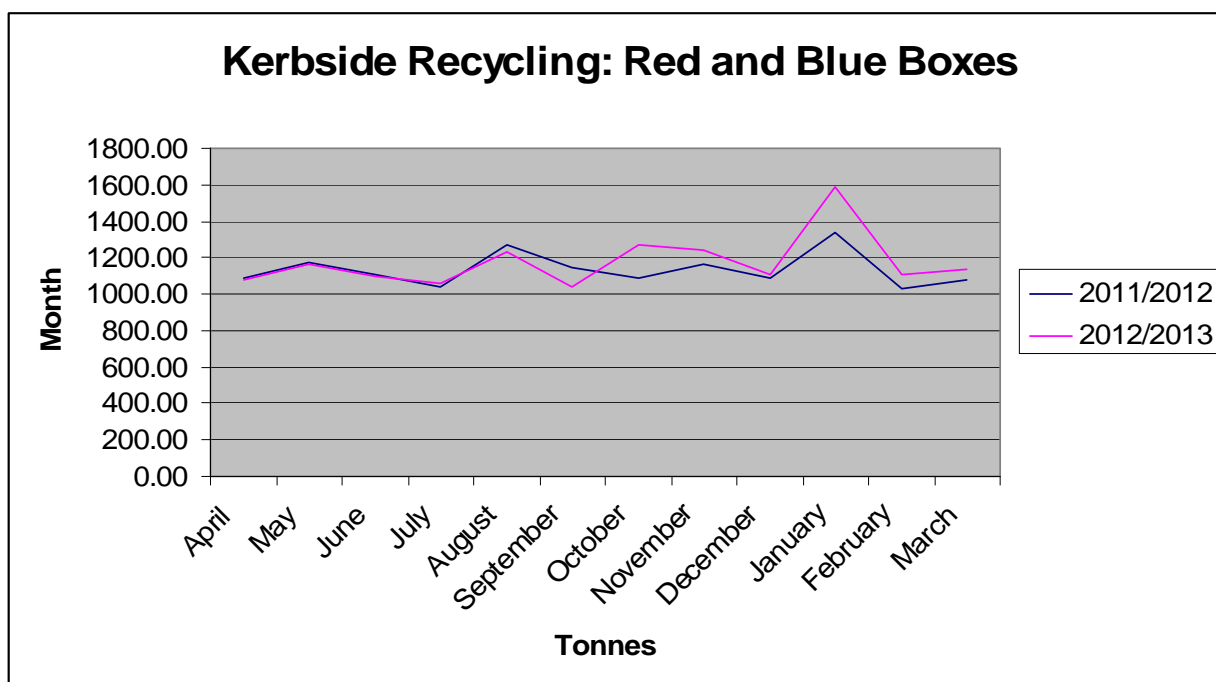
**Chart 2: Recycling Tonnes 11/12 & 12/13**



- 2.4 The recycling tonnage for February and March 2013 combined is 10,490 tonnes. This is a decrease of 1,671 tonnes (13%) on the corresponding period in 2012(12,161). The decrease can be mostly attributed to substantially less garden waste being collected in March (beginning of fortnightly collections) this year as a result of the unseasonably cold weather.
- 2.5 The tonnage of food waste recycled in 2012/13 totals 4,390 tonnes; this is an increase of 3,243 tonnes (283%) on 2011/12. These increases can largely be attributed to the continued roll out of this service.
- 2.6 The tonnage of waste recycled through the kerbside red and blue box scheme in 2012/13 was 14,107 tonnes, an increase of 495 tonnes or 3.6% on 2011/2012 (13,612).
- 2.7 The tonnage of kerbside box recycling for February and March 2013 combined is 2,242 tonnes, this is an increase of 130 tonnes on the corresponding period in 2012 (2,112 tonnes). The amount of paper collected continues to fall in line with the national trend and these increases should be viewed against the reduction of

paper in the waste stream and general move by manufacturers to light weight packaging.

**Chart 3: Kerbside Recycling Tonnages 11/12 & 12/13**



### Extra Waste

- 2.8 The re-introduction of the policy of not picking up extra waste beside bins or overfilled bins commenced on 4 February. The re-introduction of the policy is necessary to ensure consistent messages are being given to support the behaviour change towards increased recycling.
- 2.9 Since 4 February crews have not been collecting extra waste beside bins or overfilled bins. From 18 March Environmental Wardens began investigating any cases of persistent presentation of excess waste, with the potential to issue a fixed penalty notices.
- 2.10 At the time of writing data was only available covering the period up to and including 28 April.

2.11 The table below summarises the issues recorded so far in relation to extra waste and excess. Since 1 April 2013 breaches have been recorded with only 0.34% of the total collections that have taken place over the four week period which is a significant reduction compared to the figure of 3.9% during the first four weeks of the re-introduction of the policy.

Weekly Top Hatting and Excess Issue Summary							
Dates	Collection Week	Both Top Hatting and Excess	Excess Beside Bins	Top Hatting	Total Issues	Total Bins due for collection	% Affected
04/02/2013 to 08/02/2013	2	452	1460	2404	4316	73154	5.90
11/02/2013 to 15/02/2013	1	372	592	1591	2555	66017	3.87
18/02/2013 to 22/02/2013	2	162	906	1610	2678	73154	3.66
25/02/2013 to 01/03/2013	1	183	255	1052	1490	66017	2.26
04/03/2013 to 08/03/2013	2	169	272	1277	1718	73154	2.35
11/03/2013 to 15/03/2013	1	105	96	801	1002	66017	1.52
18/03/2013 to 22/03/2013	2	82	254	682	1018	73154	1.39
25/03/2013 to 31/03/2013	1	8	36	192	236	66017	0.36
01/04/2013 to 07/04/2013	2	59	72	263	394	73154	0.54
08/04/2013 to 14/04/2013	1	3	142	141	286	66017	0.43
15/04/2013 to 21/04/2013	2	3	96	28	127	73154	0.17
22/04/2013 to 28/04/2013	1	9	84	32	125	66107	0.19
Total		1607	4265	10073	15945	835116	1.91

2.12 Visits are made by Recycling Advisers to properties where extra waste has been presented, to offer support and advice. Where residents are not in cards are left

signposting households to where they can find advice and information on recycling.

- 2.17 Around 1400 visits were carried between 4 February and 28 April to properties where bins had been tagged. Of these visits 35% resulted in contact being made with the householder and of these the large majority (90.5%) were positive with over 50% ordering new or additional recycling boxes or bins.

## Conclusions

- 2.18 The amount of waste sent to landfill in 2012/13 has reduced by 7% when compared against the same period last year.
- 2.19 The proportion of all waste recycled is at its highest ever at 38% in 2012/13 compared to 33% in 2011/12.
- 2.20 The roll out of food waste collections to high density properties has now been completed and is expected to have a further positive impact on the proportion of waste recycled. This was supported by a food waste communications and publicity campaign. Work is also taking place to review, enhance and extend communal recycling provision in order to improve access to recycling for households in high density housing areas.
- 2.21 A high profile and comprehensive communications and engagement campaign on waste reduction and recycling based on the completed customer research is being developed and will be considered at a future meeting of the Transport and Environment Policy Development and Review Sub-Committee.
- 2.22 The policy of not collecting extra waste at the side of bins and overfilled bins is also expected to have a positive impact on recycling although only around 0.34% of bins are now affected. Implementation of this policy is designed to encourage households to operate within the managed weekly collection system while providing positive reinforcement to those who already are.

## 3. Recommendations

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- 3.1 To note the contents of the report.
- 3.2 To refer this report to the next performance Governance, Risk and Best Value Committee.

## Mark Turley

Director of Services for Communities

## Links

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**Coalition pledges** P44 Prioritise keeping our streets clean and attractive

	P49 Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill
	P50 Meet greenhouse gas targets including the national target of 42 % by 2020
<b>Council outcomes</b>	CO17 Clean – Edinburgh’s streets and open spaces are clean and free of litter and graffiti
	CO18 Green – We reduce the environmental impact of our consumption and production
<b>Single Outcome Agreement</b>	ALL
<b>Appendices</b>	



# Transport and Environment Committee

10.00, Tuesday, 4 June 2013

## Trees in the City – Draft policies and action plan

Item number	7.15
Report number	
Wards	All

### Links

Coalition pledges	<a href="#">P48, P50</a>
Council outcomes	<a href="#">CO7, CO15, CO18</a>
Single Outcome Agreement	<a href="#">SO1, SO2, SO4</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Trees in the City – draft policies and action plan

### Summary

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The purpose of this report is to request Committee to approve for public consultation a draft set of policies intended to guide the management of trees and woodlands in the city, and an action plan designed to prioritise resources towards key actions relating to trees and woodlands.

### Recommendations

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It is recommended that Committee:

- notes the content of the draft policies and action plan and approves these for public consultation.

### Measures of success

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For the purposes of consulting on the Trees in the City document appropriate measures are:

- number of consultation responses received
- number of survey responses completed

Measures relating to the action plan itself will be brought forward when the revised document is brought back to Committee for final approval.

### Financial impact

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There is no financial impact from releasing the draft policies and action plan for consultation. Financial impact will be assessed and reported when the report is revised and brought back to Committee for final approval.

### Equalities impact

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There is no relationship to the public sector general equality duty to the matters described in this report and no direct equalities impact arising from this report.

## Sustainability impact

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The proposals in this report will help achieve a sustainable Edinburgh by ensuring that trees are properly valued as components of the fabric of the city, that they can be managed effectively, and that the benefits that they provide in terms of carbon storage and sequestration, pollutants removed from the atmosphere and so on can be optimised.

## Consultation and engagement

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The report presents a draft policy document and action plan which can now be released for public consultation. It is proposed that a summary document be produced and made available on the Council's website and for communication to be issued to draw attention to the opportunity to submit views. Views will be sought from internal stakeholders such as planning, roads and Neighbourhoods, communications issued via neighbourhood partnerships, to Parks Friends groups and amenity societies, to government agencies and relevant non-governmental agencies. It is proposed to run the consultation from 17 June to 2 September 2013, a period of 12 weeks.

## Background reading / external references

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"Trees in Council Ownership" - report to the Transport, Infrastructure and Environment Committee 13 September 2012.

"Edinburgh and Lothians Forestry and Woodland Strategy" – report to the Planning Committee 4 October 2012

Edinburgh and Lothians Forestry and Woodland Strategy 2012 – 17 (as an appendix to the above report)

Scottish Forestry Strategy (Forestry Commission Scotland:  
<http://www.forestry.gov.uk/sfs>)

Central Scotland Green Network <http://www.forestry.gov.uk/forestry/infid-82key5>

## Trees in the City – draft policies and action plan

### 1. Background

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- 1.1 "Trees in the City" draws together a number of strands relating to trees into one document. This report also seeks to discharge an outstanding remit from the Transport, Infrastructure and Environment committee meeting of 13 September 2012. This remit requested that the action plan include information on the feasibility of taking action in areas most affected by self-seeding trees and vegetation in close proximity to residential properties and give guidelines to residents on what action they were permitted to take to alleviate the problem affecting their property. The principal elements of this document are:
- Draft policies that will inform how the Council manages trees and woodlands in its own ownership
  - Guidance to inform the public on tree-related matters and on their rights and responsibilities
  - The Council's response to Forestry Commission Scotland's Edinburgh & Lothians Forestry and Woodland Strategy 2012-17 (ELFWS), launched in October 2012, and which was approved by Planning Committee on 4 October 2012
  - Recent research evidence of the financial benefits that trees provide

### 2. Main report

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- 2.1 Trees make a vital contribution to quality of life in the city. They provide sensory stimulation, visual relief and pleasure that changes with the seasons, provide the setting for buildings, and help to screen eyesores and unwanted noise. They support biodiversity and are for many citizens the most readily available form of contact with nature. It is known from the results of surveys carried out by Parks and Greenspace that Edinburgh citizens value daily contact with nature very highly.
- 2.2 Trees provide benefits that are shared by all sectors of society. However where they grow close to houses, buildings and roads, trees usually require active management and in some cases may cause a nuisance to those who live and work nearby. As a large land-owner the Council receives a significant number of requests for works to improve amenity or alleviate a tree-related nuisance. Work

requests often relate to the shade cast by trees on houses and gardens, views blocked by trees growing over time, the impacts of leaf fall on property, or problems relating to TV reception. The High Hedges (Scotland) Bill was passed by the Scottish Parliament on 28<sup>th</sup> March 2013 and is expected to come into effect in 2014 after the introduction of detailed guidance. The Bill seeks to provide a resolution to the problem of high hedges which interfere with the reasonable enjoyment of domestic property where the complainant has already taken reasonable steps to attempt to resolve the issue with the hedge owner. It is understood that it will be possible to make a complaint in respect of local authority owned hedges but it is not anticipated that the Act will have a significant effect on Council tree and woodland management policy and practice. It will however be necessary to review the detailed guidance when introduced in 2014.

- 2.3 In 2011 an important and innovative research project was begun to measure the value of Edinburgh's trees, and also to quantify the benefits that they provide. The research, carried out by Forest Research used the i-Tree Eco model developed by the US Forest Service to quantify a selection of ecosystem services at the town and city scale. The i-Tree Eco model has been used successfully in towns and cities in over 60 countries throughout the world, but the Edinburgh project is the first known use of the system in Scotland. Researchers conducted a survey across Edinburgh in the summer of 2011, and data was sent to the US Forest Service for processing.
- 2.4 The results of the study suggest the urban forest of Edinburgh is made up of 638,000 trees which provide a tree canopy cover of 17.0% of the total land area. The structural value of Edinburgh's tree population is valued at **£382 million**. The i-Tree Eco model estimated that Edinburgh's trees remove a total of 100 metric tonnes per year of ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), particulate matter of less than 10 microns (PM<sub>10</sub>) and sulphur dioxide (SO<sub>2</sub>). This represents an estimated value in 2011 of more than **£2.3 million**. Edinburgh trees were estimated to store carbon with a non-traded value of at least **£14.9 million** in 2011 and were providing **£484,689 per annum** of non-traded value through net carbon sequestration. Using the same scenario the total value of carbon stored in Edinburgh's trees would accrue to **£35 million by 2050**.
- 2.5 These results underline the benefits that trees in urban areas provide, and that they are a vital component of the sustainable city of the future. Further details on the i-Tree Eco methodology are contained in Appendix 1, section 2, and the full report from Forest Research is available on request.
- 2.6 The recent arrival of the Ash disease *Chalara* has underlined the relative fragility of tree populations and their vulnerability to new pests. The Council continues to control Dutch elm disease 37 years after it was first identified in Edinburgh, and resilience to diseases, pests and climate change needs to be considered carefully when choosing new trees for planting. Trees in the City provides guidance on building resilience into planting schemes.
- 2.7 In October 2012 Forestry Commission Scotland launched the Edinburgh & Lothians Forestry and Woodland Strategy 2012-17 (ELFWS), which sets out a plan for the planting of woodlands in each of the four Lothian local authority

areas. It was approved by the Planning Committee on 4 October 2012. The plan sets targets for increasing woodland cover in line with the Scottish Government's intentions as set out in the Scottish Forestry Strategy and the Central Scotland Green Network initiative, and is supported by an action plan. Whilst the targets set for the urban area are obviously more modest than those for rural parts of the Lothians, there are still relevant actions contained within it that require to be set into context for the Council. Draft actions responding to these targets are contained within the document.

- 2.8 The Trees in the City document sets out draft actions that are designed to retain urban trees where possible and to increase the numbers in streets and parks where it is sensible and practicable to do so. Detailed work involving several operational sections and stakeholder consultation is required to determine the most suitable places for street tree planting to be introduced and the costs of achieving this, and this work will be brought forward in due course.
- 2.9 The draft set of tree management policies attached provides a reasoned methodology for dealing and responding to a wide range of tree related matters. The amount of high priority work - dangerous and diseased trees – is such that very little in the way of amenity work can be progressed given resource limitations. In cases where a tree owned by the Council is overhanging private property, the landowner generally has the right to remove parts of the trees that are overhanging, subject to the limitations of Tree Preservation Orders and/or Conservation Area status.
- 2.10 As a whole, the draft Trees in the City document provides the basis for engagement with a wide range of stakeholders on tree related issues, and the findings of the consultation process will be reported back to Committee later in the year.

### 3. Recommendations

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It is recommended that Committee:

- notes the content of the draft policies and action plan and approves these to be released as a draft for public consultation.

#### **Mark Turley**

Director of Services for Communities

#### **Links**

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<b>Coalition pledges</b>	P48 - Use Green Flag and other strategies to preserve our green spaces
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	P50 - Meet greenhouse gas targets, including the national target of 42% by 2020
<b>Council outcomes</b>	CO7- Edinburgh draws new investment in development and regeneration CO15 - The public are protected CO18 - Green – We reduce the local environmental impact of our consumption and production
<b>Single Outcome Agreement</b>	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 SO3 - Edinburgh’s children and young people enjoy their childhood and fulfil their potential
<b>Appendices</b>	Trees in the City – draft Policies and Action Plan

# Trees in the City

## Trees & Woodlands Action Plan

### Contents

- 1.0 The benefits of trees in the city
  - 1.1 Introduction
  - 1.2 Which tree is most valuable?
  - 1.3 Benefits of trees
  
- 2.0 The status of trees in Edinburgh
  - 2.1 Overview
  - 2.2 Pests and diseases
  - 2.3 The valuation of trees
  - 2.4 i-Tree Eco Valuation
  
- 3.0 Strategic context
  - 3.1 Urban Forestry Strategy 1991
  - 3.2 Edinburgh & Lothian's Forest and Woodland Strategy 2012-2017
  - 3.3 Trees and woodlands on private land and in relation to development
  
- 4.0 Draft tree management policies
- 5.0 5 year action plan





# 1 The benefits of trees in the City

## 1.1 Introduction

Trees make a vital contribution to quality of life in Edinburgh, both as street trees and as a component of parks, gardens and woodlands. They provide sensory stimulation, visual relief and aesthetic pleasure that changes with the seasons, provide the setting for buildings, help to screen eyesores and may screen out unwanted noise. They act as reservoirs for biodiversity and for many citizens are the most obvious and readily available form of contact with nature. Surveys indicate that Edinburgh citizens value daily contact with nature very highly.

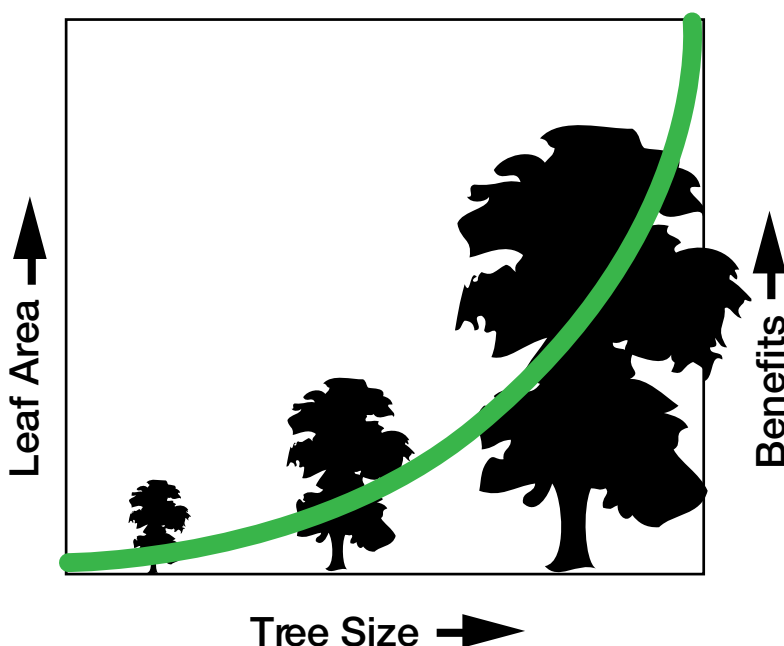
Trees remove pollution from the atmosphere, and perform a service in removing particulates known as PM10s, thereby improving air quality. Tree roots may help to store storm water, thereby alleviating localised flooding. Trees provide shade in summer and shelter in winter. As trees grow they convert atmospheric CO<sub>2</sub> into wood storing carbon, lessening the rate of climate change.

The benefits of trees may be summarised as follows:

- Improving biodiversity
- Storing CO<sub>2</sub>
- Providing shelter in winter and shade on hot days
- Health benefits – including removing harmful particulates from the air
- Relieving localised flooding
- A range of other benefits

## 1.2 Which tree is most valuable?

As trees increase in age and size, their benefits increase exponentially.



This means that it is of key importance to conserve and maintain existing trees, especially where they are old and large. Replacing old trees with newly planted ones is of course essential, but for new trees to replicate the benefits provided by older larger trees they would need to be replaced at a rate of 40 to 1, or alternatively wait for 30 – 50 years for their value to increase naturally.

Older and larger trees in the City are currently under-valued and should not be removed unless there are compelling reasons to do so, in which case their monetary value should be properly calculated using a recognised valuation system (such as CAVAT), and this sum reinvested in tree planting.

The CAVAT (Capital Asset Value for Amenity Trees) scheme provides a method for managing trees as public assets and was developed in London. The factors considered include cultural, social and environmental factors as well as visual amenity contribution.

### **1.3 Benefits of trees**

#### **Contribution to landscape quality, screening eyesores and enhancing buildings**

Most people enjoy seeing and being amongst trees. The inclusion of trees in developments can transform the appearance of sites for the better and create a more diverse and pleasing environment. The positive impact of broadleaved woodland on property prices is well documented, with increases in property values ranging from 5 – 18%. The larger the trees are then the greater is their proportional value.

Industrial areas and employment sites with access to natural greenspace can have more productive and satisfied employees. Retail areas with trees perform better than shopping centres without them. The tourist attraction of wooded areas is widely acknowledged with many local economies benefiting significantly. As a consequence of all of these contributions, commercial and urban areas with good tree cover tend to attract higher levels of inward investment.

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(Source - 'Trees in Business Districts – Positive Effects on Consumer Behaviour', Wolf K, University of Washington College of Forest Resources, Factsheet 30;

'Grow for the Gold', Wolf K [in] Tree Link 14, Washington State Department of Natural Resources, 1999;

'Public Response to the Urban Forest in Inner-City Business Districts,' Wolf K, Journal of Arboriculture 29(3), 2003.

The quality of landscaping along approach routes to business districts positively influenced consumer perceptions, viz. 'Community Image – Roadside Settings and Public Perceptions, Wolf K, University of Washington College of Forest Resources, Factsheet 32, 2000, all in "The Case for Trees", Forestry Commission England 2010).

## Countering climate change

*“Trees are a key part of our armoury to combat climate change”*

Trees naturally absorb CO<sub>2</sub>, a key greenhouse gas, through the process of photosynthesis. Thus trees help to create a significant carbon sink, sequestering carbon to benefit everyone through a natural process. The UK's forests and woodlands contain around 150 million tonnes of carbon and act as an on-going carbon sink by removing a further 4 million tonnes of it from the atmosphere every year. For the UK it has been calculated that a 33% increase in woodland cover would deliver an emissions abatement equivalent to 10% of greenhouse gas emissions by the 2050s.

The adoption of low-carbon options, such as timber in construction, is also beneficial. Every cubic metre of wood that is used as a substitute for other building materials saves around 2 tonnes of CO<sub>2</sub>. In the UK more extensive use of timber in this way could store 10 million tonnes of carbon (equivalent to 37 million tonnes of CO<sub>2</sub>) by 2020.

The increasing use of trees as a source of renewable energy (woodfuel) has a further substantial contribution to make. By replacing fossil fuels, sustainably produced woodfuel could reduce CO<sub>2</sub> emissions by as much as 7 million tonnes per year within 5 years. Not surprisingly therefore, the Forestry Commission actively encourages tree planting in both urban and rural areas to support the fight against climate change.

## Tempering the effects of severe weather

The capacity of trees to attenuate water flow reduces the impact of heavy rain and floods and can improve the effectiveness of Sustainable Urban Drainage Systems. By moderating temperatures through a combination of reflecting sunlight, providing shade and evaporating water through transpiration, trees serve to limit the ‘urban heat island’ effect. Trees moderate local microclimates – urban areas with trees are cooler in summer and warmer in winter and can help to alleviate fuel poverty. Well-positioned trees also improve the environmental performance of buildings by acting as a buffer or ‘overcoat’, reducing thermal gain in summer.

## Improving air quality

The presence of trees improves local air quality, principally by trapping airborne particulates and absorbing nitrogen dioxide, sulphur dioxide and ozone.

Monitoring for PM<sub>10</sub> is carried out at eight automatic Air Quality Monitoring Stations (AQMS) strategically located across the city. Data from monitoring in 2009 and 2010 is reported in the 2010 Air Quality Progress Report for City of Edinburgh Council and draft 2011 Air Quality Progress Report for City of Edinburgh Council, respectively.

Whilst monitoring data demonstrates that the UK/EU Standard for PM10 (40 µg/m<sup>3</sup>) is not being exceeded and PM10 levels across the city are well below this standard, the Scottish Government has specified a more stringent Air Quality Standard for PM10 (18 µg/m<sup>3</sup>) to be achieved in Scotland. Monitoring data suggests that the majority of heavily-trafficked routes within the city centre are likely to exceed the Scottish Government's annual objective for PM10. Therefore, the Council must continue working towards containing and reducing levels of PM10, wherever practicable.

The evidence is that appropriately sited and designed tree planting will assist in reducing PM10 and other pollutants.

## **Biodiversity**

Trees host up to 5,000 different invertebrate species, forming the basis for a healthy food chain that benefits birds and mammals. Lines of trees can form the basis for biodiversity networks, or links between habitats; and woodlands provide pockets of wildlife that become more biodiverse over time, and provide opportunities for people to be closer to nature.

## **Reducing Greenspace management costs**

Greenspace with good levels of tree cover may be less costly to maintain than grassed areas. Cutting grass by gang mower is amongst the cheapest form of active maintenance, with annual costs of around £1600 per hectare per year. However, gang mowing is only possible on larger areas. Woodland is generally cheaper to maintain, ranging from £250 per hectare per year to £1450 per hectare per year for the more complex type of woodland planting. It is the diversity and other benefits described elsewhere in this section that tip the balance towards tree planting. This is not a recipe for the wholesale blanketing of parks and green spaces with woodland, rather an indication that modest increases in tree cover of the sort advocated in the Edinburgh Living Landscapes project will bring some cost savings alongside a host of environmental and social benefits.

## **Health benefits**

The presence of trees often encourages people to exercise, reducing the incidence of heart attacks and Type 2 Diabetes. Trees absorb considerable quantities of airborne pollutants and the resulting cleaner air cuts asthma levels. Wooded environments are known to calm people, relieve stress and provide a spiritual value that supports improved mental health and wellbeing. When they can see trees from their beds, patients' recovery times are faster as well. The general health dividend provided by trees has been scientifically proven – Dutch research shows that neighbourhoods with good tree cover are significantly healthier than less green urban areas. The positive benefits of trees do not stop there. Because they provide increased shade, the risk of skin cancer in tree-covered areas should also be lower.

## **Food Growing**

The growing of fruit trees in urban areas is increasingly popular, in line with the greater interest in local food production. Apples, pears, plums and other fruiting species can all be grown successfully in Edinburgh and whilst they do require management, they do not require particularly specialised conditions or care. Fruit trees can be an important part of community gardens and allotments.

## **Providing useful by-products**

Urban trees provide a range of different by-products – from small amounts of timber, to mulch and, as mentioned above, fruit. Woodfuel is also of growing importance, even in urban areas.

## **Problems posed by trees in urban areas**

From semi-maturity onwards, trees may present a number of problems varying in severity from nuisance, such as unwanted shading and blocking views, to danger to life, limb and property due to defective limbs, roots, the effects of disease, or extreme weather. However, in most cases these issues are capable of being effectively managed.

There are variations between species and varieties in the probability and severity of problems occurring, and it is of key importance to select the right tree for the right place. Trees grow naturally from seed or by suckers and in some locations the growth of trees in unsuitable locations may lead to significant problems.

In order to manage tree-related problems, a comprehensive range of tree management policies have been drafted which are intended to provide a reliable and sensible framework for the management of the Council's tree stock. These draft policies form section 4 of this document.



## 2. The status of trees in Edinburgh

### 2.1 Overview

Recent survey work carried out by Forest Research estimates that there are 638,000 trees in Edinburgh. The Council owns a large amount of land in Edinburgh, the largest parts of which are woodlands, parks and open land, each of which has trees to a greater or lesser extent.

It is difficult to know reliably whether the total number of trees in the city is increasing or decreasing, as accurate population counts have never been carried out, largely due to the difficulty and expense. Data does exist however – the Forestry Commission carries out survey work and estimates that 17% of Edinburgh's land area is covered by tree canopies. For comparison, Scotland as a whole has about 25% canopy cover. For cities and towns, the mean figure for England and Wales is 11.8%, which would suggest that Edinburgh is relatively well-treed. However, much of Edinburgh's tree canopy cover is concentrated in large woodlands such as Corstorphine Hill (76 hectares) and the Hermitage of Braid (58 hectares). The number of trees in streets is relatively small (9,000 or 1.4% of the total). In London and the south-west, street trees comprise between 2 and 14% of canopy cover.

Survey work carried out in the 1990s indicated a street tree population of around 11,000 individuals. When street trees were resurveyed in 2007, this population had fallen to around 8,626. The current population of street trees is 8,550.

There are a number of reasons for the reduction in street trees, but essentially the problem is that they are not always replaced when they die or are felled. It can be expensive to excavate tree pits at roadside, and regulations affecting road occupation may have made it more difficult to carry out planting operations. There is increasingly a risk-averse culture which tends to reject the planting of trees near to utilities, and may also mean that tree pits on pavements which are not promptly replanted may be tarred over.

The reducing number of street trees is a matter for concern, for as will be discussed below, trees in streets are most effective in delivering the types of benefits we increasingly need to obtain from our tree population.



## 2.2 Diseases and threats

Most people will be aware of the arrival in the UK of *Chalara*, a potentially disastrous disease affecting ash trees, which was first detected in 2012. However *Chalara* is just one of a number of tree diseases and pests which threaten the city's tree population. The immediate future for *Chalara* and Ash is simply not known at this stage, and Edinburgh will follow best advice in dealing with the threat.

Dutch elm disease, which arrived in Edinburgh in 1976, continues to be the most significant disease, with around 1000 trees infected and felled every year in the city. Edinburgh continues to rely on elms planted in Victorian times for a significant amount of its tree cover, and many of the larger and more valuable trees are therefore vulnerable to the disease. Whereas many cities abandoned disease control many years ago, Edinburgh's disease control campaign, running continuously since 1976, has limited losses and ensured a greatly longer life for most elms.

Currently two main threats to oaks exist in the UK, Sudden Oak Death and Acute Oak Decline. Although their status is being monitored, neither currently is believed to be affecting the Edinburgh oaks.

Horse Chestnut is affected by Bleeding Canker and Horse Chestnut Leaf Miner, both of which have been highly significant in southern parts of the UK, but have yet to become significant here.

*Phytophthora lateralis* affects cypresses and Yew, and is spreading rapidly in Scotland, and could yet be a significant cause of urban tree death.

Other insect pests such as Emerald Ash Borer, Asian Longhorned Beetle and the Citrus Longhorned Beetle have not so far taken a hold in the UK, but in mainland Europe and North America these have caused the death of trees on a massive scale, which has had a significant economic impact. An outbreak of Asian Longhorned Beetle occurred in 2012 in Southern England, and control measures designed to contain and eradicate it are in place.

## 2.3 The valuation of trees

Over the past decades a number of systems to enable the value of trees to be estimated have been created. The Helliwell method, initially developed in 1967, is the oldest of the three best known systems reviewed. Revised periodically, the most recent version was released in 2008. Its main goal is to aid practical planning and management (e.g. felling, pruning and planting) of woodlands and urban trees by evaluating their relative contribution to the visual quality of the landscape.

The CAVAT system was developed in London and is targeted at local authorities and publicly owned trees, providing a method for managing trees as public assets rather than liabilities.

The i-Tree Eco method was developed by the United States Forest Service, which recommends its use by communities of all sizes to strengthen their urban and community forest management efforts. It has been widely used in US cities and an opportunity for Edinburgh to have its tree population valued by this method arose as part of a trial project carried out in partnership with Forestry Commission Scotland and Forest Research.

Of the three valuation schemes, only CAVAT and i-Tree try to address the social/cultural values of street trees. The Helliwell system puts an emphasis on visual amenity and also produces the most variable valuation outcomes.

## 2.4 i-Tree Eco Valuation

The i-Tree Eco model was developed by the US Forest Service to quantify a selection of ecosystem services at the town and city scale. It has been used successfully in towns and cities in over 60 countries throughout the world, but the Edinburgh project is the first known use of the system in Scotland.

In 2011 Forest Research conducted a survey of 200 field plots located across Edinburgh. All trees which had a diameter above 7 centimeters (at 130 cm above ground level) were recorded within these plots. Data was collected for each tree and shrub, including a record of species, stem height and diameter, canopy structure and canopy condition. The data was then analysed using the i-Tree Eco model.

i-Tree uses this data to model the biomass and leaf area of each tree. The resulting data is then modelled to estimate the amount of carbon stored and that sequestered each year by each tree, as well as the amount of gaseous and particulate air pollutants removed by a tree. The distribution of species observed in the plots which were surveyed is assumed to be representative of Edinburgh's tree population as a whole. This assumption allows the model to derive the cumulative benefits that the whole tree population of Edinburgh provides, and can be further interpreted to the species specific level.

The results of the study suggest the urban forest of Edinburgh is made up of 638,000 trees which provide a tree canopy cover of 17% of the total land area. The overall tree density in Edinburgh was estimated at 55.6 trees per hectare which is slightly below the UK average of 58.4 trees per hectare. The structural value of Edinburgh's tree population is valued at £382 million.

It estimated that 53% of Edinburgh's trees are native to Scotland. The ten most common tree species made up over 65% of the total population: sycamore (12.1%), holly (11.1%), silver birch (7.6%), Leyland cypress (6.2%), ash (5.6%), beech (5.3%), rowan (4.7%), Scots pine (4.5%), Wych elm (4.5%) and cherry (3.7%). The high figure for holly is somewhat surprising, but it is very commonly present as a large shrub in the understorey of woodlands even if it more rarely becomes a tree of any great stature.

i-Tree also calculates an *Importance Value* for each species which gives an indication of the relative contribution to ecosystem services which each tree species population provides. Certain species have characteristics (e.g. their leaf area) which mean that they provide a relatively higher ecosystem service than other species. For example, cherry species make up 3.7% of Edinburgh's tree population but contribute over 12.3% of the total leaf area of Edinburgh's trees. Based on this assessment, the relative importance of the top ten most prolific tree species in Edinburgh is: sycamore, holly, cherry, silver birch, beech, ash, Leyland cypress, Wych elm, Scots pine and rowan respectively.

Surveyors also noted the condition of each tree assessed. Overall, 71% of Edinburgh's trees were assessed as being in an 'excellent' condition, with 24% in either 'good' or 'fair' condition, and 15% being in 'critical', 'dying' or 'dead' condition.

Climate change is an issue of global concern. Urban trees can help mitigate climate change by binding up carbon in above-ground and below-ground parts of woody vegetation (carbon storage), and removing carbon dioxide from the air through photosynthesis (carbon sequestration). Currently, Edinburgh's trees are estimated to store 145,611 metric tonnes of carbon within their tissues, at around 12.7 tonnes per hectare. Edinburgh's trees are estimated to sequester 5,329 metric tonnes of gross carbon per year at around 465 kg per hectare per year, with net carbon sequestered estimated at 4,721 metric tonnes per year.

Some caution should be taken when using the carbon sequestration data for predicting future value as i-Tree only provides a single estimation of net incremental value. However, the i-Tree estimate of sequestered carbon gives a useful indication to assess how the value of the carbon changes with time. Of the species sampled, sycamore is estimated to store and sequester the most carbon (approximately 33.9% of the total carbon stored and 22.5% of all sequestered carbon). Other species in the top 10 overall for carbon sequestration are birch, beech, holly, cherry, poplar, rowan, ash, Leyland cypress and oak.

Under the 'low' scenario the trees of Edinburgh were estimated to store carbon with a non-traded value of £14.9 million in 2011 and were providing £484,689 per annum of non-traded value through net carbon sequestration. Using the same scenario ('low') the total value of carbon stored in Edinburgh's trees would accrue to £35 million by 2050. Values based on the 'central' scenario are twice that of the low, whilst those under a 'high' scenario are three times that of the 'low'. The carbon stored in the trees of Edinburgh is equivalent to the annual emissions of 20,801 people, whilst the net carbon sequestered is equivalent to the annual emissions of 674 people

Figures can also be compared to carbon emissions from cars expressed as average passenger car emissions of CO<sub>2</sub> per kilometre travelled. The average car in Scotland emits an equivalent of 128g of CO<sub>2</sub> per passenger per kilometer travelled. The total stored carbon in trees, expressed as distance travelled, is equivalent to almost 4.2 billion passenger kilometres by car, whilst the net carbon sequestered annually by Edinburgh's trees is equivalent to 135 million passenger kilometres by car.

The i-Tree Eco model estimated that Edinburgh's trees remove a total of 100 metric tonnes per year of ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), particulate matter of less than 10 microns (PM<sub>10</sub>) and sulphur dioxide (SO<sub>2</sub>). This represents an estimated value in 2011 of more than £2.3 million.

The study examined the potential risk of a range of pests and diseases to the Edinburgh tree population and subsequent impacts to ecosystem services if species were to be lost from Edinburgh's urban forest. The Asian Longhorned beetle attacks many broad-leaf species and could affect 57% of the tree population, placing over 366,000 of Edinburgh's trees at risk with an associated £10 million of equivalent value of their stored carbon.

The Emerald Ash borer attacks ash species, placing 5.8% of Edinburgh's tree population at risk, and jeopardising over £489,000 of stored carbon benefits. Although there have been no reported outbreaks in the UK, there is a medium risk of spread through imported wood.

The prevalence of Horse Chestnut Bleeding Canker in the UK is increasing and has been reported in Glasgow and Fife. This pest attacks horse chestnut, placing 0.4% of the tree population at risk, with an associated £453,714 value of stored carbon.

*Phytophthora lateralis* attacks Lawson cypress and yew trees. This places 2% of the tree population at risk with a £408,200 equivalent value of stored carbon. Infections have been found on three sites near Glasgow and are increasing in the UK.

In summary, the survey demonstrated the extensive value of a selection of ecosystem services provided by Edinburgh's trees and how they improve environmental quality. The survey and modelling system has significant potential to inform current and future tree planting and management strategies for improving both the resilience of the tree population, and optimisation of the ecosystem services trees provide. Further refinement of the approach would allow future predictions to be made.



## 3.0 Strategic context

### 3.1 Urban Forestry Strategy 1991

The Edinburgh Urban Forestry Strategy (UFS) was compiled in December 1991 and approved by the former City of Edinburgh District Council. This provided guidance on the development and management of trees and woodlands in the city. The rationale behind many of the actions was different from now, both economically and environmentally. The 1991 UFS was the first cohesive attempt to survey and establish the extent and nature of the city's tree resource. Having established that the tree population was of relatively poor quality insofar as it was even aged and elderly, the objectives that followed were designed to improve the situation. There were also a series of wider objectives, covering education and community involvement. The 1991 UFS had some notable successes:

- The UFS led to the creation of over 100 hectares of new community woodlands under the Millennium Woodlands initiative. Most of these woodlands are small and located in school grounds, parks and are near to where people live and work. Most of these woodlands have survived and are now establishing as valuable environmental components. The largest of these woodlands was planted in Craigmillar Castle Park, which has gone on to become a Green Flag Award park.
- Stimulated by the UFS, a woodland adoption policy was progressed by the District Council which led to many privately owned woodlands becoming Council-owned. Neglected woodlands were brought into management, public access encouraged, and they were protected. A good example of this is Moredun woods off Gilmerton Road, which was gifted to the Council under this policy, and is now a part of the Burdiehouse Burn Local Nature Reserve, another Green Flag Award park.
- A Tree Warden scheme was set up, leading to identification of Heritage Trees, and community planting schemes, also supported through the FC WGS Community Woodland supplement. Later Millennium Woodlands funding focussed on the community aspect. Although still in existence, the Tree Warden scheme could usefully be re-energised.
- Establishment of Forest School Education Initiative and the Forest School Project officer. The pilot initiative ended successfully in 2011 when Children and Families adopted the Forest Schools project into their outdoor learning programme.
- The Tree Protection Charter was created, which is still in force [\(see below for details\)](#).

## 3.2 Edinburgh & Lothian's Forest and Woodland Strategy 2012-2017

The publication of the Scottish Forestry Strategy in 2006 marked an important shift in the emphasis of forestry policy. Focusing on delivering sustainable development and conveying a range of social, economic and environmental benefits, the strategy sets an ambitious target of expanding national woodland cover from 17% to 25% by the second half of the century.

Following this an Edinburgh and Lothians Forestry and Woodland Strategy (ELFWS) was created to help deliver the vision of the Scottish Forestry Strategy at regional level and allow the Lothian local authorities to produce locally-focused action plans.

The Scottish Forestry Strategy set the context for a number of policy documents and initiatives which expand upon the role of woodland and forestry in meeting a broad range of objectives. Scottish Government has produced an advice document 'The Right Tree in the Right Place - Planning for Forestry and Woodlands' which provides the detailed framework for the development of local strategies and action plans.

Trees and woodlands have significant interactions with the planning system. Scottish Planning Policy includes a presumption in favour of protecting existing trees and woodland resources, and acknowledges the suite of benefits that they convey to people and the environment alike. The National Planning Framework (NPF2) sets the spatial strategy for Scotland's development to 2030, and designates national developments of strategic importance to Scotland. As a national development, the Central Scotland Green Network (CSGN) represents a major opportunity to build high quality, multi-objective woodland management and expansion into the region's planning policy framework - as NPF must be taken into account in the relevant Strategic and Local Development Plans.

The ELFWS is designed to ensure that woodland expansion and management contributes to the CSGN by making the links between its high-level objectives, the Scotland Rural Development Programme (SRDP) and other funding opportunities and appropriate activities 'on the ground.' The Strategic Development Plan for Edinburgh and Southeast Scotland (SESPlan) clearly promotes 'increasing woodland planting to increase competitiveness, enhance biodiversity and create more attractive, healthy places to live', and includes explicit policy protection for trees and woodland. The plan includes a policy supporting the Central Scotland Green Network and highlights the role of Forestry and Woodland Strategies in contributing to delivery.

The Forestry Commission Scotland (FCS) 'Woods In and Around Towns' (WIAT) programme provides the focus for FCS work on improving quality of life in towns and cities. It creates major opportunities to bring neglected woodlands in urban areas into positive management, improving local environments, contributing to sustainable development and supporting people in using and enjoying their woods.

The ELFWS actions which relate to the City of Edinburgh Council are highlighted in the [extracts below](#):

## Existing woodlands

The City of Edinburgh is fortunate in possessing significant networks of established woodlands – much of which is high quality and makes a substantial contribution to biodiversity and townscape character. 40% is described as being ancient or long-established.

Designed landscapes, wooded hills and the Water of Leith corridor are important features of Edinburgh's woodlands, along with parks, gardens and street trees.

Managing these assets to secure public safety, safeguard character and contribute to the implementation of green network objectives will be the priority. However, this poses significant challenges for the local authority and private owners as the effects of climate change take hold, increasing uncertainty as to the impact of severe weather events, invasive pests and pathogens. Where assets are under-managed, sourcing material for biomass could provide a financial incentive to improve management regimes and deliver enhancement.

## Sensitivities

The ELFWS designates a significant proportion of central Edinburgh within the 'sensitive' category due to the presence of multiple designations, including the Old and New Town World Heritage Site, Conservation Areas and Inventory-listed gardens and designed landscapes.

While there is little potential for significant expansion within these sensitive areas, there will be opportunities to reinforce key assets and succession planting for feature trees.

Ancient and long-established woodlands are also included in this category, such as those lining the Water of Leith and the River Almond. These woods provide important habitat linkages through the heart of the urban area, and woodland creation and enhancement in the vicinity could add significant value to connectivity.

## Opportunities: Preferred

There is a relatively small area of 'preferred' land within the urban area, largely composed of vacant and derelict land. Although many of these sites may find alternative uses, an innovative – and potentially short to medium term approach – could be to plant short-rotation coppice or short-rotation forestry as biomass crops. Where ground conditions allow, these have the potential to provide an income stream for the land owner, as well as supporting the development of the woodfuel sector in the region, and contributing to green network objectives. This is a significant opportunity for forestry to contribute to regeneration and environmental improvement. It is also a development which enjoys strong support from the third sector and is being actively explored by local authorities in other metropolitan areas.



## Opportunities: Potential

The majority of 'potential' areas are urban green spaces where there may be a range of opportunities for appropriate planting to reinforce existing woodland networks, enhance character and, where management is an issue, a lower cost option than amenity grassland. Expanding urban woodland cover will also be an important component of delivering the Edinburgh Living Landscapes initiative, Central Scotland Green Network, improving climate resilience and enhancing habitat networks. It is likely that expansion will be relatively limited as there may be competing management objectives and potentially local opposition to a perceived loss of open space. Local Authority open space / greenspace audits and strategies will be key in identifying potential for more woodland expansion in urban areas, albeit at a smaller scale.

Development proposals could also contribute to woodland expansion and creation of green networks where planting can be delivered in parallel with regeneration projects. Where development results in a loss of woodland, compensatory planting, as required by the Scottish Government Policy on the Control of Woodland Removal, should be directed towards preferred and potential areas in the vicinity.

**Table 1** shows an extract of the aims, objectives and actions extracted from the ELFWS. These are the strands that are relevant to the Edinburgh Council area. There are 20 workstreams contained within the 5 year priority column, which are designed to deliver the objectives set out in the ELFWS. These 20 priority areas have been carried forward to the Council's own draft Trees & Woodlands Action Plan, which is section 5 of this document.

**Table 1:  
Relevant Aims, Objectives and Actions extracted from the 2012 Edinburgh & Lothian's  
Forestry & Woodlands Strategy (ELFWS)**

Aim	Objective	Ref	5 Year priorities	Action by	Carried forward to the CEC tree & woodlands action plan
Expanding the region's woodland resource	Softwood forests Energy forests Mixed woodland Native woodland	EX 1-5	EX 1 Support the delivery of at least 180–250ha of new woodland across the region each year in line with the guidance provided in this Strategy	CEC Planning – planning conditions CEC P&G	Yes - need to define target for woodland creation in CEC authority area. Yes - need to define target for woodland creation on CEC land, by 2017.
Building a strong, sustainable economy	Supporting tourism	EC 21-24	EC 24 Develop and publicise opportunities for active outdoor recreation in woodlands and forests, including mountain-biking, walking and activities such as orienteering.	CEC	Yes
Promoting a high quality environment	Enhancing biodiversity and delivering green networks	ENV 1-4	ENV1 Promote the establishment of new native woodlands as part of integrated habitat networks. ENV2 Where there are suitable opportunities, enhance ancient and semi-natural woodland.	Primarily FCS through grant aiding, CEC Planning and CEC P&G. LFGNP; FCS; CEC LBAP & EBP; Planning system - planning conditions CEC P&G CEC EBAP/EBP	CEC Planning policies and guidance - Monitor through measuring net gain as EX4. Yes - need to define target date to bring all CEC owned A&SNW under appropriate management. Yes Protect and seek enhancement of A&SNW through planning policies. Yes - need to set target for CEC estate.
Protecting and enhancing the water environment	Protecting and enhancing the water environment	ENV 5-9	ENV4 Increase the proportion of existing woodland brought into positive management. ENV6 Promote woodland management and creation as a key component of sustainable flood management initiatives ENV7 Identify locations where new planting or woodland management can help increase slope stability.	CEC Planning CEC Planning & P&G CEC	CEC Planning – link to SUDS schemes and catchment flood schemes. CEC Bridges & Structures team. CEC P&G for flood proposals on CEC land Yes - but need to define relevance to CEC land?

**Table 1:  
Relevant Aims, Objectives and Actions extracted from the 2012 Edinburgh & Lothian’s  
Forestry & Woodlands Strategy (ELFWS)**

Aim	Objective	Ref	5 Year priorities	Action by	Carried forward to the CEC tree & woodlands action plan
	Enhancing air quality	ENV 10	ENV10 Where appropriate, prioritise planting of street trees in urban AQMAs, and woodland expansion along strategic road corridors and adjacent to industrial estates	CEC P&G CEC P&BS	Yes CEC street trees target set CEC Planning – through policy and consents Yes - Monitor number of street trees; woodland creation.
	Protecting and enhancing character	ENV 13-17	ENV17 Promote the importance of managing and increasing trees and woodlands in urban areas to conserve and enhance townscape character	CEC Planning CEC P&G	CEC Planning – achieve through use of policy and guidance, espec Design Guidance and Conservation Area Character Appraisals.  Yes
	Protecting and enhancing the historic environment	ENV 18-19	ENV18 Promote positive management of historic gardens and designed landscapes and heritage trees to maintain their historic and cultural significance and increase resilience to climate change.	CEC Planning CEC P&G	Yes - CEC P&G deliver on CEC land. CEC Planning through guidance & policy.
			ENV19 Encourage forest restructuring to improve the setting of historic sites and landscapes.	CEC Planning CEC P&G (on own sites)	As above

Aim	Objective	Ref	5 Year priorities	Action by	Carried forward to the CEC tree & woodlands action plan
Securing resilience to climate change	Mitigating impacts on the climate	CC 1-3 CC 4-7	<p>CC 1 Expand woodland cover within Edinburgh and the Lothians as a means of increasing carbon sequestration and reducing net carbon emissions, following the guidance provided in Sections 3 and 5 of the ELFWS.</p> <p>CC 6 Promote positive and proactive management of key tree species and woodlands improve their resilience to climate change.</p> <p>CC 7 Identify important individual historic trees and species that are vulnerable and begin succession planning to maintain contribution to character and significance.</p>	CEC Planning CEC P&G	As EX1
Enhancing quality of life	Improving woodlands' contribution to wellbeing	QL 1-5	<p>QL 1 Ensure that existing and new forests and woodlands are managed to create new opportunities for active travel, including walking, cycling and horse riding connecting settlements and the countryside.</p> <p>QL 3 Promote the role of woodlands in providing a resource for physical activity, accessible to all parts of society close to where people live and work.</p>	CEC Planning CEC P&G	CEC Climate Change Adaptation Framework  Yes - CEC P&G on CEC  CEC Planning – implement Green Networks policy Yes  Yes
	Improving community involvement and participation	QL 6-8	QL 6 Support community involvement in woodland projects, especially through mentoring and co-ordinating	CEC P&G	Yes – Tree Warden initiative and Parks Friends Groups.

### **3.3 Trees and woodlands on private land and in relation to development**

#### **Overview**

Trees and woodland make an enormous contribution to the unique urban landscape of Edinburgh and play a major role in the international importance of its setting. In addition, trees and woodlands provide a wide range of environmental, social and economic benefits. In response to this, the Council aims to protect and enhance trees and woodlands through a range of statutory and policy measures. These measures relate to trees on private and public land, and trees which are affected by development.

#### **Current planning policy framework relating to trees and woodlands**

The adopted Edinburgh City Local Plan has a policy relating to trees, which states:

‘Development will not be permitted if likely to have a damaging impact on a tree or trees protected by a TPO or other trees worthy of retention on or around a proposed development site, unless necessary for good arboricultural reasons. Where such consent is granted, replacement planting will be required to offset the loss to amenity.’ (Policy Env 12 Trees)

The adopted Rural West Edinburgh Local Plan has two policies relating to trees. Policy E15 aims to prevent the loss of healthy mature trees on development sites and requires replacement planting for any lost woodland trees or hedgerows. Policy E16 promotes the use of TPOs and the protection of trees subject to TPOs from development. This policy also supports woodland planting, enhancement and encourages planting of native species.

A new Edinburgh Local Development Plan is in preparation, and once adopted will replace the existing two Local Development Plans.

Supplementary planning guidelines relating to trees and woodlands give more detailed information on the Council’s requirements, and principles to be applied when considering trees in relation to development proposals. The planning guidelines require compliance with the British Standard (BS 5837:2012), to achieve a satisfactory relationship between trees and new development. The relevant planning guidelines are:

- Trees and Development
- Landscape and Development
- Biodiversity

Work is underway to consolidate these current planning guidelines into one Edinburgh Design Guidance document. This is currently being finalised. The requirements for trees and woodlands in relation to development remain broadly the same:

- Compliance with the approach and principles in the British Standard (BS 5837:2012),
- Assessment of the existing trees and woodlands and their retention in the final layout where appropriate,
- Contributions to an improved habitat network through woodland creation and tree planting.

## **Trees and development**

The Scottish Planning Policy (paragraphs 146 to 148) outlines the protection that should be given by Planning Authorities to trees and woodlands in relation to development. In summary:

- Ancient and semi-natural woodland is an important and irreplaceable national resource that should be protected and enhanced, as should other native and long-established woodlands with high nature conservation value.
- Other woodlands, hedgerows and individual trees, especially veteran trees, may also have significant biodiversity value and make a significant contribution to landscape character and quality so should be protected from adverse impacts resulting from development. If a development would result in the severing or impairment of connectivity between important woodland habitats, workable mitigation measures should be identified and implemented, potentially linked to the creation of green networks.
- Where appropriate, planning authorities should seek opportunities for new woodland creation and planting of native species in connection with development schemes.
- Tree Preservation Orders can be used to protect individual and groups of trees considered important for amenity or because of their cultural or historic interest.

The Forestry Commission Scotland Advice Note 'The right tree in the right place' also forms part of the national policy framework for Local Authorities.

Where trees are affected by development, the Council promotes the protection of existing trees and requires the planting of new trees as appropriate.

### **Through planning policies the Council aims to:**

- Retain trees of landscape, biodiversity or amenity significance
- Encourage new tree planting wherever appropriate within new development to strengthen woodland habitat networks and help to deliver the CSGN
- Promote a substantial renewal of the city's woodland resource
- Effectively manage existing trees and woodlands.

### **Tree Protection Charter – Tree Preservation Orders and Conservation Areas**

The Council is committed to the protection of trees and woodland within the City of Edinburgh. This is achieved by the making of Tree Preservation Orders (TPOs) and by the protection of trees within Conservation Areas. Where trees are affected by development the Council promotes the protection of existing trees and requires the planting of new trees as appropriate.

The Council's Tree Protection Charter sets out the process for protecting trees, and the levels of service which members of the public and others can expect from the Council regarding tree protection and works to protected trees. TPOs are made by a Planning Authority under Section 160 of the Town and Country Planning (Scotland) Act 1997 (as amended) and within the procedures set out in the Town and Country Planning (TPO and Trees in Conservation Areas) (Scotland) Regulations 2011.

### **The process relating to TPOs is outlined below:**

- Notice of a Tree Preservation Order is served on the owner and advertised by the Council's Planning service. Anyone may comment or object within 28 days. Acknowledgement and notification of decisions will be sent to all who submit comments. Anonymous comments will not be considered.
- Following the consultation period, and within six months, the Council Planning Committee will confirm, modify or not confirm a TPO, taking into account the comments received.
- If confirmed, the TPO is again served on the tree(s) owner(s). It is also recorded in the Register of Sasine and imposes a legal burden attached to the title of the land.
- Where a TPO is in place, prior consent in writing is required from the Council's Planning service to carry out any work on the trees. An owner wishing to carry out work must apply in writing. If consent is given the work must be carried out within two years.
- If the applicant objects to the decision or conditions imposed, an appeal can be made to Scottish Ministers within 28 days.

- Contravention of a TPO is an offence, liable to prosecution, subject to a fine of up to £20,000.
- Customer Advice: The Tree Protection Charter should be referred to for fuller information, and information relating to emergency works.

### **The process relating to Conservation Areas is:**

- Before carrying out any tree work within a Conservation Area, the owner of the tree must give 42 days written notice to the Council, detailing the work and identifying the trees.
- An officer will then carry out a site inspection to assess the impact of the proposals on the local amenity. Advice and recommendations will be offered.
- If the trees are deemed to be of significant public amenity value and are considered to be at risk, a TPO may be served to prevent adverse work being carried out. This is the only way the Planning Authority can protect the trees; it cannot otherwise refuse consent.
- If, after 42 days, the Planning Authority has not responded and if a TPO has not been served, the specified work may proceed. The work must be carried out within two years of the notification.
- If work takes place without notification, similar penalties apply as for TPOs.
- Unauthorised work on protected trees will be investigated as a matter of urgency.

The Tree Protection Charter should be referred to for fuller information, and information relating to emergency works.

## **Woodland Habitat Action Plan**

Woodlands within the Edinburgh area represent a valuable resource for people and wildlife alike. The Woodland Habitat Action Plan, part of the Edinburgh Biodiversity Action Plan (2010-2015), details key objectives and actions to protect, enhance and expand woodlands in the city.

## **Central Scotland Green Network**

The Council is a partner in the delivery of the Central Scotland Green Network. This is a national development which aims to transform Scotland into a place where “the environment adds value to the economy and where people’s lives are enriched by its quality”. The CSGN will connect green and blue spaces in our towns and cities with the wider countryside and coast. Trees and woodlands are an essential part of this network. Opportunities to strengthen the woodland habitat network will be sought, through development gain and other mechanisms, such as woodland creation grant-aided by the Forestry Commission.





## Section 4: Draft Tree Management Policies

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## 1. Introduction

This document sets out the Council's policies with respect to the management of its trees and woodlands. Edinburgh's residents, visitors and businesses benefit from the many economic, social and environmental functions and values that the city's trees and woodlands provide. It is therefore in the interests of all that trees and woodlands are managed to the highest standard to maximise their benefits, and minimise the risks and difficulties that they may present to the public.

This policy document is intended to cover the majority of tree-related concerns, and to provide guidance on how the Council will deal with these in relation to its own land holding. Whilst there are 41 draft policies, there may still be eventualities arising not covered by a policy. The Council does not have unlimited resources to respond to tree problems and work requests and therefore has to prioritise which works are most important. The policies are intended to make the decision-making process around tree work more transparent.

## 2. Aims of Tree Policies

- To set out how the Council will manage, protect and enhance its tree stock
- To set out the criteria for decisions taken by the City of Edinburgh Council in respect of the management of trees and woodlands, and how work will be prioritised
- To set out how the Council intends to fulfil its duty of care in respect of public liability
- To promote positive management of Edinburgh's trees through adoption of good practice
- To highlight tree protection legislation in the form of Tree Preservation Orders & Conservation Areas
- To support Edinburgh's Biodiversity Action Plan where appropriate

## 3. Legal Obligations

The Council has a duty of care to maintain its trees in a safe condition where that is "reasonably practicable". Proactive management ensures that it is able to meet its Health & Safety liability relating to public trees allowing people to safely enjoy the amenity conservation and health benefits that Edinburgh's trees provide.

Duty of care is defined by several different Acts, including the Occupiers Liability (Scotland) Act 1960 and the Health & Safety at Work Act etc 1974, section 3 (1), Land Reform (Scotland) Act 2003, Roads (Scotland) Act 1984, Town and Country Planning (Scotland) Act 1997, Wildlife & Countryside Act 1981, Nature Conservation (Scotland) Act 2004. This legislation means that the City of Edinburgh Council as a responsible land owner is obliged to maintain its trees in a safe condition where that is "reasonably practicable". The management of trees is informed by Health & Safety Executive guidance "Management of Risk from Falling Trees" (SIM 01/2007/05), 2007.

The above legislation - together with established case law - means that the City of Edinburgh Council must:

- Survey its trees
- Have this done by a competent person
- Take reasonable action to ensure that they are reasonably safe
- Create individual tree reports, recording potentially serious structural faults, posing a potentially serious risk to public safety, and show where a tree is to be retained.

The Council manages its own trees via the City of Edinburgh Council Forestry Service in Parks & Greenspace, which utilises a specialised tree management database called Ezytreev. This allows the Council to keep accurate records of all the city's trees under active management and allows it to prioritise and programme tree work.

## **4. Contact Information**

### **Trees on Council land**

The Forestry Service can be contacted for enquiries regarding trees or woodlands in parks, streets, gardens, woodlands cemeteries and walkway/cycleways. This service also operates an out-of-hours emergency tree-line (0131 200 2000).

Neighbourhood Housing Officers can be contacted for trees in Council House Gardens.

Clarification of why a tree is to be or was pruned / felled can be obtained by contacting the Forestry Service which will endeavour to provide this information on demand, but failing that within 10 working days of receipt of the enquiry (see policy 9).

Integrated Property Facilities Management can be contacted for enquiries regarding trees in schools, Children & Families centres / Health & Social Care properties.

### **Trees on Private land**

Arboricultural Officers in the Planning Department deal with enquiries relating to trees and woodlands on private land.

Information on the Council's management of trees and woodland can be found on the Council Website at the following location:

**[http://www.edinburgh.gov.uk/info/495/parks\\_gardens\\_and\\_open\\_spaces/767/trees\\_and\\_woodlands](http://www.edinburgh.gov.uk/info/495/parks_gardens_and_open_spaces/767/trees_and_woodlands)**

## 5. Common Law Right

Householders have a Common Law right to remove (abate) the nuisance associated with trees encroaching onto their property. The following advice is given in relation to the exercise of Common Law rights with respect to encroaching trees:

- You can only consider removing those parts of the tree from the point where they cross the boundary of your property. You have no legal right to cut or remove any part of a tree that does not overhang or is beneath your property;
- You do not necessarily have the right to enter on to land not belonging to you in order to carry out the removal of branches etc. You do have the right to carry out these works from your own land.
- For your own safety you are strongly advised to consult a professional tree surgeon for guidance on how best to prune back encroaching trees, unless the works are very minor, meaning you could do the works with hand secateurs, loppers or similar.
- Before you consider doing any works to a tree / trees you should find out if they are protected by a Tree Preservation Order or are within a Conservation Area. If the trees are protected you will need to gain consent by making an application / giving notice to the council. To find out if the trees are protected and guidance on how to apply for works if they are protected see the contacts section.
- You are advised to discuss with your neighbour your intention to prune encroaching branches. Legally you do not own the encroaching branches and you should offer these to your neighbour. But in all likelihood, you should consider disposing of the arisings yourself. If the encroachment relates to a council owned tree, any cuttings must be disposed of appropriately and not returned to Council land.

## 6. Tree management and Policies

### 6.1 General approach to tree management

The approach to managing the Council's tree stock is based on good management practice, and in particular on the guidance produced for the owners and managers of trees by the Health & Safety Executive. Good management practice is not set out in any one text, but the Council will be guided in its approach to achieving the right balance between safety and the conservation of amenity by the document "Common sense risk management of trees". It was produced in 2012 by the National Tree Safety Group and endorsed by many bodies including the Health & Safety Executive.

Trees are inspected periodically to check on their condition and to identify whether any works are necessary to make them reasonably safe, which may include pruning or if required whole tree removal depending on the tree condition. Following a tree survey and where appropriate trees in council ownership may

be tagged with a coloured plastic numbered tree tag to help identify the tree for future tree inspections or when responding to tree related enquiries. Visual tree inspections carried out on a 5 year cycle - or sooner if required - may suggest more detailed inspections or more regular monitoring of individual trees.

**Policy 1: Trees in Council ownership will be inspected for safety on a cycle between one and five years according to size, targets, condition and survey recommendation for each tree. This information will be recorded on the Council's database.**

It is of key importance that staff carrying out tree inspections are appropriately qualified and experienced. This is one of the key issues to emerge from recent case law involving public liability.

**Policy 2: Tree inspections will only be undertaken by people who are qualified, experienced and competent to undertake the Visual Tree Assessment (VTA) method of survey.**

The process of gathering the necessary data on each tree to allow informed management decisions to be made is resource intensive and is therefore a gradual one, in which the trees presenting the probable greatest hazard (i.e. streets etc) are surveyed first. Whilst the Council's database was set up in 2008 and is now extensive, it is not a complete record of all trees and further efforts are required to ensure that the whole tree population is recorded.

**Policy 3: The Council will take steps to bring all of its trees under active, appropriate and informed management.**

## **6.2 Prioritisation of tree works**

As set out above, the Council has a legal and moral duty to ensure that the public can go about their daily business with a reasonable expectation of safety in relation to trees. The Council has a limited amount of resources to carry out tree works, so they have to be prioritised in a rational and defensible way. This means that safety works – addressing trees that present a known safety risk – will always take priority. High priority works are typically those required on trees displaying defects that unless remedied could foreseeably fail, resulting in injury to the public or damage to property.

The ranking of priorities is inevitably an imperfect business as trees are living organisms and failure rates cannot be predicted with the same accuracy as engineering structures. The availability of appropriately qualified and experienced staff to make judgements is therefore key.

**Policy 4: The Council prioritises tree work according to the individual tree's health & safety risk, taking into account current available resources. Tree works will normally be completed in safety priority order.**

The Council may therefore simply not have the resources to carry out certain types of work. Details and examples of the types of complaints that are regarded as amenity or nuisance requests are provided in section 6.7.

It is recognised that members of the public may have a legitimate complaint regarding a tree in Council ownership, where works are required to alleviate the nuisance. An example of this is a tree standing on Council land which has grown to overhang a neighbouring garden. Currently the Council may well be unable to undertake the required works as resources are prioritised towards essential safety works as detailed above. However, in the circumstances previously detailed, a householder has Common Law rights to abate a nuisance caused by overhanging branches.

**Policy 5: The Council accepts the right of householders to remove overhanging branches (subject to compliance with Tree Preservation Orders and/or Conservation Area status) and where required will assist householders to identify a suitable arboricultural contractor who can carry out works to the appropriate standard.**

There are however cases in which Council-owned trees are causing a nuisance, for example by blocking light or views, but are not overhanging the householder's property. Again, the Council may be unable to prioritise these works leaving the householder currently with no remedy. In such cases the Council will consider agreeing to tree works to be carried out at the householder's expense, although each enquiry will have to be dealt with on its individual merits. If the works are agreed with a Trees and Woodlands Officer, an experienced arboricultural contractor will have to be appointed and a copy of their insurance certificate and list of industrial qualification provided to the Forestry Service before any work can be carried out. All tree works will have to be carried out to approved industry standards in accordance with BS5837.

**Policy 6: The Council will consider applications from private owners to alleviate amenity reduction or nuisance problems on the basis that they will fund the works, that the works will be agreed with the Council beforehand, that a suitable arboricultural contractor is appointed, and that each case will be considered on its individual merits.**

### **6.3 Response to tree enquiries**

The Council is endeavouring to adopt a proactive approach to tree management. Work planned in advance can be implemented more efficiently, so as far as possible it is the intention to generate work programmes from the results of systematic survey work and routine inspection programmes.

The Council receives many enquiries relating to trees, the majority of which are perfectly legitimate, and which require an inspection to be made.

**Policy 7: For non-emergency tree-related safety issues a Trees & Woodlands Officer will carry out a tree inspection within 10 working days of receipt of the enquiry and the customer notified thereafter within 5 working days of what action the Council intends to take.**

From time to time damage may be caused to private property by trees. In the event that an owner considers that their property has been damaged by a Council tree (for example a fallen tree or branch) they should contact the



Council. It is also advisable that they contact their insurance provider for advice. In addition, if they wish to make a formal claim for damages or to formally notify the Council with concerns about future damage, it should be done in writing, supplying full details of the circumstances.

**Policy 8: Claims made in writing to the Council in relation to alleged damage caused by a Council owned tree will be acknowledged within 10 working days of receipt.**

An appropriate Council Officer will write a report on the condition of the tree relating to the claim. This may require a site visit. This report will be passed to the Council's Insurance section which will process the claim for damages.

## **6.4 About the work we do to trees and in woodlands**

The Council aims to carry out works to trees to the appropriate industry standards. In most cases the relevant standard is British Standard 3998: 1989 'Recommendations for tree work'. Generally the Council's approach is only to carry out works where necessary, either for safety reasons, disease control, for the health of the tree/woodland or for amenity reasons. Occasionally trees may have to be removed to allow certain works to be carried out, such as road re-alignment or construction projects. Often these latter types of work are subject to Planning legislation, and there is an opportunity for public debate about proposals before they are approved.

Trees in Parks & Greenspace are managed to reflect the circumstances of the individual site and the type, age and condition of the current or historic trees. Trees in parks generally have more room to grow compared to street trees and typically achieve their full height and spread. Ongoing maintenance includes the removal of health & safety tree works and the removal of low branches from pathways only where they pose a risk to public safety.

Street trees in Edinburgh include a high number of large 'landscape' type trees growing in architecturally significant street spaces. Given this, street trees need to be regularly monitored to keep them in a safe condition for residents and the public. Only trees that are deemed unsafe are removed / felled. It is the Council's intention to retain street trees in a safe condition as a public amenity. Replacing street trees is complicated by the nature of the tree locations. Many factors hinder the replacement of lost street trees such as underground utilities, space available for the tree to grow above or below ground and the increased costs associated with the establishment on street trees.

Woodlands require a slightly different approach to management, and are generally managed as a whole rather than as individual trees. In most woodlands the risk presented by defective trees is much less than if the tree was located next to a busy road, so the type of work done will reflect this, and there will be less intervention. Thinning of young woodlands is often required to reduce density and to allow maturing trees room to grow. This involves the removal of a proportion of the trees and is a normal part of woodland management. If it is not done, trees within young woodland may become spindly and unstable, leading to

the woodland becoming unviable in later years. Typically this would be carried out in woodland where the trees are between 10 and 30 years old.

Tree removal is often regrettable but under a number of circumstances necessary. The decision to remove a tree is not taken lightly and, apart from when a dangerous tree needs urgent attention, we will endeavour to inform local residents when and why we believe that tree felling is necessary.

Trees may be pruned for a variety of reasons including the removal of damaged, poorly formed or crossing branches, to reduce the likelihood of failure by taking 'weight' out of the tree and generally to keep a tree in a healthy safe condition.

**Policy 9: The Council will not carry out works to trees, or fell them, unless it is necessary to do so. When works are carried out, the reasons for the work will be documented and recorded.**

When trees are pruned or felled, arisings (i.e. logs, branches leaves etc) need to be dealt with appropriately. How arisings are disposed of will vary from site to site and according to practical constraints. Generally all arisings from tree work in parks, gardens, streets and cemeteries will be removed from site. Normally branchwood is chipped, which creates a by-product that can be used for mulching or surfacing paths, and timber may be removed from site and sold by auction. Sometimes timber may be stacked until it can be collected by a suitable vehicle.

In woodlands it may be appropriate to leave chipped material on-site to compost naturally, and it may also be useful to leave logs on-site to rot down, thereby providing a habitat. Where logs are left on-site it is imperative that they are left reasonably safe so that they do not roll down slopes where they could cause injury or damage to property.

**Policy 10: Disposal of arisings: Where practicable, all arisings (logs, branches etc) from tree works in high amenity areas will be removed. In woodland situations however logs and chippings may often be left on site, where this can be done safely, to enhance biodiversity and increase wildlife habitats.**

The public is not permitted to remove wood (or other parts of a tree) from Council owned or managed land without prior consent from the Council. Generally, we either remove cut timber from site to be sold for fire wood or saw logs, or it is left in place to decay as a wildlife habitat. Unauthorised persons are not allowed to use a chainsaw of any type on Council owned or managed sites.

## **6.5 Tree stumps**

Normally when a tree is felled a stump is left. It is usually not possible to remove the stump at the same time. Stumps in parks, gardens and streets may be unsightly and can be a trip hazard. They may take many years to decay naturally and generally it is appropriate to remove them from parks, gardens and streets wherever practicable.

Stump removal requires the use of special equipment, usually a stump grinder, which reduces the above-ground parts of the stump into small chips. It is often possible to grind away the stump down to 300 – 450 mm below ground depending on the machine. This process is time-consuming and energy-intensive.

Removal of stumps from pavement and roadside locations can be difficult and complicated, there may be underground utilities present, and works may involve temporary road closures. For these reasons removal of stumps in pavements cannot always be achieved quickly.

In woodland sites it is usually appropriate to leave stumps to decay in situ.

Currently, the council has a backlog of stumps that need to be removed and this is being dealt with on a prioritised basis as resources allow.

**Policy 11: The Council will seek to remove stumps promptly where practicable and appropriate. In woodland locations stumps will generally be left to decay in situ.**

## **7. Day to day tree management issues**

### **7.1 Roads - Sight line obstruction**

A site inspection will be undertaken within 10 working days of receipt of service request and the customer notified of what action is considered appropriate. Standards for visibility vary according to the class and speed limit in force. If a privately owned tree is causing an obstruction to the visibility at a road junction (sight line), powers exist under the Roads (Scotland) Act to make the owner of the tree remove the obstruction.

**Policy 12: the Council will undertake work on a tree in its ownership to maintain clear sight lines (where reasonably feasible) at junctions and access points (associated with a street, road or highway).**

### **7.2 Pavements - Trip hazard**

In response to a reported tree trip hazard a joint inspection will be carried out between a Tree and Woodlands Officer and Roads Officer to assess potential solutions.

If a privately owned tree is causing damage to the pavement leading to a trip-hazard, powers exist under the Roads (Scotland) Act to make the owner remove the obstruction. There are a number of ways the Council can repair a pavement damaged by tree roots. Simply, the pavement surface can be 'built-up', or isolated roots can be pruned (if these do not affect the stability of the tree) and the pavement surface repaired. For higher value trees it may be appropriate to consider the installation of a root barrier which can prevent problems re-occurring. Removal of the tree is usually the last resort (accepting that in some circumstances where the tree is low value or can be replaced, removal may be the most appropriate solution).

**Policy 13: The Council will undertake measures to make safe an unacceptable trip hazard in streets, roads or the public highway caused by the growth of a Council owned tree.**

### **7.3 Trees obstructing an adopted road**

Where trees and large shrubs are interfering with the passage of vehicles or pedestrians along an adopted road or footway the owner of the tree is responsible for their maintenance. The Council has the power to order a landowner to carry out such clearance, and in some instances will carry out pruning work itself, reclaiming incurred costs from the owner of the tree in question.

**Policy 14: The Council will undertake measures to make safe any unacceptable carriageway obstruction due to trees in streets, affecting roads or the public highway caused by the growth of Council owned trees.**

A Trees and Woodlands Officer will carry out a site inspection and if required will create a work order to maintain the 5.5m minimum height clearance. If a privately owned tree is causing an obstruction to a road, powers exist under the Roads (Scotland) Act to make the owner of the tree remove the obstruction.

**Policy 15: The Council will undertake work to a tree in Council ownership to maintain a minimum 5.5 metres height clearance over the carriageway - where reasonably feasible.**

### **7.4 Danger to public highway (private tree)**

If a tree in private ownership is shown to be a danger to the public highway it will be identified for work to make it reasonably safe. The landowner will be contacted and instructed to make the tree safe under the Roads (Scotland) Act. If it is necessary that the Council undertake this work then the owner will be charged in full for the council's costs.

**Policy 16: The Council will undertake measures to make safe any unacceptable carriageway risk due to private trees in a dangerous condition, within falling distance of roads or the public highway.**

### **7.5 Pavement – obstruction by tree**

Any works necessary to prevent an obstruction in the width of a footpath associated with the highway due to the presence of a Council owned tree would be considered on a case-by-case basis. If a privately owned tree is causing an obstruction to a footpath associated with the highway, powers exist under the Roads (Scotland) Act to make the owner of the tree remove the obstruction.

**Policy 17: The Council will undertake work to a Council owned tree to maintain a minimum (where reasonably feasible) 2.5 metres height clearance over a footpath associated with a street, road or highway (3 metres where there are cycling rights).**

## **7.6 Street light – obstruction by tree**

The Forestry Service will prune branches if they affect the zone of illumination. A Trees & Woodlands Officer will carry out a site visit and create a work order if appropriate. If a privately owned tree is causing an obstruction to a street light, powers exist under the Roads (Scotland) Act to make them remove the obstruction. If the owner does not, the Council will do the work and recharge the owner. When the council puts in new street lighting or wishes to move a lighting column, consideration is made of the impact on existing trees. Similarly, when new trees are being planted, these are to be placed so they do not cause problems to existing streetlights.

**Policy 18: The Council will undertake work to a tree in Council ownership to ensure that it does not unduly obstruct the streetlight zone of illumination.**

## **7.7 Traffic signal / street sign obstruction**

The Council will undertake work to a tree in Council ownership to maintain clear sight lines (where reasonably feasible) for traffic signals and street signs (associated with a street, road or highway). If a privately owned tree is causing an obstruction to a traffic signal or street sign, powers exist under the Roads (Scotland) Act 1984 to make the owner remove the obstruction.

**Policy 19: The Council will undertake work to a tree in Council ownership to ensure that trees do not unduly obstruct traffic signals or street signs.**

## **7.8 Crime and anti-social behaviour**

The Forestry Service may remove trees in these situations, but generally will remove only lower branches to allow sight lines through the trees so people cannot use them for cover. Where a tree is associated with criminal activity and / or anti-social behaviour, steps to reduce the problem will typically require the co-ordination of a number of agencies, including the police. Just pruning or felling a tree is not always the answer to the problem. Some research shows that areas with lots of trees actually help to make places safer. But, neglected spaces with overgrown trees and untidy areas can encourage criminal activity and / or anti-social behaviour. The Council's tree and grounds maintenance programme seeks to improve these areas by making the local environment cleaner, greener and safer.

**Policy 20: Where a Council owned tree or woodland is associated with criminal activity and / or anti-social behaviour, measures to alleviate the problem will be implemented on a site-by-site basis in consultation with the police, communities and neighbourhood teams.**

## **7.9 Vandalism**

The Council generally plants large trees that are more difficult to vandalise, including metal guarding, which is removed once the tree has become established, usually three years after planting. We actively promote tree planting and encourage local residents, including young people, to take part and care for the trees in their neighbourhood. These combined measures have generally reduced problems of vandalism to low levels.

**Policy 21: The Council will investigate reports of vandalism to a Council owned tree or woodland and try to correct any damage where appropriate and within available resources.**

## **8.0 Common Tree related issues**

### **8.1 Tree too big / too tall**

A tree is not dangerous just because it may be considered too big for its surroundings. Other problems would need to be shown to the Council to consider it to be dangerous. Generally a site inspection will not be required. Customers will be informed of Council policy within 10 working days of receipt of an enquiry. Customers can receive an immediate response by searching for the relevant stated policy on the council's web site.

**Policy 22: The Council will not prune or fell a Council owned tree simply because it is considered to be 'too big' or 'too tall'.**

### **8.2 Leaves**

The Council does not carry out a leaf collection service. Complaints are sometimes received about the problems caused by leaves falling from trees. The loss of leaves from trees in the autumn is part of the natural cycle and cannot be avoided by pruning. The maintenance of rhones and/or gutters is the responsibility of the landowner and the Council is not obliged to remove leaves that may have fallen from Council owned trees. Where rhones/gutters are regularly blocked by fallen leaves gutter guards may be fitted to provide a low maintenance solution.

For roads, streets and parks the Council carries out a leaf collection in the autumn to clear fallen leaves. In parks and green spaces paths or areas of hard standing are regularly cleared of fallen leaves, but leaves on grass / shrub beds are generally left until the majority of leaves have fallen before they are removed (unless leaving them would damage the grass, in which case the accumulated leaves would be removed sooner). Leaves are generally sent for composting.

**Policy 23: The Council will not prune or fell a Council owned tree to remove or reduce leaf fall or remove fallen leaves from private property.**

### **8.3 Light**

In law there is no general right to light and there is no right to light in connection with open land, such as a garden. Owners can exercise their Common Law right to remove (abate) the nuisance associated with encroaching trees (see section 5).

**Policy 24: The Council will generally not prune or remove trees in cases where they cause a reduced amount of light to fall on a property other than in exceptional circumstances.**

### **8.4 Bird droppings**

Bird droppings may be a nuisance, but the problem is not considered a sufficient reason to prune or remove a tree. Nesting birds are protected under the Wildlife and Countryside Act (and other related wildlife law). Warm soapy water will usually be sufficient to remove the bird droppings.

**Policy 25: The Council will not prune or fell a Council tree to remove or reduce bird droppings from trees, or remove bird droppings from private land.**

### **8.5 Fruit / berries / nuts**

Fruit trees such as apple, cherry and pear have the double benefit of spring blossom and autumn fruit. This makes fruit trees good for wildlife and a source of free food. But there are some locations where fruit trees are less desirable, for example where soft fruit would make the pavement slippery or where anti-social behaviour could encourage fruit being thrown at houses or cars. When considering what tree to plant the Council takes account of the likelihood of such problems. Equally, where fruit trees are established but where there is a significant anti-social behaviour problem the Council will consider phased removal and replacement.

**Policy 26: The Council will not prune or fell a Council owned tree to remove or reduce the nuisance of fruit / berries or nuts, or remove such fallen fruit from private land. However, where fallen fruit is leading to significant anti-social behaviour problems the Council will consider measures to reduce the problem, including whether a phased removal and replacement with alternative species is reasonable.**

### **8.6 Sap / Honeydew**

Honeydew is caused by greenfly (aphids) feeding on the tree, which excrete a sugary sap. Often the honeydew is colonised by a mould, which causes it to go black.

Unfortunately, there is little that can be done to remove the aphid and pruning the tree may only offer temporary relief and any re-growth is often more likely to be colonised by greenfly thereby potentially increasing the problem. Some trees, such as limes, are more prone to attack by greenfly, and in some years greenfly are more common especially following a mild winter. Honeydew is a natural and seasonal problem. Where new trees are planted we try to choose trees that are less likely to cause this problem.

**Policy 27: The Council will not prune or fell a Council owned tree to remove or reduce honeydew or other sticky residue from trees.**

## **8.7 Pollen**

Whilst some kinds of tree pollen are known to bring on in sufferers the symptoms of hay fever this is not considered justification for either the pruning of Council trees, or their removal.

**Policy 28: The Council will not prune or fell a Council owned tree to remove or reduce the release of pollen.**

## **8.8 Telephone wires**

It may be that a telephone service provider may be able to suggest an alternative solution to the problem of trees affecting telephone wires.

**Policy 29: The Council will not prune or fell a Council owned tree to remove or reduce interference with telephone wires.**

## **8.9 TV / Satellite Reception**

It may be that a satellite or TV provider will be able to suggest a solution to the problem of reception interference, for example relocating the aerial/dish or means to boost the signal.

**Policy 30: The Council will generally not prune or fell a Council owned tree to prevent perceived interference with TV / satellite installation / reception.**

## **8.10 Wild animal / insect pest**

Bees, some animals and many birds are protected species and advice should be taken before considering their removal. Advice on dealing with animal pests such as wasps can be obtained from the Council by calling 0131 529 3030.

**Policy 31: The Council will not prune or fell a Council owned tree to remove or reduce incidence of perceived pests such as bees, wasps, or wild animals.**



## 8.11 Drains & Invasive Roots

Tree roots typically invade drains that are already broken or damaged. Trees themselves very rarely break or damage the drain in the first place. Tree roots found in a drain are usually symptomatic of an underlying problem requiring repair of the broken pipe. Tree roots can cause damage to paving, lawns and drains and the foundations of buildings or walls. Again, where a neighbour's tree is causing problems, an owner is within their rights to cut back roots to the boundary of their property, unless it is protected by a TPO or is within a Conservation Area. However, it is always worth remembering that undermining the future stability of the tree can lead to future liability for any future damage caused.

**Policy 32: The Council will not prune, fell or cut the roots of a Council owned tree to prevent roots entering a drain that is already broken or damaged.**

## 8.12 Tree touching building

In many cases the solution will be for the Council to prune the tree, but in exceptional circumstances it may be more appropriate to fell the tree. If pruning is appropriate the Council will endeavour to undertake works to stop the problem re-occurring within three years.

**Policy 33: In the event that a Council tree is causing damage to property, a tree inspection will be carried out within 10 working days and if appropriate remedial works undertaken.**

## 8.13 Tree overhanging property

See section 5 – Common Law Rights. Householders have the right to prune overhanging branches back to their boundary as long as the pruning does not result in the demise of the tree. For any works on trees protected by Tree Preservation Orders (TPOs) or that stand within Conservation Areas, permission must be granted by the Arboricultural Officers within the Council's Planning service. All works should be carried out in accordance with BS3998. It is advised that this work is carried out by a fully insured and experienced arborist. Tree works should also be undertaken outside of the bird nesting season, which typically falls between the months of March and September.

**Policy 34: The Council will generally not prune or fell a tree in Council ownership to alleviate the nuisance of overhanging branches.**

## 8.14 Tree obstructing view

There is no legal right to a 'view', an issue treated in much the same way "light".

**Policy 35: The Council will generally not prune or fell a Council owned tree to improve the view from a private property.**

## 9.0 Dangerous trees and tree-related emergencies

The Council operates an emergency call-out system in the event of dangerous streets, and a duty officer is on call 24 hours a day, 365 days a year. A stand-by squad of arborists is normally available should this be required, and the Council retains a number of private contractors who can stand by or attend in emergency situations.

If a Council owned tree is in such a condition that it poses a very high risk to people or property and is considered to be an emergency situation, instruction will be given to start the process of making the tree safe. An emergency is defined as a tree that is in immediate danger of collapse or a tree that is causing an obstruction requiring urgent attention. Emergency tree works are defined as the minimum amount of work that requires to be done in order to remove the immediate risk to life, limb and property.

The number of tree-related emergency incidents is usually small, but in severe weather events there may be a large number created in a very short space of time. For example the storm of January 3 2012 caused over 450 incidents reported as emergencies.

**Policy 36: The Forestry Service will aim to attend emergency tree incidents within 1 hour of its report to assess the situation and start the process of making the site safe.**

When the wind blows trees move and may look as if they are going to fall over. Trees are designed to move in the wind to limit breakage, and the movement of stem and branches is not in itself a dangerous sign. It is however not possible to guarantee that any tree will not fail, as even the healthiest may succumb in the most extreme conditions.

Trees at the highest risk of complete failure are ones displaying movement at the base of the tree (e.g. roots lifting and / or cracks in the ground opening and closing). Other typical situations which will usually require immediate attention are:

- Tree snapped or blown over
- Tree rocking at its base – roots are damaged
- Uprooted but held up by another tree or building (hung-up)
- Large branch has broken off or is hanging off the tree
- Fallen tree or branches blocking a road, footpath, or access to property
- Tree or branches fallen on to house or car

If not an emergency situation a site inspection will be undertaken within 10 working days of receipt of the enquiry and the customer notified of what action is considered appropriate. Signs to look out for which may mean that a tree is a risk to people or property but the risk does not require an emergency response include a tree which is:

- Dying - few leaves in summer or dieback in the crown
- Bark is loose and falling off
- Old splits and cracks in the trunk or large branches
- Smaller branches falling from the tree

Trees can be made safe via pruning or felling. Typically we would employ the most cost effective approach. For certain high value trees the Council will consider other options to reduce risk to an acceptable level including options to reduce the likelihood of the tree falling or the likelihood of persons being close to the tree if it did fail.

**Policy 37: If a tree is reported as dangerous, but after inspection the risk to the public is assessed as not high then the tree will be made safe depending on the degree of risk identified at the time of inspection by a Trees & Woodlands Officer.**

## 10. Tree Planting

### 10.1 Planting programmes

In order to maintain the number of trees in the city, it is necessary to plant trees. Trees naturally regenerate from seed and by suckering, and this is a significant factor in woodland sites, where no planting may be necessary to maintain long term woodland cover. But in parks, streets, gardens and cemeteries, planting is necessary to sustain tree cover.

When considering planting, there are a number of factors to take into account, including:

- What space will be available to the tree to grow into (both above and below ground)
- What stature or form of tree is best
- What species or variety to choose
- What type of tree stock and planting method to be used

The Council endeavours to follow a Right Tree, Right Place policy. The principle of this approach is to consider the constraints and opportunities of any proposed planting site and the desired features (or not) of proposed trees. This approach also takes into account the merits of both native and non-native tree species in order to support wildlife and safeguard against potential pests, diseases and the effects of climate change.

It is generally recognised that large trees in a city bring considerably more benefits than smaller trees. Finding room for large trees is a problem in many locations, especially streets. The Right Tree, Right Place approach is intended to allow any trees planted to reach full height and maturity and remove the requirement for regular pruning programmes which are very resource intensive, and also to minimise any later nuisance impact.

Having a mix of native and non-native tree varieties within Edinburgh is an important measure in order to safeguard against the increased risk of a devastating loss of one or more tree species due to a new pest or disease becoming established. Introducing appropriate native and non-native tree varieties within Edinburgh will also help maintain the city's historic tree cover in the face of environmental factors related to climate change. We can increase the resilience of the city's trees by keeping them as healthy and hence as robust as possible. Clearly other factors should be taken into account such as site character and design considerations, especially as part of historic planting schemes, but there should be a presumption against single-tree, single-variety mixes that make trees vulnerable en-masse to pests and diseases.

Planting native trees is generally preferred, especially if the intent is primarily to attract wildlife. But non-native trees such as sycamore make a major contribution to Edinburgh's greenspace, and in some locations the desirable variety of colour, texture, scent and form is only available by choosing non-native species and varieties. The large number of species and varieties that will grow successfully in Edinburgh can easily be observed on a visit to the Royal Botanic Garden Edinburgh.

Where native trees are selected we will endeavour to purchase trees that are of local provenance - this being especially important if replanting trees in long established or ancient woodland.

As climate change increasingly becomes a reality, planting and caring for trees in cities will become even more important. We will also need to consider which types of trees will themselves be able to cope with hotter, drier summers and warmer, wetter and windier winters. There is still uncertainty about the degree and timing of such climate changes, and therefore no clear recipe for which trees to plant or not to plant. However it is clear that reliance on single species or varieties is risky and that planting a range instead is desirable for the time being.

When the decision is taken to remove a council owned tree, the Council will determine whether it is appropriate to replant a tree in the same place (for example a street tree) or very close by (for example in a park or green space). Any decision is made in consultation with the Roads Service and relevant Neighbourhood. Wherever possible the site will be considered as a whole reflecting its history, character, available space, use and local interests.

Currently the council plants on average around 300 root-balled extra-heavy standard trees (trees of 16-18 cm girth and 3 – 5 m in height) per year in parks and greenspace. This type of planting stock is relatively expensive but has proven to be much more resilient to vandalism and survival rates than when smaller, less robust stock has been used. Planting in woodlands and other more natural sites is more likely to use whips (trees 2 to 4 years old and ranging from 300mm to 900mm in height)

**Policy 38: The Council will endeavour to maintain its tree stock and increase current tree numbers by new and replacement planting. The Council will look to increase and improve its tree cover within available resources as part of an annual tree planting programme, paying particular attention to historic street tree and park planting.**

## 10.2 Maintenance of newly planted trees

Newly planted trees require monitoring and usually a maintenance input to ensure that they are successfully established. On occasions additional maintenance may be required which could include weeding (either by herbicide or by the use of mulches), watering or fertilising according to conditions, and adjustment or removal of tree ties or guards. Trees (whips) planted as part of a woodland establishment programme are not usually watered. Extra-heavy standard trees generally need watered during the first spring or summer after planting, but the frequency and quality required varies depending on local conditions.

Newly-planted trees suffer in competition for moisture with grass, so control of weeds around the base of trees is crucially important. The preferred solution is to apply mulch (e.g. wood chips) at least 1 meter diameter around the base of the tree to a depth of 100mm. Mulch will need topped-up from time to time.

**Policy 39: The Council will endeavour to maintain newly planted trees appropriately to ensure they have the best chance of establishing.**

## 11. Dutch Elm Disease

Dutch elm disease was first identified in Edinburgh in 1976, and spread rapidly until by 1985 over 1500 elms per year were becoming infected. The disease, a fungus, is invariably fatal. The beetle which spreads the fungus from tree to tree breeds in dying or dead elms, so it is imperative to remove infected elms promptly. This approach to controlling the disease means that, whilst elms have all but disappeared from most towns and cities, there are around 15,000 elm trees remaining in Edinburgh.

Any public trees showing signs of the disease are felled and removed by the Council. Owners of private trees showing signs of the disease are written to and advice on the safe removal and disposal of the infected tree is provided. Dutch elm disease work is given high priority because although trees dying of the disease may only become dangerous after a year or two, failure to remove affected trees promptly allows the disease to spread rapidly, thereby increasing the overall workload. The Council's approach to Dutch elm disease is set out in Council Executive report, "Dutch Elm Disease – Legislative Review" 08/11/2005 Item Number 21 Report number E/259/05-06/C+L.

**Policy 40: The Council will monitor the continued spread of Dutch elm disease by undertaking an annual survey of the city's elm trees starting each June. The Council will carry out a sanitation felling programme designed to reduce the spread of the disease, and will advise private owners of what action needs to be taken by them.**

## 12. Heritage or Veteran Trees

Heritage (or veteran) trees are important for both their historic and cultural value at the local level, and conservation value in the creation of habitats for fungi and insects. A number of heritage trees have been identified in Edinburgh. In general

they are located in designed landscapes, former estates and parkland. Many trees have important cultural or historical significance whereas others have been the source of traditions or folk tales.

The Council has compiled a list of heritage trees. This involved a lengthy process of background research and public consultation, which provided a list of nearly 100 potential candidates. From this original list an inventory of 52 trees were identified as notable and exceptional due to great age, size or historical and cultural significance. An information leaflet has been published and a list of interesting or important trees can be viewed at the Council's Edinburgh Outdoors website: <http://www.edinburghoutdoors.org.uk/>

Trees can be made safe by pruning or felling. Typically the Council will employ the most cost effective approach but, for certain high value trees, will consider other options to reduce risk to an acceptable level, including options to reduce the likelihood of the tree falling or the likelihood of persons being close to the tree if it did fail.

**Policy 41: The Council will manage veteran trees sympathetically according to good arboricultural practice, striking a balance between public safety and biodiversity.**

## 13. Summary of draft Policies contained within the Policy Document

**Policy 1:** Trees in Council ownership will be inspected for safety on a cycle between one and five years according to size, targets, condition and survey recommendation for each tree. This information will be recorded on the Council's database.

**Policy 2:** Tree inspections will only be undertaken by people who are qualified, experienced and competent to undertake the Visual Tree Assessment (VTA) method of survey.

**Policy 3:** The Council will take steps to bring all of its trees under active, appropriate and informed management.

**Policy 4:** The Council prioritises tree work according to the individual tree's health & safety risk, taking into account current available resources. Tree works will normally be completed in safety priority order.

**Policy 5:** The Council accepts the right of householders to remove overhanging branches (subject to compliance with Tree Preservation Orders and/or Conservation area status) and where required will assist householders to identify a suitable arboricultural contractor who can carry out works to the appropriate standard.

**Policy 6:** The Council will consider applications from private owners to alleviate amenity reduction or nuisance problems on the basis that they will fund the works, that the works will be agreed with the Council beforehand, that a suitable arboricultural contractor is appointed, and that each case will be considered on its individual merits.

**Policy 7:** For non-emergency tree-related safety issues a Trees & Woodlands Officer will carry out a tree inspection within 10 working days of receipt of the enquiry and the customer notified thereafter within 5 working days of what action the Council intends to take.

**Policy 8:** Claims made in writing to the Council in relation to alleged damage caused by a Council owned tree will be acknowledged within 10 working days of receipt.

**Policy 9:** The Council will not carry out works to trees, or fell them, unless it is necessary to do so. When works are carried out, the reasons for the work will be documented and recorded.

**Policy 10:** Disposal of arisings: Where practicable, all arisings (logs, branches etc) from tree works in high amenity areas will be removed. In woodland situations however logs and chippings may often be left on site, where this can be done safely, to enhance biodiversity and increase wildlife habitats.

**Policy 11:** The Council will seek to remove stumps promptly where practicable and appropriate. In woodland locations stumps will generally be left to decay in situ.

**Policy 12:** The Council will undertake work to a tree in its ownership to maintain clear sight lines (where reasonably feasible) at junctions and access points (associated with a street, road or highway).

**Policy 13:** The Council will undertake measures to make safe an unacceptable trip hazard in streets, roads or the public highway caused by the growth of a Council owned tree.

**Policy 14:** The Council will undertake measures to make safe any unacceptable carriageway obstruction due to trees in streets, affecting roads or the public highway caused by the growth of Council owned trees.

**Policy 15:** The Council will undertake work to a tree in Council ownership to maintain a minimum 5.5 metres height clearance over the carriageway - where reasonably feasible.

**Policy 16:** The Council will undertake measures to make safe any unacceptable carriageway risk due to private trees in a dangerous condition, within falling distance of roads or the public highway.

**Policy 17:** The Council will undertake work to a Council owned tree to maintain a minimum (where reasonably feasible) 2.5 metres height clearance over a footpath associated with a street, road or highway (3 metres where there are cycling rights).

**Policy 18:** The Council will undertake work to a tree in Council ownership to ensure that it does not unduly obstruct the streetlight zone of illumination.

**Policy 19:** The Council will undertake work to a tree in Council ownership to ensure that trees do not unduly obstruct traffic signals or street signs.

**Policy 20:** Where a Council owned tree or woodland is associated with criminal activity and / or anti -social behaviour, measures to alleviate the problem will be implemented on a site-by-site basis in consultation with the police, communities and neighbourhood teams.

**Policy 21:** The Council will investigate reports of vandalism to a Council owned tree or woodland and try to correct any damage where appropriate and within available resources.

**Policy 22:** The Council will not prune or fell a Council owned tree simply because it is considered to be 'too big' or 'too tall'.

**Policy 23:** The Council will not prune or fell a Council owned tree to remove or reduce leaf fall or remove fallen leaves from private property.

**Policy 24:** The Council will generally not prune or remove trees in cases where they cause a reduced amount of light to fall on a property other than in exceptional circumstances.

**Policy 25:** The Council will not prune or fell a Council tree to remove or reduce bird droppings from trees, or remove bird droppings from private land.

**Policy 26:** The Council will not prune or fell a Council owned tree to remove or reduce the nuisance of fruit / berries or nuts, or remove such fallen fruit from private land. However, where fallen fruit is leading to significant anti-social behaviour problems the Council will consider measures to reduce the problem, including whether a phased removal and replacement with alternative species is reasonable.

**Policy 27:** The Council will not prune or fell a Council owned tree to remove or reduce honeydew or other sticky residue from trees.

**Policy 28:** The Council will not prune or fell a Council owned tree to remove or reduce the release of pollen.

**Policy 29:** The Council will not prune or fell a Council owned tree to remove or reduce interference with telephone wires.

**Policy 30:** The Council will generally not prune or fell a Council owned tree to prevent perceived interference with TV / satellite installation / reception.

**Policy 31:** The Council will not prune or fell a Council owned tree to remove or reduce incidence of perceived pests such as bees, wasps, or wild animals.

**Policy 32:** The Council will not prune, fell or cut the roots of a Council owned tree to prevent roots entering a drain that is already broken or damaged.

**Policy 33:** In the event that a Council tree is causing damage to property, a tree inspection will be carried out within 10 working days and if appropriate remedial works will be undertaken.

**Policy 34:** The Council will generally not prune or fell a tree in Council ownership to alleviate the nuisance of overhanging branches.



**Policy 35:** The Council will generally not prune or fell a Council owned tree to improve the view from a private property.

**Policy 36:** The Council's Forestry Service will aim to attend emergency tree incidents within 1 hour of its report to assess the situation and start the process of making the site safe.

**Policy 37:** If a tree is reported as dangerous, but after inspection the risk to the public is assessed as not high then the tree will be made safe depending on the degree of risk identified at the time of inspection by a Trees & Woodlands Officer.

**Policy 38:** The Council will endeavour to maintain its tree stock and increase current tree numbers by new and replacement planting. The Council will look to increase and improve its tree cover within available resources as part of an annual tree planting programme, paying particular attention to historic street tree and park planting.

**Policy 39:** The Council will endeavour to maintain newly planted trees appropriately to ensure they have the best chance of establishing.

**Policy 40:** The Council will monitor the continued spread of Dutch elm disease by undertaking an annual survey of the city's elm trees starting each June. The Council will carry out a sanitation felling programme designed to reduce the spread of the disease, and will advise private owners of what action needs to be taken by them.

**Policy 41:** The Council will manage veteran trees sympathetically according to good arboricultural practice, striking a balance between public safety and biodiversity.

## 5. Trees in the City Action Plan

	Trees and the sustainable City	Priority	Timescale	Lead body	Other Partners	Comment
1.1	Create a prioritised list of street tree locations and plant replacement trees.	High	13-14, ongoing	CEC P&G	CEC Roads	Will require capital programme funding
1.2	Identify streets where new street tree planting can be introduced, and consult with others.	Med	14-15	CEC P&G	CEC Roads CEC Planning	
1.3	Consult with others and create a policy to guide tree planting by the Council, with the aim of increasing resilience in the light of climate change and disease threats.	High	13-14	CEC P&G	CEC Sustainability	
1.4	Adopt a tree valuation model, to be applied as policy to aid decision-making around tree removals.	Med	15-16	CEC P&G	FCS, ELGT	
1.5	Promote woodland management and creation as a key component of sustainable flood management initiatives	Med	15-16, ongoing	CEC P&G CEC Planning		Env 6 Policy ELFWS action
1.6	Identify locations where new planting or woodland management can help increase slope stability.	Med	13-14, ongoing	CEC P&G CEC Bridges & Structures		Env 7 Policy ELFWS action
1.7	Where appropriate, prioritise planting of street trees in urban AQMAs, and woodland expansion along strategic road corridors and adjacent to industrial estates.	High	14-15, ongoing	CEC P&G CEC Planning	FCS, ELGT	Env 10 Policy ELFWS action
1.8	Promote the importance of managing and increasing trees and woodlands in urban areas to conserve and enhance townscape character	Med	16-17, ongoing	CEC P&G CEC Planning		Env 17 Policy ELFWS action

	Trees and the sustainable City	Priority	Timescale	Lead body	Other Partners	Comment
1.9	Promote positive management of historic gardens and designed landscapes and heritage trees to maintain their historic and cultural significance and increase resilience to climate change.	Med	17-18, ongoing	CEC P&G CEC Planning		Env 18 Policy ELFWS action
1.10	Encourage forest restructuring to improve the setting of historic sites and landscapes.	Med	17-18, ongoing	CEC P&G CEC Planning	FCS, ELGT	Env 19 Policy ELFWS action
1.11	Expand woodland cover within Edinburgh and the Lothians as a means of increasing carbon sequestration and reducing net carbon emissions, following the guidance provided in Sections 3 and 5 of the ELFWS.	High	15-16, ongoing	CEC P&G CEC Planning	FCS, ELGT	CC1 Policy
1.12	Promote positive and proactive management of key tree species and woodlands improve their resilience to climate change.	High	13-14, ongoing	CEC P&G CEC Planning	FCS, ELGT	CC6 Policy ELFWS action
1.13	Identify important individual historic trees and species that are vulnerable and begin succession planning to maintain contribution to character and significance.	Med	16-17, ongoing	CEC P&G CEC Planning		CC7 Policy ELFWS action
1.14	Continue to survey for Dutch elm disease and take control measures, and take steps to control other pests and diseases as advised by Forestry Commission Scotland.	High	13-14, ongoing	CEC P&G	FCS	

	Trees and communities	Priority	Timescale	Lead body	Other Partners	Comment
2.1	Provide better information through the web on tree operations and policies that concern trees and woodlands	High	13-14, ongoing	CEC P&G		
2.2	Reorganise and re-launch the voluntary Tree Warden scheme in partnership with Friends of Parks, amenity groups and others	Med	14-15	CEC Forestry	Friends groups, Tree Council	
2.3	Develop and publicise opportunities for active outdoor recreation in woodlands and forests, including mountain-biking, walking and activities such as orienteering.	High	15-16, ongoing	CEC P&G CEC Transportation		EC 24 Policy ELFWS action
2.4	Ensure that existing and new forests and woodlands are managed to create new opportunities for active travel, including walking, cycling and horse riding connecting settlements and the countryside.	High	14-15, ongoing	CEC P&G CEC Planning CEC Transportation	FCS, ELGT	QL1 Policy ELFWS action
2.5	Promote the role of woodlands in providing a resource for physical activity, accessible to all parts of society close to where people live and work.	Med	15-16, ongoing	CEC P&G	FCS, ELGT	QL3 Policy ELFWS action
2.6	Support community involvement in woodland projects, especially through mentoring and co-ordinating delivery of activity on the ground. There should be a particular focus within WIAT Priority Areas.	High	14-15, ongoing	CEC P&G	FCS, ELGT	QL6 Policy ELFWS action
2.7	Support community woodland groups particularly in areas with high levels of multiple deprivation.	High	14-15, ongoing	CEC P&G	FCS, ELGT	QL8 Policy ELFWS action
2.8	Increase awareness of the role of woodlands as an outdoor learning resource and a resource for education, training and lifelong learning.	High	13-14, ongoing	CEC P&G, CEC Children & Families	FCS, ELGT	QL9 Policy ELFWS action
2.9	Promote the development of outdoor learning opportunities including in woodlands and forests.	High	13-14, ongoing	CEC P&G, CEC Children & Families	FCS, ELGT	QL11 Policy ELFWS action

	Trees, woodlands and Green Networks	Priority	Timescale	Lead body	Other Partners	Comment
3.1	Identify sites where trees could be planted to enhance the linkages between green spaces, and to assist in the delivery of the Living Landscapes project.	Med	15-16	CEC Forestry	FCS, ELGT	Will require capital programme funding
3.2	Support delivery of new woodland areas in the CEC authority area	Med	15-16, ongoing	CEC Planning	FCS, ELGT	EX1 Policy ELFWS action
3.3	Create new woodland on the CEC estate	Med	16-17, ongoing	CEC P&G	FCS, ELGT	EC24 Policy ELFWS action Will require capital programme funding
3.4	Promote the establishment of new native woodlands as part of integrated habitat networks.	Med	16-17, ongoing	CEC Planning	FCS, ELGT	Env 1 Policy ELFWS action
3.5	Where there are suitable opportunities, enhance ancient and semi-natural woodland.	Med	17-18, ongoing	CEC P&G CEC Planning	FCS, ELGT	Env 2 Policy ELFWS action
3.6	Increase the proportion of existing woodland brought into positive management.	High	14-15, ongoing	CEC P&G CEC Planning	FCS, ELGT	Env 4 Policy ELFWS action

	Effectively managed trees	Priority	Timescale	Lead body	Other Partners	Comment
4.1	Publish tree management policies after consultation	High	13-14	CEC P&G		
4.2	Continue to extend the Ezytreev database to cover all trees in CEC ownership.	High	13-14, ongoing	CEC Forestry		
4.3	Publish tree work schedules in advance.	Med	13-14	CEC Forestry		
4.4	Continue to work in partnership with others, such as Edinburgh & Lothians Greenspace Trust to deliver woodland management work	Med	13-14-ongoing	CEC Forestry		ELGT
4.5	Work towards the elimination of any waste from tree operations and no woody waste to go to landfill.	Med	13-14	CEC Forestry		

# Transport and Environment Committee

10:00am, Tuesday 4 June 2013

## Nuclear Submarine Dismantling at Rosyth: Ministry Of Defence Response to Consultation

Item number	7.16
Report number	
Wards	All

### Links

Coalition pledges	
Council outcomes	<a href="#">CO18</a> , <a href="#">CO21</a>
Single Outcome Agreement	<a href="#">SO4</a>

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# Executive summary

## Nuclear Submarine Dismantling at Rosyth: Ministry Of Defence Response to Consultation

### Summary

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The UK government through the Ministry of Defence (MOD) have decided that Rosyth Dockyard and Devonport Dockyard will be used to dismantle the decommissioned nuclear powered submarines stored afloat at these locations. Rosyth will only dismantle the seven submarines currently stored there with all others including future decommissioning taking place at Devonport.

A list of potential sites to store the Intermediate Level Nuclear Waste (ILW) produced when the Reactor Pressure Vessels are removed from the hull of the submarine will be drawn up by MOD and reviewed by the end of 2013. A further review of the selected site short list is expected to be followed by a consultation and then decision by end of 2014 or early 2015. No ILW will be removed from the submarine until a storage site has been selected.

It is expected, if the regulatory process approves, that the Low Level Nuclear Waste (LLW) in the submarines such as steam generators and pumps will be removed separately from the ILW reactor pressure vessel. This may result in an earlier than expected start to the dismantling process than previously envisaged in the timeline issued within the MOD consultation.

### Recommendations

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- 1 It is recommended that Committee notes the content of this report.

### Measures of success

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The submarine disposal process is concluded safely.

### Financial impact

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There are no financial implications arising from this report.

### Equalities impact

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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

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A Strategic Environmental Assessment has been carried out by the MOD. Once storage sites are selected, site-specific Environmental Impact Assessments will be undertaken. The Strategic Environmental Assessment concluded that the project would not have any significant negative environmental impacts associated with storage of radioactive materials. The Strategic Environmental Assessment identified two potentially significant negative environmental impacts, both relating to the option of storing the large intact Reactor Compartments:

- visual impact of the large building required to store 27 intact Reactor Compartments;
- possible effects on protected wildlife habitats at Devonport due to the requirement to dredge the seabed.

Dismantling is not expected to increase radioactive discharges to the environment above current permitted levels. There is likely to be a local environmental impact due to noise from cutting up the hulls, but this will not be greater than existing dockyard operations.

Approximately 90% of the dismantled submarines will be recycled with 5% of non-radioactive hazardous waste, 4% low level radioactive waste and 1% intermediate level nuclear waste going to disposal sites.

## Consultation and engagement

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This report updates Committee on the outcome of the MOD consultation process.

## Background reading / external references

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<https://www.gov.uk/government/consultations/consultation-on-the-submarine-dismantling-project>

## Nuclear Submarine Dismantling at Rosyth: Ministry Of Defence Response to Consultation

### 1. Background

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- 1.1 On 21 February 2012 the Transport, Infrastructure and Environment Committee were invited to comment on a consultation from the MOD on the Submarine Dismantling Project.
- 1.2 The Submarine Dismantling Project is a project to develop a solution for disposing of the Royal Navy's 27 nuclear powered submarines after decommissioning. The project will extend over a period of at least 60 years and will involve provision of facilities to dismantle the submarines and store the resultant Intermediate Level Radioactive Waste until it is transferred to the proposed national Geological Disposal Facility. The submarines were defueled when taken out of service and so contain no radioactive fuel. These proposals refer to the safe disposal of material which has become radioactive during operation of the boat during its working lifetime.
- 1.3 Committee agreed to:
  - 1) advise the Ministry of Defence that this Council rejects the dual site option as outlined in paragraph 3.17 of the report by the Director of Services for Communities and was firmly of the view that the submarine dismantling work and the storage of resultant intermediate Level Radioactive Waste should not take place at Rosyth; and
  - 2) otherwise note the report.

### 2. Main report

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- 2.1 On 22 March 2013 the UK Government in a written statement provided a response to the Submarine Dismantling Project Consultation exercise. The written response is reproduced at Appendix 1.
- 2.2 Along with the Government written statement the consultation document was released to the public. The executive summary is as attached at Appendix 2. The report states that more than 1,200 people attended consultation events and the MOD received over 400 written responses.

2.3 The main conclusions reached following the consultation exercise are as follows:

- the approach to removing the radioactive material from the submarines will be to remove and store the Reactor Pressure Vessel (RPVs) intact prior to disposal in the planned Geological Disposal Facility (GDF).
- radioactive waste will be removed from submarines in-situ at both Devonport and Rosyth dockyards.
- the proposed approach to selecting a site for storage of ILW has been revised. The MOD has chosen not to limit the site-specific selection process to one type of site. The revised process will consider all potential storage sites on an equal basis, irrespective of type.
- the first submarine will be dismantled at Rosyth as a demonstration of the radioactive waste removal process. The rate and order of dismantling the remaining submarines, at both Rosyth and Devonport, will then be optimised. Priority will be given to clearing the seven submarines currently at Rosyth, but this does not preclude the potential for parallel work in Devonport.
- the opportunity to undertake early removal of LLW from the submarines will be explored. This opportunity could help to reduce technical and industrial risks and speed up final clearance of submarines from the dockyards once an ILW storage solution is agreed.

2.4 These decisions mean that the seven submarines currently stored afloat at Rosyth will be dismantled in-situ with the reactor pressure vessel removed and disposed of in a yet to be decided Geological Disposal Facility. The MOD has stated that no dismantling work will start at Rosyth until such a facility is identified.

2.5 The Rosyth facility will be used as a demonstrator for the first submarine dismantling and priority would be given to removal of the remaining six submarines thereafter. The demonstration will assess the dismantling process rather than the safety aspects; these will be assessed and signed off by Nuclear Regulators before the process is allowed to start.

2.6 The MOD have stated that the next phase of work, will involve “seeking regulatory approvals for the demonstration of initial dismantling activities”. This will include applications to SEPA and Office of Nuclear Regulation (part of the Health and Safety Executive), expected later in 2013, to amend radioactive waste disposal and discharge authorisations for Rosyth Dockyard and seek approval under the Environmental Impact Assessment for Decommissioning Regulations.

2.7 Following the consultation process the MOD have decided to widen the selection of a site for storage of the ILW generated during the dismantling process to include all MOD nuclear sites, Nuclear Decommissioning Sites and those owned by private industry. It is expected around 40 sites, including Rosyth, will be evaluated with a decision on a short list expected by the end of 2013. A further review will take place in 2014 followed by a consultation and site location decision by end 2014 or early 2015.

- 2.8 A decision has been taken to separate the removal of Low Level Nuclear Waste (LLW) from the removal of Intermediate Level Nuclear Waste (ILW). The High Level Nuclear Waste was removed when the submarines were defueled prior to storage. It is reported that removing the LLW separately will allow work to begin much sooner and perhaps complete the process two years earlier than anticipated.
- 2.9 Babcock who operate Rosyth Dockyard have worked up proposals to remove the LLW which includes the steam generators and pumps attached to the nuclear reactor pressure vessel and dispose of them in a normal regulated way and not hold them at Rosyth. The Scottish Environment Protection Agency (SEPA) will consult on any application for ILW removal by Babcock.
- 2.10 Dismantling is not expected to increase radioactive discharges to the environment above current permitted levels.
- 2.11 If an Intermediate Level Waste site is identified as anticipated in late 2014 early 2015 the process of removal of the reactor pressure vessel (RPV) would commence at Rosyth. The RPV's would then be moved and stored at the "temporary" ILW site with a life span of 100 years until a permanent Geological Disposal Facility is identified.

### **3. Recommendations**

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- 3.1 It is recommended that Committee notes the content of this report.

#### **Mark Turley**

Director of Services for Communities

## Links

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### Coalition pledges

#### Council outcomes

CO18 Green – We reduce the local environmental impact of our consumption and production

CO21 Safe - Residents, visitors and businesses feel that Edinburgh is a safe city

#### Single Outcome Agreement

SO4 Edinburgh's Communities are safer and have improved physical and social fabric

#### Appendices

1 Parliamentary Statement on Submarine Dismantling Project Recorded In Hansard

2 Submarine Dismantling Project (SDP) MOD's Response to Consultation

## APPENDIX 1

### Parliamentary Statement on Submarine Dismantling Project Recorded In Hansard

22 Mar 2013: Column 61WS

#### Submarine Dismantling Project

**The Parliamentary Under-Secretary of State for Defence (Mr Philip Dunne):** I am announcing today that, following public consultation, the submarine dismantling project (SDP) has passed a main gate decision point.

The Ministry of Defence (MOD) has previously proposed that the intermediate level waste (ILW) storage site selection process should start by narrowing the range of options to a particular type of site, that is, by deciding whether Nuclear Decommissioning Authority (NDA) or MOD and industry sites should be considered further, and discounting the other types. However, based on the findings of the public consultation, alongside recent legal advice, it has been decided that the process of selecting a specific site for the interim storage of ILW should consider all UK nuclear licensed and authorised sites that might be suitable. This will therefore include MOD sites, industry sites and NDA sites on an equal basis. The MOD will carry out further public consultation as part of this process. No radioactive waste will be removed from the submarines until a disposal or storage solution has been agreed.

We have decided to demonstrate the initial dismantling process for nuclear-powered submarines that have left service with the Royal Navy by removing all radioactive waste from a single nuclear-powered submarine at Rosyth. The reactor pressure vessel from this submarine will be removed and stored whole. Subject to the successful conclusion of this demonstration, we then intend to carry out dismantling of the remaining submarines at both Rosyth and Devonport.

These decisions have taken account of the findings of the public consultation that was announced by the then Minister for Defence Equipment, Support and Technology, 27 October 2011, *Official Report*, column 16WS and ran from 28 October 2011 until 17 February 2012.

More than 1,200 people attended consultation events and the MOD received over 400 written responses, all of which were recorded and considered by the SDP team. We are grateful to everyone who took part in this consultation, and the wide range of comments provided valuable input to the MOD's options analysis, which has changed and matured significantly as a result.

We have today published the MOD "Response to Consultation", which summarises the comments that were received and explains how they have been taken into account. This is available from the SDP consultation page on the [www.gov.uk](http://www.gov.uk) website:

<https://www.gov.uk/government/consultations/consultation-on-the-submarine-dismantling-project>

A copy will also be placed in the Library of the House.

## **APPENDIX 2**

### **Submarine Dismantling Project (SDP) MOD's Response to Consultation**

**March 2013**

#### **Executive Summary**

In October 2011 the Ministry of Defence (MOD) launched a public consultation on the strategic options for dismantling redundant nuclear submarines.

The Submarine Dismantling Consultation ran for 16 weeks from 28 October 2011 to 17 February 2012, seeking the views of local people in the areas around candidate sites for submarine dismantling as well as the wider public and stakeholders nationally, on three key questions.

- How should the radioactive material be removed from the submarines?
- Where should the radioactive material be removed from the submarines?
- Which type of site should be used to store the ILW awaiting disposal?

The consultation also sought views on the environmental effects of submarine dismantling as set out in MOD's Strategic Environmental Assessment (SEA).

Every comment was registered and considered by the project team, using a structured process which was developed with input from members of the project's independent Advisory Group. A Post Consultation Report was issued in July 2012 documenting the consultation process and providing a summary of the responses received.

The MOD then revisited its analysis of the strategic options for submarine dismantling. New expert workshops were run to consider comments on specific topics within both the quantitative and the qualitative assessments.

The MOD has now reached a conclusion on each of the three key questions and this report, alongside the SEA Post-Adoption Report, has been issued in parallel with the MOD's announcement of its decisions, in order to explain how the comments made during consultation have been taken into account.

Having taken account of the comments received during consultation, the MOD's revised position on how and where radioactive waste is removed, and the types of site at which it is stored is as follows:

- The approach to removing the radioactive material from the submarines will be to remove and store the Reactor Pressure Vessels intact prior to disposal in the planned Geological Disposal Facility. This position has not changed and the arguments for this option have, on balance, been supported by the responses to the consultation.
- Radioactive waste will be removed from submarines in-situ at both Devonport and Rosyth dockyards. This position has not changed and the arguments for

dual-site dismantling have been strengthened by the responses to the consultation.

- The proposed approach to selecting a site for storage of ILW has been revised. The MOD has chosen not to limit the site-specific selection process to one type of site. The revised process will consider all potential storage sites on an equal basis, irrespective of type.

On the SEA, MOD's position is that the findings set out in the Environmental Report remain valid in the light of consultation. The adopted approach does not have any significant environmental effects, except in the waste category where the overall effect (including new waste streams and dealing with the legacy of laid-up submarines) was found to be positive.

Two other significant decisions that have been taken since consultation are as follows:

- The first submarine will be dismantled at Rosyth as a demonstration of the radioactive waste removal process. The rate and order of dismantling the remaining submarines, at both Rosyth and Devonport, will then be optimised. Priority will be given to clearing the seven submarines currently at Rosyth, but this does not preclude the potential for parallel work in Devonport.
- The opportunity to undertake early removal of Low Level radioactive Waste (LLW) from the submarines will be explored. This opportunity could help to reduce technical and industrial risks and speed up final clearance of submarines from the dockyards once an ILW storage solution is agreed.

The MOD's revised position has been influenced by the significant changes made to the options analysis as a result of the comments received in consultation. In particular, the MOD has accepted and applied the following in relation to SDP, which will also be considered in future decision making on the project:

- Changes have been made to the definitions and scales of safety and environmental criteria in the option comparison methodology, to clarify how the assessment of cost and operational effectiveness are applied in comparison of the options.
- Stakeholder perspectives have been incorporated into the option analysis process, through the use of alternative weightings in the sensitivity analysis.
- When more detailed information on environmental discharges is available, it should be made publicly available in a timely manner. This should include summary information that can be readily understood.
- The importance of on-going communication and engagement with stakeholders outside of consultation periods is accepted and will be strengthened, where appropriate, for the next stage.
- The implications of delays or changes to the Geological Disposal Facility programme have been more explicitly and comprehensively taken into account.



MOD notes the comments that communities around selected sites are likely to seek additional benefits as part of any planning consent process. These would need to be raised, at site or programme level, in the context of a specific planning application

Similarly, MOD notes the comments that communities may also seek wider benefits (for example, through strategic partnerships). These would be outside the scope of the SDP and would need to be raised as part of discussions on the wider context of MOD or other activities at a given site.

There were comments that have not been accepted because the MOD believes they are based on misunderstandings or because it does not accept the conclusions that have been drawn. For instance:

- MOD believes some of the criticism of its comparative analysis of safety and environmental impacts is based on a misunderstanding of the information provided, which has been interpreted as meaning that 'compliance with limits' did not encompass full commitment to the 'ALARP' or 'ALARA' regulatory requirements<sup>1</sup> (which it does).
- MOD recognises the potential value of regional or broad-scope socio-economic assessments but believes that in practice, local authorities will do this to inform their positions; only they have the remit, information and skills to do so at this stage MOD will, however, participate on request; sharing whatever information it has and providing any socioeconomic submissions required as part of planning consent processes.
- Arguments made in favour of using a new Greenfield or Brownfield site for dismantling, or named sites which MOD has previously ruled out, are not sufficiently persuasive to justify reconsidering them as options. The ILW Storage Site shortlist has yet to be developed, but MOD would only consider Greenfield or Brownfield sites if no suitable existing nuclear site could be found.
- Submarine defuelling remains outside the SDP's scope and as it is a prerequisite to all dismantling options it did not act as a significant discriminator between them

In the next phase of work, the project will be seeking regulatory approvals for the demonstration of initial dismantling activities at Rosyth Dockyard. It will also take forward a process for shortlisting and subsequently selecting an ILW storage site, which will be informed by an updated SEA and consultation with local communities.

# Transport and Environment Committee

Tuesday 4<sup>th</sup> June 2013

## Cleanliness of the City

Item number	7.17
Report number	
Wards	All

### Links

Coalition pledges	<a href="#">P44</a>
Council outcomes	<a href="#">C07</a> , <a href="#">C017</a> , <a href="#">C019</a> , <a href="#">C025</a> , <a href="#">C026</a> and <a href="#">C027</a>
Single Outcome Agreement	<a href="#">S04</a>

### Mark Turley

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# Executive summary

## Cleanliness of the City

### Summary

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In March 2013, Keep Scotland Beautiful (KSB) undertook the latest Cleanliness Index Monitoring (CIMS) assessment of Edinburgh's streets as part of their commission to carry out an independent assessment of street cleanliness.

In this assessment, the City of Edinburgh Council achieved a score of 70 with 94% of the streets surveyed achieving the nationally recognised standard of cleanliness. Both these results are an increase from the previous December 2012 survey where a score of 69 with 89% of streets were graded as acceptable. A total of 503 transects were surveyed during this assessment of which 29 transects failed to meet the acceptable standard of cleanliness.

All six Neighbourhoods received a score of 67 or above achieving the national standard of cleanliness target with each Neighbourhood seeing an improvement in the percentage of transects noted as being of an acceptable standard of cleanliness from the December survey (see Appendix 4, Cleanliness by Neighbourhood Area). Three out of six Neighbourhoods achieved a result of 95 or above. The North Neighbourhood achieved an overall cleanliness index score of 73 while the South and West just missed the Council's performance target of 72 by achieving a score of 71.

Full reporting year results for 2012/13 show Edinburgh achieving 71 against a street cleaning performance target of 72 and 94% of streets meeting the acceptable standard of cleanliness against a target of 95%. Despite just missing target for this year, the data shows an upward trend in performance for both the Cleanliness Index and the percentage of streets meeting the acceptable standard of cleanliness since 2009/10.

### Recommendations

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It is recommended that the Transport and Environment Committee note the content of this report.

### Measures of success

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To achieve a citywide CIMS score of 72.

### Financial impact

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There is no financial impact from this report.

## **Equalities impact**

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

## **Sustainability impact**

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None.

## **Consultation and engagement**

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None.

## **Background reading / external references**

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[www.keepsotlandbeautiful.org](http://www.keepsotlandbeautiful.org)

## Cleanliness of the City

### 1. Background

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- 1.1 CIMS (Cleanliness Index Monitoring System) is the method used to assess street cleanliness. Keep Scotland Beautiful (KSB) manages the CIMS scheme nationally and carries out four assessments for the City of Edinburgh Council each year.
- 1.2 Each assessment is a snapshot of the cleanliness of the streets during the month. A 50 metre transect is surveyed from a random sample of 10% of the cities streets. Each transect is graded on the presence of litter on a scale from 'A' to 'D' as detailed in the Code of Practice on Litter and Refuse (Scotland 2006). 'A' grades indicates no litter whatsoever whereas 'D' grade signify major accumulations along the transect. Grade A and B represent an acceptable standard of cleanliness while C and D are noted as unacceptable. The grades are then given a points value from 3 points for an 'A' to 0 points for a 'D'. The transects scores for each area (Neighbourhood and Ward area) are then aggregated up to give a score of 100. A score of 67 or above indicates that an area meets the national standard for an acceptable level of street cleanliness (i.e. the majority of transects in that area were assessed as A or B). The same methodology is used for Local Environment Audit Management System (LEAMS), the statutory performance indicator for street cleaning although a smaller sample of streets are assessed.
- 1.3 There is a city wide Council street cleaning performance target for CIMS of 72 with a secondary target of 95% of streets achieving an acceptable level of cleanliness.

## 2. Main report

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### **Cleanliness standards**

- 2.1 There has been a significant reduction in the number of unacceptable transects compared to the previous survey. In December 2012, a total of 55 unacceptable transects were noted, three of which were noted as D grades. During the March 2013 survey this was significantly reduced to a total of 29 unacceptable transects, only one of which was noted as a D grade from a total of 503 transects. Historical data shows a reduction in the number of D grades noted. All four surveys undertaken in 2012 noted a total of three D grades in each survey. This shows that street cleaning is improving when dealing with heavily littered streets.

Dog fouling continues to remain low throughout the city. Statistics from this survey show that only 8% of transects noted a presence of dog fouling (7% of which was graded as a small presence) There was an unusual high presence of dog fouling noted in the North during this assessment which will be investigated. The West Neighbourhood received no reports of dog fouling in the 99 transects surveyed.

One in ten transects (10%) noted a presence of domestic waste. However, of this, only 1% of the domestic waste noted was classed as a significant presence.

A total of 66 litter bins were counted within the transects surveyed of which none were recorded as overflowing. There were no reports of fly tipping in any of the transects surveyed.

### **City Centre and Leith Neighbourhood**

CIMS 67

- 2.2 The City Centre and Leith Neighbourhood achieved a score of 67 with 91% of transects assessed as clean. Ward 11 (City Centre) received a score of 67 with 95% transects noted as clean. This is a significant increase from the previous December 2012 result where this Ward received a score of 60 with 80% transects assessed as clean (see Appendix 5 'Cleanliness by Ward for details) Overall a total of 91 transects were surveyed of which eight failed to meet the acceptable standard of cleanliness. The data shows an overall increase in cleanliness standards within this Neighbourhood from the previous assessment.

Ward 13 (Leith) also saw an increase in its CIMS score, from 61 in the previous assessment to 67 this assessment, reaching the national standard of cleanliness target. There is also an increase in transects noted as being of an acceptable standard in this Ward, from 80% in the December 2012 assessment to 89% in this assessment. Ward 12 (Leith Walk) saw its CIMS score drop from

72 in December to 65 in this assessment (see Appendix 5 'Cleanliness by Ward for further detail). A total of twenty transects were surveyed in this Ward of which three failed to meet the acceptable standard of cleanliness.

The City Centre and Leith Neighbourhood was surveyed on Friday 8<sup>th</sup> and Monday 18<sup>th</sup> March. The second part of the survey was preceded by a period of snowfall and low temperatures which restricted the use of mechanical sweepers; this impacted on cleanliness standards achieved in Ward 12 during this assessment.

The majority of litter noted in the unacceptable transects related to pedestrian litter (particularly smoking related) dog fouling and waste material that had escaped from business and domestic waste containers. The Task Force team continue to work alongside Waste Services and Environmental Wardens to address these issues.

Local partnership working continues to support the Neighbourhood team to address environmental issues. The Clean Leith Forum met in early March to agree a range of priority actions to improve the cleanliness of the local environment. One of these priorities included an anti-dog fouling campaign which has been jointly developed by community representatives and statutory partners. A range of actions involving the display of posters to raise awareness of the problem alongside increased patrolling by Environmental Wardens is programmed to take place over the coming weeks. In the city centre, volunteers are being recruited for this year's Royal Mile Spring Clean which will take place on the 9<sup>th</sup> April. This event is expected to build upon the success of last year's event where the efforts of the volunteers from local businesses, residents and other partners helped to improve the appearance of the Royal Mile.

## **North Neighbourhood**

### **CIMS 73**

- 2.3 A CIMS score of 73 was achieved in the North Neighbourhood. A total of 63 streets were surveyed with an impressive 97% meeting the acceptable standard of cleanliness. Both these results show an increase from the previous December CIMS score of 67 with 89% of the streets surveyed meeting the acceptable standard of cleanliness.

Both Ward 4 and 5 met the national CIMS target of 67. Ward 5 (Inverleith) received a score of 75 exceeding the Council target of 72 while Ward 4 (Forth) missed this target by just one point. Both Wards achieved the secondary Council performance target of percentage of transects noted as clean (see Appendix 5 Cleanliness by Ward). A total of 63 transects were surveyed of which only two did not meet the acceptable standard of cleanliness with two C grades being recorded. One of the C grades related to litter trapped between parked cars and the other related to a presence of domestic litter, smoking related litter and confectionery items.

The data from this survey showed that in Ward 4 a high number of dog fouling instances were noted (46%) This is particularly high and appropriate communications with the Environmental Warden team have been set up. Task Force staff will monitor the areas highlighted and ensure prompt removal of dog fouling from identified sites.

### **East Neighbourhood**

CIMS 68

- 2.4 The East Neighbourhood received a score of 68 with 96% of transects graded meeting the acceptable standard of cleanliness. This result is higher than the previous result of 67 with 90% of transects surveyed noted as acceptable. A total of 55 transects were surveyed and only two failed to meet the acceptable standard. Both these C grades were noted along Craigentenny Road in Ward 14, (Craigentenny/Duddinbgston) where 92% of streets surveyed met the acceptable standard of cleanliness. Ward 17 (Portobello and Craigmillar) achieved an impressive 100% acceptable standard of cleanliness result. Results for Ward 14 remained the same as the previous survey scoring 65. Ward 17 increased the score from the previous survey from 69 to 71.

This assessment noted a reduction in dog fouling. The previous assessment showed 12% of transects recording a presence of dog fouling while this was reduced to 4% during this assessment. This resulted from a recent campaign to target problem locations across the neighbourhood where 22 people were issued with a Fixed Penalty Notice for failing to pick up after their dog had fouled. In addition 24 Fixed Penalties were issued in relation to littering offences. In total, from 1 January to 31 March 2013, the Environmental Wardens have issued 69 Fixed Penalty Notices in the East Neighbourhood for offences relating to dog fouling, littering and unauthorised disposal of trade or domestic waste.

Further improvements can be seen in domestic related litter which continues to be noted but has decreased from 19% noted in December 2012 to 5% in March 2013. The domestic related litter was noted as minimal and did not contribute towards the unacceptable grades.

### **South West Neighbourhood**

CIMS 69

- 2.5 A CIMS result of 69 was achieved in the South West Neighbourhood with a secondary result of 96% of transects graded as being of an acceptable standard of cleanliness. Although this overall CIMS score is lower than the previous assessment score of 71, the percentage of streets noted as being of an acceptable standard was higher than the previous assessment, (see Appendix 4 'Cleanliness by Neighbourhood Area') A total of 106 transects were surveyed of which only four did not meet the national standard of cleanliness.



The reason the CIMS score was lower but the percentage of transects noted as acceptable was higher was due to the decrease in the number of Grade A's and the increase in the number of B grades noted in this assessment. In the previous December 2012 survey a total of fourteen grade A transects were noted while in this assessment nine grade A transects were noted. The number of C grades has reduced in this assessment from six in December 2012 to three in this assessment. This shows that overall cleanliness standards have improved since the previous survey. Some of the Grade B transects did not meet the Grade A standard because of the presence of small items of litter such as post office elastic bands.

The winter weather conditions experienced in the Balerno and Currie areas which sit at higher altitude contributed to the reduction of grade A transects due to snow fall lying for longer than in other areas of the city. The South West Task Force were unable to fully utilise the mechanical cleansing equipment within these areas and this contributed to a reduction of A grades. Ward 2 (Pentland Hills) did not achieve the city wide Council target. Historically this ward tends to receive a high score. Results from this assessment show a decrease in score from the previous result from 73 to 68. Two C grades were noted in this Ward one of which related to cardboard and the other related to evidence of domestic waste. The previous assessment showed no C grades in this Ward. Manual and mechanical street cleaning along with monitoring has been undertaken in this Ward to return streets to historical high standards of cleanliness.

Three out of four Wards met the national standard of cleanliness target of 67 (Ward 7 Sighthill/Gorgie, missed this target by just one point) with three out of four Wards also meeting the secondary target by achieving 95% of streets achieving an acceptable level of cleanliness. Ward 8 achieved the highest result in the South West by scoring 74 with an impressive 100% of all transects noted as clean result.

Ward 7 (Sighthill/Gorgie) improved in both overall score and percentage of transects clean result. A total of 26 transects were surveyed and only one, the transect at Bankhead Drive, was assessed a Grade D. The data shows this was mainly due to fast food items along the transect. As a result of this grade a CIMS score of 66 was achieved but 96% of transects were noted as clean. This is a significant improvement on the previous result of 87% clean. Environmental Wardens have been advised of this and will be taking on further patrols within the area.

Ward 9 (Fountainbridge/Craiglockhart) also noted an improvement in the number of transects noted as an acceptable standard of cleanliness from 85% noted in the previous assessment to 96% noted during this assessment (see Appendix 5 'Cleanliness by Ward' for details).

A detailed action plan involving all South West Neighbourhood service teams has been compiled and is in the process of being implemented. This plan

includes increased Environmental Warden patrols, particularly in Wards 2 & 8, identification of a number of community clean up events across all four Wards, increased monitoring of hot spot locations by team leaders and increased liaison with Waste Services staff for Ward 7.

## **South Neighbourhood**

CIMS 71

- 2.6 The CIMS result for March 2013 within the South Neighbourhood has shown an increase from 69 to 71 from the previous survey. A total of 89 transects were surveyed of which 94% were noted as being of an acceptable standard of cleanliness, again, this is an improvement from the previous result of 90%. Five out of the 89 transects received a C grade.

All three Wards achieved the national standard of cleanliness result and Ward 16 (Liberton/Gilmerton) exceeded the Council target by achieving a score of 73 with 97% of transects noted as being of an acceptable standard of cleanliness. This is a significant improvement from the previous CIMS result of 70 with 89% transects noted as acceptable. This improvement is a result of appropriate utilisation of resources including mechanical and manual sweeping to attempt to increase results in this Ward. Only one C grade was noted from 33 transects surveyed which was on a 50 metre site on Old Dalkeith Road. The incidence of dog fouling for the South Neighbourhood continues to remain low, with only 2% of transects recording a small presence of fouling.

Although there is a reduction in the number of unacceptable grades, unfortunately there has not been a corresponding increase in the A grades awarded. As a consequence the overall increased fell slightly short of achieving the performance target score of 72.

Data from the assessments show that Ward 10, Morningside (data from the last four surveys) appears to be scoring around 68/69 at each survey. A number of reasons could attribute towards this including, high footfall, communal bin areas, and on street parking can make cleaning operations challenging.

Importantly a review of the cleaning procedures within this Ward area has now been undertaken and an increased resource level will be deployed in an attempt to improve cleanliness scores in this Ward.

To support this, increased monitoring of the area will be carried out by the local Team Leaders so that any litter accumulations can be identified and dealt with promptly. This should ensure that there is no build up of litter and detritus. Deployment of a barrow route in this area is currently being considered.

## **West Neighbourhood**

## CIMS 71

- 2.7 During this assessment, the West Neighbourhood achieved a score of 71 with 92% of streets graded as clean. This is a slight reduction from the previous December 2012 result of 72. An improvement can be seen in the percentage of streets graded as clean, increasing from 91% in December 2012 to 92% in this assessment. A total of 99 transects were surveyed of which eight failed to meet the acceptable standard of cleanliness.

The eight transects that failed to meet the acceptable standard of cleanliness target noted a presence of smoking related litter, domestic waste spillage and general litter in verges.

Operational issues affecting resource levels during March 2013 included limited use of large mechanical street cleaning vehicles due to prolonged sub-zero temperatures, and staff being deployed on the Winter Weather duties.

All three Wards achieved the national standard of cleanliness target with a percentage of streets noted as clean result of 90% or above. (See Appendix 5 'Cleanliness by Ward for details) Additional efforts were made by the Task Force team to improve the cleanliness standards in Ward 6 (Corstorphine/Murrayfield) which received a score of 64 with 81% of transects noted as clean in the December 2012 assessment. As a result, this Ward has significantly improved with a CIMS score of 71 with 94% of transects noted as acceptable.

Prior to the assessment Environmental Wardens, Task Force staff and volunteers responded in a focused way to complaints in the Clermiston/Drumbrae area by carrying out a community clean up event. Streets in the area were litter picked, problem areas for dog fouling were cleaned, mechanical cleaning was carried out and bulk items were removed. The West Neighbourhood will continue to support the Clean Up Scotland Campaign and encourage residents and local community groups including schools to pledge their support become actively involved There have already been a number of clean up events organised within the Neighbourhood.

### 3. Recommendations

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- 3.1 It is recommended that the Transport and Environment Committee note the content of the report.

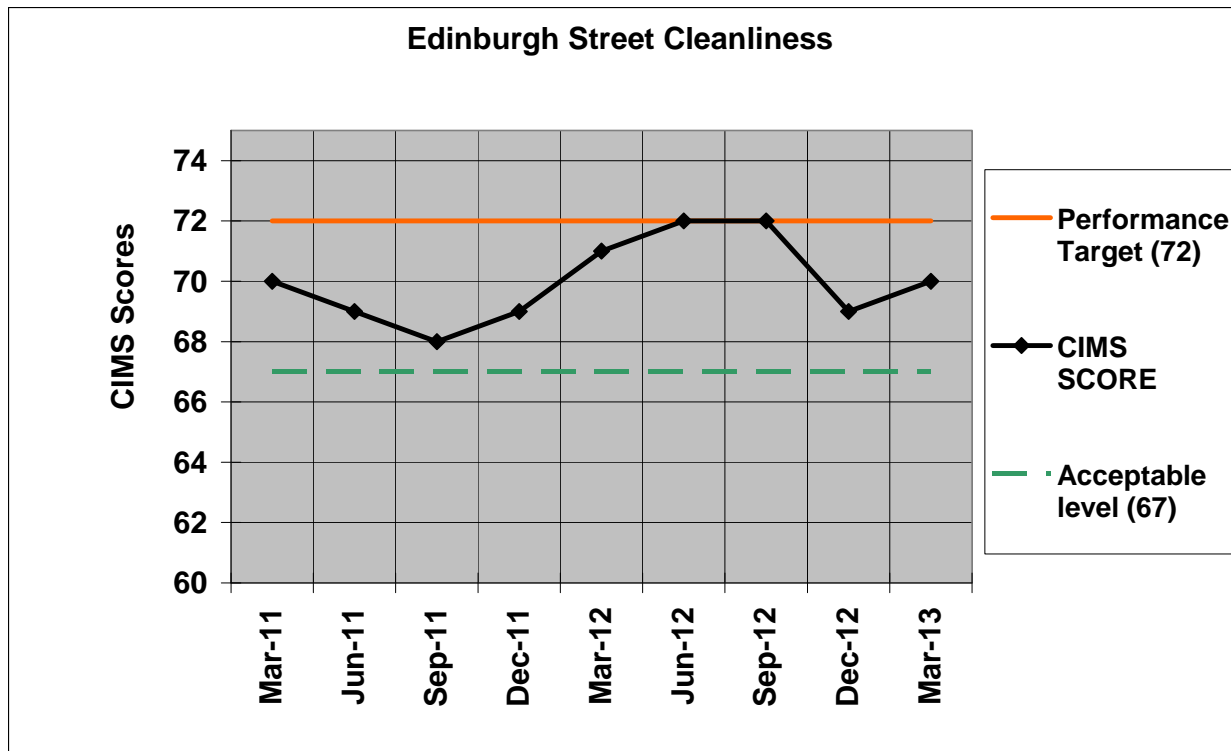
**Mark Turley**

Director of Services for Communities

<b>Coalition pledges</b>	P44 – Prioritise keeping our streets clean and attractive.
<b>Council outcomes</b>	<p>C07 – Edinburgh draws new investment in development and regeneration.</p> <p>C017 – Clean – Edinburgh’s streets and open spaces are free from litter and graffiti.</p> <p>C019 – 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>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> <p>CO27 – The Council supports, invests and develops our people.</p>
<b>Single Outcome Agreement</b>	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
<b>Appendices</b>	<ol style="list-style-type: none"><li>1. Edinburgh Street Cleanliness CIMs Score Mar 11-Mar 13</li><li>2. Percentage of Streets Clean Score Mar 11-Mar 13</li><li>3. Cleanliness by Neighbourhood Area Mar 11-Mar 13</li><li>4. Cleanliness by Neighbourhood Area Mar 12 – Mar 13</li><li>5. Cleanliness by Ward Mar 12 – Mar 13</li></ol>

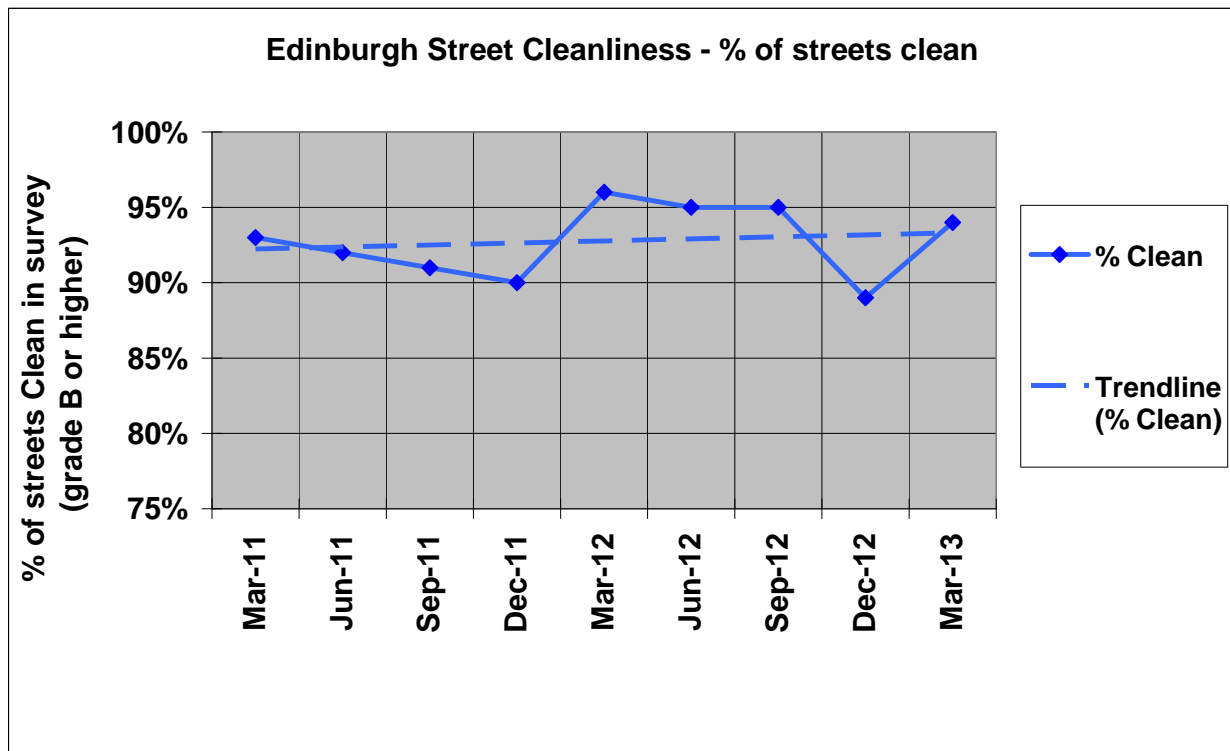
Appendix 1

Edinburgh Street Cleanliness – CIMS Score (Mar 11- Mar 13)



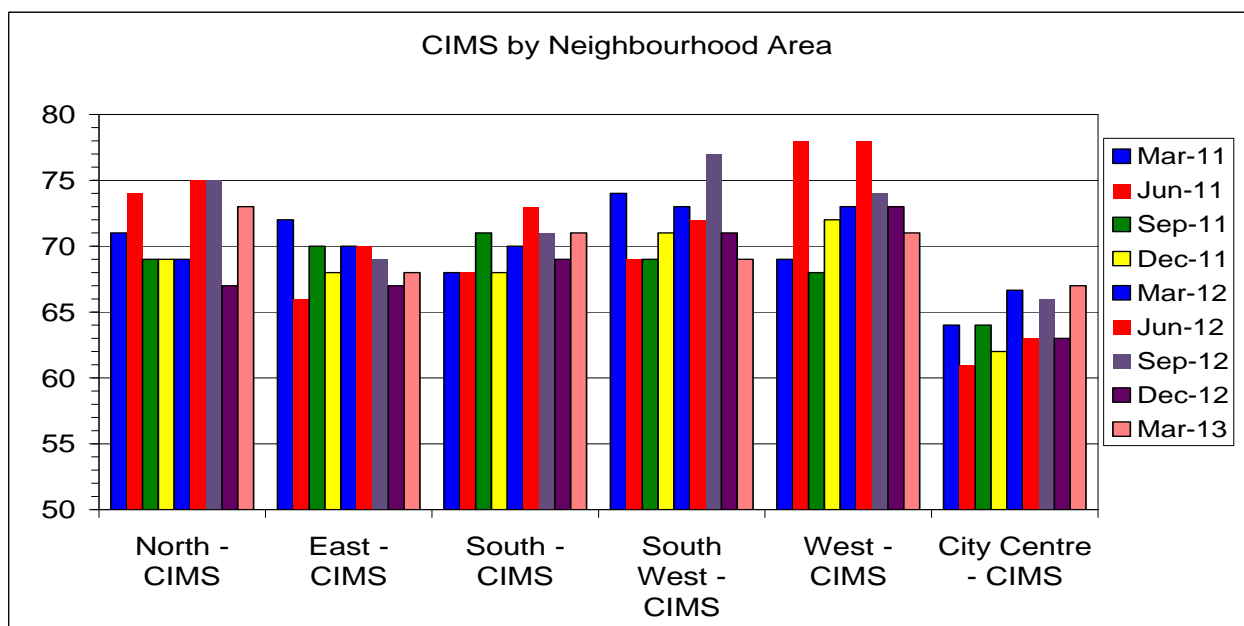
## Appendix 2

### Edinburgh Street Cleanliness – % Clean Score (Mar 11- Mar 13)



## Appendix 3

### Cleanliness by Neighbourhood Area – CIMS (Mar 11- Mar 13)



## Appendix 4

### Cleanliness by Neighbourhood area (Mar 12 – Mar 13)

Area	Mar-12 CIMS	Mar-12 % Clean	Dec-12 CIMS	Dec-12 % Clean	Mar-13 CIMS	Mar-13 % Clean	Comparison with previous survey CIMS	Comparison with previous survey % Clean	Comparison Year on Year CIMS	Comparison Year on Year % Clean	Acceptable level (>67) (Y/N) CIMS
North	69	95%	67	84%	73	97%	↑	↑	↑	↑	Y
East	70	95%	67	90%	68	96%	↑	↑	↓	↑	Y
South	70	98%	69	90%	71	94%	↑	↑	↑	↓	Y
South West	73	98%	71	94%	69	96%	↓	↑	↓	↓	Y
West	73	94%	73	91%	71	92%	↓	↑	↓	↓	Y
City Centre	67	95%	63	83%	67	91%	↑	↑	→	↓	Y
CITYWIDE	71	96%	69	89%	70	94%	↑	↑	↓	↓	Y

## Cleanliness of the City

### Appendix 5

#### Cleanliness by Ward (Mar 12 – Mar 13)

Ward	Area	Mar-12	Mar-12	Dec-12	Dec-12	Mar-13	Mar-13	Comparison with previous survey	Comparison with previous survey	Comparison Year on Year	Comparison Year on Year	Acceptable level (>67) (Y/N)
		CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS
1. Almond	W	77	95%	77	95%	71	90%	↓	↓	↓	↓	Y
2. Pentland Hills	SW	75	97%	73	100%	68	93%	↓	↓	↓	↓	Y
3. Drum Brae / Gyle	W	67	91%	73	95%	69	95%	↓	→	↑	↑	Y
4. Forth	N	67	90%	70	89%	71	96%	↑	↑	↑	↑	Y
5. Inverleith	N	71	90%	64	80%	75	97%	↑	↑	↑	↑	Y
6. Corstorphine / Murrayfield	W	71	93%	64	81%	71	94%	↑	↑	→	↑	Y
7. Sighthill / Gorgie	SW	65	96%	65	87%	66	96%	↑	↑	↑	↓	N
8. Colinton / Fairmilehead	SW	79	100%	75	97%	74	100%	↓	↑	↓	→	Y
9. Fountainbridge / Craiglockhart	SW	75	100%	70	85%	69	96%	↓	↑	↓	↓	Y
10. Meadows/ Morningside	S	67	96%	69	97%	68	93%	↓	↓	↑	↓	Y
11. City Centre	CC	67	96%	60	80%	67	95%	↑	↑	↓	↓	Y
12. Leith Walk	CC	66	96%	72	95%	65	85%	↓	↓	↓	↓	N
13. Leith	CC	66	92%	61	80%	67	89%	↑	↑	↑	↓	Y
14. Craigmillar / Duddingston	E	65	88%	65	88%	65	89%	→	↑	→	↑	N
15. Southside / Newington	S	69	96%	67	82%	71	93%	↑	↑	↑	↓	Y
16. Liberton / Gilmerton	S	74	100%	70	89%	73	97%	↑	↑	↓	↓	Y
17. Portobello / Craigmillar	E	73	100%	69	93%	71	100%	↑	↑	↓	→	Y
<b>Overall</b>		<b>71</b>	<b>96%</b>	<b>69</b>	<b>89%</b>	<b>70</b>	<b>94%</b>	<b>↑(9/17)</b>	<b>↑(12/17)</b>	<b>↓(8/17)</b>	<b>↓(9/17)</b>	<b>(14/17)</b>



# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Bike Lease Scheme and Promotion of Cycling – Motion by Councillor Mackenzie

Item number	7.18
Report number	
Wards	All

### Links

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Coalition pledges	<a href="#">P43</a> , <a href="#">P45</a> , <a href="#">P50</a>
Council outcomes	<a href="#">CO10</a> , <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO2</a>

### Mark Turley

Director of Services for Communities

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## **Bike Lease Scheme and Promotion of Cycling – Motion by Councillor Mackenzie**

### Summary

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At its meeting of 15 March 2012 the Council approved a Motion by Councillor Mackenzie to instruct the Head of Transport to pilot a bike leasing scheme and seek third party support, including the potential for commercial sponsorship. The full text of the Motion is included in Appendix 1.

Under a bike leasing scheme, members would be provided with a bike which they would keep for the period of the lease. This is distinct from a bike share or hire scheme, where members have access to bikes located on-street and return them after each use.

The Motion also instructed that proposals which will deliver targeted cycling promotion activities, and promote better cycling, be prepared, and that the outcomes of these work streams should be reported to the former Transport, Infrastructure and Environment Committee.

A feasibility study has been undertaken where options for the configuration of a bike leasing scheme have been developed and costed. A market research exercise has been undertaken across businesses and organisations in Edinburgh to gauge the level of interest in commercial sponsorship opportunities related to the scheme.

This report presents the outcomes of the costing exercise to implement a scheme as referred to in the Motion, and the outcomes of the market research which demonstrates the level of interest in commercial sponsorship. It also proposes that further work is undertaken to engage with potential operators and users to develop a more detailed understanding of the scheme's feasibility. The report also includes an outline of targeted cycling promotion activities which are currently being undertaken by Transport, including proposals for further activities.

Committee has also previously considered a bike share scheme on several occasions, most recently as part of a report on the Active Travel Action Plan on 21 September 2010. The report concluded that income from a bike share scheme was not expected to cover its costs. It noted that income from advertising/sponsorship revenue could help to fund such a scheme but that the main opportunity for this would not become available until the renewal of the Street Advertising Contract in 2014.

The possibility of including a bike share scheme in the new Street Advertising Contract has since been investigated and it has been concluded that market support for this is limited. If the scheme was included within that tender, it is likely that bidders would sub contract making it a more expensive route to procure for the Council. The Street Advertising Contract will therefore focus on the main commercial elements of street furniture and hoardings with a view to securing best value for the Council. An update report on the Street Advertising Contract will be considered by the Finance and Budget Committee on 6 June 2013.

## Recommendations

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It is recommended that the Committee:

- 1 discharges the Motion to the Council by Councillor Mackenzie on 15 March 2012;
- 2 notes the outcomes of the feasibility study and other work undertaken to date and approves further investigatory work into the viability of the scheme. This will include engaging with potential operators to improve understanding of the level of financial risk to the Council; and
- 3 notes that a further report will be made to Committee following completion of this investigatory work and prior to appointing any operator.

## Measures of success

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Potential implementation of a Bike Leasing Scheme and targeted cycling promotion activities will contribute to increasing the modal share of cycling in Edinburgh. The Council's objective, contained in the Active Travel Action Plan, is for 15% of journeys to work and 10% of all trips by 2020. Furthermore, activities to promote safer cycling and driving will contribute to improved road safety in Edinburgh.

## Financial impact

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A budget of £25,000 was originally allocated from last year's Transport Revenue Budget to develop the bike leasing scheme. The cost of the work carried out to date is approximately £10,000.

The cost of the further investigatory work recommended in this report can be met from within this year's Transport Revenue Budget and is not expected to increase the total cost of developing the scheme beyond the amount originally allocated.

The expected financial performance of the scheme was assessed over a five year operating period and two scenarios were tested:

- Option 1, which would be available to students enrolled on further education/degree programmes (and staff up to certain grades) in Edinburgh; and
- Option 2, which would be a general public based scheme targeted at all residents of the city, including those served by Option 1.

Both schemes incurred a substantial loss in year one due to scheme set up costs, and continued to produce a cumulative loss over the remainder of the five year period. Option 1 costs less over the five years (£59,500 compared to £73,250 for Option 2). These costs could be prioritised and contained within the budgets available for cycling.

The funding for the targeted cycling promotion activities is allocated from existing budgets.

## Equalities impact

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There is potential for positive equalities impacts arising from this report. Promoting cycling contributes to increasing mobility for both socio-economic and age groups which do not have access to private motorised transport.

As part of the bike leasing scheme feasibility study, initial equalities impact scoping work has been undertaken. This identified a risk regarding Option 1 for the scheme configuration, which in the feasibility work undertaken to date was designed to be available to students enrolled on further education/degree programmes (and staff up to certain grades). In order to mitigate this risk it is proposed that further work would be undertaken in relation to a scheme which would be connected to these institutions, but not exclusively linked to them. This would be likely to have an adverse effect on the financial performance of Option 1. A full Equalities and Rights Impact Assessment would be undertaken in relation to any proposals to be taken forward.

## Sustainability impact

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The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.

The proposals in this report:

- may reduce carbon emissions as they contribute to the core objective of the Active Travel Action Plan to increase the number of people cycling in Edinburgh, by extending access to bicycles for use in the city;
- will increase the city's resilience to climate change impacts as increased levels of cycling in the city may reduce the need for vehicular travel; and
- will help achieve a sustainable Edinburgh through the promotion of healthier forms of travel.

## Consultation and engagement

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A market research exercise has been undertaken to gauge the potential for commercial sponsorship. Approximately 70 businesses and organisations either located in Edinburgh, or with a particular connection to the city, were contacted. Responses were submitted via email and indicated there is little interest in commercial sponsorship. Where there interest in becoming involved it was indicated that this would be on a non-financial basis.

## Background reading/external references

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Bike Leasing Feasibility Study, undertaken by Halcrow for the City of Edinburgh Council under the Transport Planning Services Framework (March 2013).

## **Bike Lease Scheme and Promotion of Cycling – Motion by Councillor Mackenzie**

### **1. Background**

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- 1.1 At its meeting of 15 March 2012 the Council approved a Motion by Councillor Mackenzie to instruct the Head of Transport to pilot a bike leasing scheme and seek third party support, including the potential for commercial sponsorship, for this scheme.
- 1.2 Under a bike leasing scheme, members would be provided with a bicycle which they would keep for the period of the lease. This is distinct from a bike share or hire scheme, where members have access to bikes located on-street and return them after each use.
- 1.3 The Motion instructed that the bike leasing scheme should initially comprise 200 bikes, with the flexibility to expand in future. A feasibility study has been undertaken to assess the scheme's projected income and expenditure. Two scenarios were tested; Option 1, which would be available to students enrolled on further education/degree programmes (and staff up to certain grades) in Edinburgh; and Option 2, which would be a general public based scheme, targeted at all residents of the city. The projected financial performance of each option was appraised over a five year period.
- 1.4 Both schemes incurred a substantial loss in year one due to scheme set up costs, and continued to produce a cumulative loss over the remainder of the five year period.
- 1.5 The ultimate assessment of a scheme's feasibility, however, would not be undertaken purely on financial grounds. A bike leasing scheme would make a contribution to the Council's transport policy and cycling objectives as well as a contribution to the Active Travel Action Plan. Further work is proposed to develop the Council's understanding of the overall benefits of a scheme. This would enable an informed judgement to be made in terms of the validity of allocating resources from existing cycling budgets on an ongoing basis.

- 1.6 The Motion also instructed that proposals which will deliver targeted cycling promotion activities and promote better cycling be reported back to Committee; information on ongoing and future activities is included in the Main Report.

## **2. Main report**

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### **Bike Leasing Scheme Feasibility Study**

- 2.1 The 'Bike Leasing Feasibility Study' report details the process undertaken to predict the financial implications of delivering such a scheme. As was instructed in the Motion, each option for the scheme configuration was based on an initial operation of 200 bikes.
- 2.2 Users of the scheme would be supplied with a bicycle fitted with lights, a bike helmet and a bike lock. The scheme would also include an annual bike service and insurance, including cover for roadside recovery and repair of accidental damage.
- 2.3 As the target markets varied across Option 1 and Option 2, the assumed rates of uptake and income from leasing charges were varied accordingly. The base rates were determined using research into existing schemes operating elsewhere. Assumed leasing charges were £40 per quarter for Option 1 and £15 per month for Option 2.
- 2.4 The financial analysis element of the feasibility study predicted that the scheme would require ongoing financial support.

### **Financial Analysis Undertaken to Date**

- 2.5 The costs of running each type of scheme were separated into Capital Expenditure (CAPEX – the outlay costs required to set the scheme up, including purchase of bikes and necessary equipment), and Operational Expenditure (OPEX – the ongoing year-on-year costs needed to operate and maintain the scheme, including insurance, servicing, repairs, a storage facility for unleased bikes and scheme administration).
- 2.6 All assumptions as to the costs of each of these elements were made following background research into established similar schemes operating in cities elsewhere in the UK and Europe and current average retail costs of CAPEX equipment. The total CAPEX per bike (bike, lights, helmet and lock) were estimated to be £291.

- 2.7 All of the potential options for scheme configuration returned a negative Net Present Value (NPV) meaning the scheme would cost money to run rather than generate revenue over its assumed five year lifetime (which is considered to be the maximum lifetime for a bike in constant daily use). The majority of costs incurred by any scheme would be associated with set up in the first year. In the following years the level of subsidy required would be minimal.
- 2.8 Option 1 was predicted to require funding of approximately £59,500 over five years, the projected costs incurred throughout the appraisal period were;
- Year 1 – £58,444
  - Year 2 – £236
  - Year 3 – £228
  - Year 4 – £220
  - Year 5 – £213
- 2.9 Option 2 was predicted to require funding of approximately £72,500 over five years, the projected costs incurred throughout the appraisal period were;
- Year 1 – £61,419
  - Year 2 – £3,005
  - Year 3 – £2,805
  - Year 4 – £2,619
  - Year 5 – £2,445

### **Market Research Undertaken to Date**

- 2.10 The Motion also instructed that third party support, including the potential for commercial sponsorship, be sought to contribute to the costs of scheme delivery. Therefore, 70 businesses and organisations were approached in a market research exercise to gauge the level of interest in becoming involved in supporting the scheme.
- 2.11 This research highlighted a low level of interest in becoming involved in the scheme. The small number of businesses/organisations which stated they would consider any type of involvement all indicated that any support/sponsorship they could offer would be of a non-financial nature.
- 2.12 The report also highlighted existing alternatives, such as salary sacrifice based schemes at several of the city's largest employers and the availability of cheap refurbished second hand bikes from organisations like the Bike Station.



## **Proposed Way Forward**

- 2.13 The financial analysis undertaken to date has highlighted the fact that a bike leasing scheme would require ongoing financial support. The research has determined that the level of funding required to operate a scheme is affordable from within current budgets; currently 6% of the Transport Revenue Budget is allocated to cycling. This scheme would be a suitable use of this funding as it contributes to several transport policy objectives.
- 2.14 It is now proposed that further work should be undertaken to test the assumptions used to predict financial performance by engaging directly with the market place.
- 2.15 Potential users would be consulted regarding the level of leasing charge that they would be willing to pay. The outcomes of this would then be compared to the assumed figures used to analyse expected financial performance. It is likely that sensitivity testing would then be undertaken by varying the assumed levels of patronage and revenue. This would take account of the inter-relationship between assumed leasing prices and assumed patronage levels. This would provide a more detailed understanding of the likely financial risks associated with funding the scheme.
- 2.16 It is also proposed that a Prior Information Notice (PIN) would be issued which would facilitate engagement with potential operators prior to preparation of a tender.
- 2.17 As well as gauging interest in the scheme, this process would identify potential issues that would need to be addressed to make the scheme attractive to potential operators and give them the opportunity to suggest possible ways to reduce capital or operational expenditure. It would also allow operators to present possible alternative delivery models, such as the setting up of a bicycle co-operative. Ensuring the scheme specification is designed in a manner that would attract interest from a range of potential operators would reduce the level of risk to the Council and operators at both the tendering and operation stages of the scheme.

## **Feasibility Study Conclusions**

- 2.18 Research has shown that a bike leasing scheme would require ongoing financial support and that it is unlikely that this could be addressed by external financial sponsorship.

- 2.19 Assessment of the scheme's feasibility has, to-date, been based mainly on its expected financial performance. If a scheme was progressed further, a full Equalities and Rights Impact Assessment (ERIA) would be required. The most favourable option for scheme configuration in terms of financial performance (Option 1) has significant deliverability risks associated with it, in that it may not meet the requirements of an ERIA in its current incarnation. It has therefore been proposed that the configuration of Option 1 be modified to ensure its target market is more inclusive.
- 2.20 Furthermore, a significant financial risk is posed by employers' salary sacrifice bike schemes and the availability of cheap refurbished second hand bikes which could mean the patronage of a bike leasing scheme may in fact be lower than has been assumed in these costing exercises. Further sensitivity testing should be undertaken to explore the impact of reduced levels of patronage.
- 2.21 The outcomes of the bike leasing scheme costing and market research exercises demonstrate that the scheme would not be self sufficient in the current financial climate. Further analysis will indicate the extent to which this is the case, and provide a more detailed picture of the level of funding which would be required to deliver the scheme and the financial risks to the Council it would entail.

### **Targeted Cycling Promotion Activities**

- 2.22 The Council's Active Travel Action Plan (ATAP), which was published in September 2010, contains an action to devise an Active Travel Communication Strategy. This will set out plans for targeted promotional activities to increase the level of cycling, raise awareness of cycling, and promote better cycling.
- 2.23 These targeted promotional activities will aim to make a significant contribution towards increasing the amount of cycling in Edinburgh. Promotional activities will aim to increase the level of cycling overall, raise awareness of cycling among other road users, and promote better cycling. Some promotional activities will be targeted at raising awareness of new cycle routes or infrastructure.
- 2.24 Pilots of many of the promotional measures which will be included in the Communication Strategy were undertaken for the launches of the Leith to Portobello and the George IV Bridge to King's Buildings Quality Bike Corridor routes in autumn 2012. Experiences and lessons learned from these activities have been beneficial in the continued development of the Communication Strategy.

- 2.25 European funding has been secured to further develop the range of promotional activities to target cyclists and potential cyclists, as part of the Cycling Heroes Advancing sustainable Mobility Practice (CHAMP) project. This will provide a financial resource to develop a city-wide approach to marketing cycling and promoting better cycling. It will also enable further awareness-raising activities to promote the use of the two aforementioned recently implemented cycle routes.

### **Bike Share Scheme**

- 2.26 Committee has also previously considered a bike share scheme on several occasions, most recently as part of a report on the Active Travel Action Plan on 21 September 2010. The report concluded that income from a bike share scheme was not expected to cover its costs. It noted that income from advertising/sponsorship revenue could help to fund such a scheme but that the main opportunity for this would not become available until the renewal of the Street Advertising Contract in 2014.
- 2.27 The possibility of including a bike share scheme in the new Street Advertising Contract has since been investigated and it has been concluded that market support for this is limited. If the scheme was included within that tender, it is likely that bidders would sub contract making it a more expensive route to procure for the Council. The Street Advertising Contract will therefore focus on the main commercial elements of street furniture and hoardings with a view to securing best value for the Council. An update report on the Street Advertising Contract will be considered by the Finance and Budget Committee on 6 June 2013.

### 3. Recommendations

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3.1 It is recommended that the Committee:

3.1.1 discharges the Motion to the Council by Councillor Mackenzie on 15 March 2012;

3.1.2 notes the outcomes of the feasibility study and other work undertaken to date and approves further investigatory work into the viability of the scheme. This will include engaging with potential operators to improve understanding of the level of financial risk to the Council; and

3.1.3 notes that a further report will be made to Committee following completion of this investigatory work and prior to appointing any operator.

**Mark Turley**

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	P43 – Invest in healthy living and fitness advice for those most in need P45 – Spend 5% of the transport budget on provision for cyclists P50 – Meet greenhouse gas targets, including the national target of 42% by 2020
<b>Council outcomes</b>	CO10 – Improved health and reduced inequalities CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
<b>Single Outcome Agreement</b>	SO2 – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health
<b>Appendices</b>	Appendix 1 – Motion by Councillor Gordon Mackenzie

## Appendix 1 – Motion by Councillor Gordon Mackenzie

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### The City of Edinburgh Council

#### Meeting 12 – Thursday, 15 March 2012

#### 11 Bike Lease Scheme and Promotion of Cycling – Motion by Councillor Gordon Mackenzie.

The following motion by Councillor Gordon Mackenzie was submitted in terms of Standing Order 28:

“Council notes the success of other cities in increasing cycle use through targeted cycling promotion activities. Council therefore instructs the Head of Transport to:

(a) pilot a bike lease scheme similar to the model proposed by the Bike Station as part of their recent People’s Lottery bid, initially with 200 bikes, and with the flexibility to increase the size in future; and

(b) prepare proposals which will deliver targeted cycling promotion activities and promote better cycling.

Council further agrees that the Head of Transport seeks third party support, including the potential for commercial sponsorship, for the cycle leasing scheme and targeted promotion activities and reports to the Transport, Infrastructure and Environment Committee later this year.”

#### Decision

To approve the motion by Councillor Gordon Mackenzie.

# Transport and Environment Committee

**10 am, Tuesday, 4 June 2013**

## **Appointments to Working Groups, etc – 2013/14**

<b>Item number</b>	7.19
<b>Report number</b>	
<b>Wards</b>	None

### **Links**

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<b>Coalition pledges</b>	-
<b>Council outcomes</b>	-
<b>Single Outcome Agreement</b>	-

**Alastair D Maclean**

Director of Corporate Governance

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# Executive summary

## Appointments to Working Groups, etc – 2013/14

### Summary

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The Transport and Environment Committee is invited to re-appoint the membership of its Working Groups etc for 2013/14. The current membership is detailed in the appendix to this report.

### Recommendations

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It is recommended that the Committee:

1. appoints the membership of its Working Groups, etc for 2013/14.
2. notes that the Committee Terms of Reference and Delegated Functions specifies that the membership of the Committee's Policy Development and Review Sub-Committee will be the same as the parent Committee, and that the Vice-Convenor of the parent Committee will be the Convenor of the Sub-Committee.

### Measures of success

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Not applicable.

### Financial impact

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Not applicable.

### Equalities impact

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Not applicable.

### Sustainability impact

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Not applicable.

### Consultation and engagement

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Not applicable.



**Background reading / external references**

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[Committee Terms of Reference and Delegated Functions](#)

## Working Groups etc

<b>Zero Waste Cross Party Cross Council Group</b> – 5 Members – 1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD	
Councillor Hinds, Councillor Orr, Councillor Aldridge,	Councillor Booth, Councillor McInnes.
<b>Transport Forum</b> – 5 Members – 1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD	
Councillor Hinds, Councillor Orr, Councillor Aldridge,	Councillor Bagshaw, Councillor Mowat
<b>Local Access Forum</b> – 1 Member – Convener of the Transport and Environment Committee	
<b>Cycle Forum</b> – 1 Member – Vice-Convener of the Transport and Environment Committee	
<b>Duddingston Village Traffic Working Group</b> 5 Members – 1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD and the all members for the Craigentiny/Duddingston Ward	

# Transport and Environment Committee

10 am, Tuesday, 4 June 2013

## Survey of Demand for Taxis within the City of Edinburgh

Item number	8.1
Report number	
Wards	ALL

### Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report

### Carol Campbell

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# Terms of Referral

## Survey of Demand for Taxis within the City of Edinburgh

### Terms of referral

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The Regulatory Committee on 3 May 2013 considered a report on the results of research carried by consultants Halcrow Ltd reviewing the level of demand for taxis in the city.

The Regulatory Committee agreed:

- 1) To note the content of the report by the Director of Services for Communities.
- 2) To accept the conclusion from the commissioned Halcrow study that there was no 'significant unmet demand' for taxis within the city.
- 3) To agree that no new taxi licences require to be issued at this time.
- 4) To agree that the next demand survey will take place in three years and to authorise the Director of Services for Communities to procure interim demand monitoring arrangements as specified in paragraph 1.5 of the Directors report.
- 5) To refer the report to the Transport and Environment Committee for information.
- 6) To note that the Director of Services for Communities would consult on the disability access issues raised in the report.

### For decision/action

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1. The Regulatory Committee has referred the attached report to the Transport and Environment Committee for information.

### Links

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<b>Coalition pledges</b>	See attached report
<b>Council outcomes</b>	See attached report
<b>Single Outcome Agreement</b>	See attached report
<b>Appendices</b>	Report by the Director of Services for Communities <a href="#">Survey of Demand for Taxis within the City of Edinburgh</a>

# Regulatory Committee

10:00 am Friday, 3 May 2013

## Survey of Demand for Taxis within the City of Edinburgh

Item number

Report number

Wards

All Wards

### Links

Coalition pledges

[P28](#)

Council outcomes

[C08](#)

Single Outcome Agreement

[S01](#)

### Mark Turley

Director of Services for Communities

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# Executive summary

## Survey of Demand for Taxis within the City of Edinburgh

### Summary

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The Council has a policy of limiting the number of taxi licences issued within the City, utilising the powers available to it under Section 10 (3) of the Civic Government (Scotland) Act 1982. This power can only be used if the Council is satisfied that there is 'no significant demand' for taxis which is unmet. The Council is required to keep this position under regular review.

At the Regulatory Committee on 16 November 2012 the Regulatory Committee Workplan was approved. Committee agreed to commission consultants to review the provision of taxis within the City, and specifically to identify whether there is any 'significant unmet demand' for taxis.

Halcrow Ltd was commissioned in November 2012 to undertake this work and undertook the research between December 2012 and February 2013. Attached at Appendix 1 is a copy of the Halcrow Ltd report which representatives from Halcrow will present at the meeting.

### Recommendations

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- 1 It is recommended that Committee:
  - a) notes the content of this report.
  - b) accepts the conclusion from the commissioned Halcrow study that there is no 'significant unmet demand' for taxis within the City.
  - c) agrees that no new taxi licences require to be issued at this time.
  - d) agrees that the next demand survey will take place in three years and authorises the Director of Services for Communities to procure interim demand monitoring arrangements as specified in paragraph 1.5 of this report.

### Measures of success

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That the City has sufficient taxis to meet the customer demand placed upon the fleet

### Financial impact

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The cost of the Halcrow research is contained within the income from the taxi licence fees.

The cost of interim demand monitoring arrangements will also be contained within the income from taxi licence fees.

## **Equalities impact**

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There is no relationship to the public sector general equality duty to matters described in this report and no direct equalities impact arising from this report.

## **Sustainability impact**

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Any increase in the taxi fleet by increasing the number of licences issued would have an impact on the Environment within the City, potentially including levels of pollution.

## **Consultation and engagement**

---

The tender issued by the Council for the consultants required that the research include specific and extensive consultations with interest groups. Full details are contained in the Halcrow report at Appendix 1, but these groups included;

1. Representatives of the taxi trade.
2. The Public.
3. Lothian and Borders Police, in particular the Cab Inspector and officers with responsibility for the City Centre.
4. Council Officers with responsibility for Community Safety, Transport and Economic Development.
5. Disability Groups

## **Background reading / external references**

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[Restriction of Taxi Numbers In Edinburgh: report to full Council 23 August 2007.](#)

[Regulatory Committee Workplan 16 November 2012](#)

[Minute of Regulatory Committee 16 November 2012](#)

## Survey of Demand for Taxis within the City of Edinburgh

### 1. Main report

---

#### Background

- 1.1 The Council acts as a Licensing Authority for the purpose of licensing taxis within the City of Edinburgh. In line with the powers contained in the Civic Government (Scotland) Act 1982, the Council has adopted a policy of limiting the number of taxi licences issued where there is no evidence of significant unmet demand. The Council last formally reviewed this position in 2009, and at that time the Council agreed to increase the number of licences within the city by 30. There have also been a number of appeals to the Sheriff which have resulted in 20 additional licences being granted. At present there are 1316 licenses for taxis within the city. All applications for taxi licences are currently referred to the Licensing Sub-Committee for a hearing and decision.
- 1.2 The policy of restricting the number of taxi licences within the city attracts considerable debate. One view, generally held by taxi licence holders, is strongly in favour of retaining the restriction on licence numbers, on the grounds that overprovision would harm the viability of the trade. There are other groups which strongly argue that the policy is a restraint on trade, and seek the removal of the restriction. Typically these will include people who do not currently have a taxi licence, but wish to obtain one, or licensed taxi drivers who wish to operate their own taxi as opposed to driving shifts in taxis licensed by others.
- 1.3 The restriction policy is routinely challenged. This typically takes the form of appeals to the Sheriff against decisions of the Licensing Sub-Committee to refuse applications for taxi licences based on the committees' assessment that there is no significant unmet demand
- 1.4 The Scottish Government has issued guidance for licensing authorities which operate a limitation policy. Additionally the decisions of the courts clearly indicates that the level of unmet demand must be kept under regular review. The Committee is asked to note that the consultants Halcrow were instructed to follow this guidance in carrying out their research.
- 1.5 The Halcrow research provides Committee with an up to date review of the level of demand for taxis in the City. If approved, this will form the basis on which individual licences will be considered until the next formal review which will be in three years time. In addition Committee approval is requested to procure interim demand research at a frequency of six months. This will ensure that the service



is operating in line with best practice and will provide a robust basis for decisions should legal challenge be made.

1.6 The Halcrow report concludes that overall:

- a) there is no evidence of significant unmet demand;
- b) there is some evidence that the taxi fleet is insufficiently deployed at periods of peak demand e.g. late on weekend evenings;
- c) that the size of the fleet compares favourably with other UK cities.

## 2. Recommendations

---

2 It is recommended that Committee:

- a) notes the content of this report.
- b) accepts the conclusion from the commissioned Halcrow study that there is no 'significant unmet demand' for taxis within the City.
- c) agrees that no new taxi licences require to be issued at this time.
- d) agrees that the next demand survey will take place in three years and authorises the Director of Services for Communities to procure interim demand monitoring arrangements as specified in paragraph 1.5 of this report.

### Mark Turley

Director of Services for Communities

### Links

---

<b>Coalition pledges</b>	Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city
<b>Council outcomes</b>	Edinburgh's economy creates and sustains job opportunities
<b>Single Outcome Agreement</b>	Edinburgh's Economy delivers increased investment, jobs and opportunities for all
<b>Appendices</b>	Appendix 1: Draft policy 2013

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# Taxi Demand Review

## City of Edinburgh Council

April 2013

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# Taxi Demand Review

## City of Edinburgh Council

April 2013

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## Document history

### Taxi Demand Review

City of Edinburgh Council

This document has been issued and amended as follows:

Version	Date	Description	Created by	Verified by	Approved by
1.0	April 13	Draft Report	Aidan Shearer		

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## Appendices

# 1 Introduction

## 1.1 General

This study has been conducted by Halcrow on behalf of City of Edinburgh Council (CEC). The overall objective is to provide a full survey of demand for taxis in Edinburgh and to determine whether or not significant unmet demand for taxis exists in terms of section 10(3) of the Civic Government (Scotland) Act 1982. Specific objectives are:

- To measure demand, including latent demand, for taxi services to the general public in order to determine whether there is any significant unmet demand in Edinburgh city as a whole, or any part thereof;
- To determine public perception of the taxi service provided in Edinburgh;
- To determine perception of the taxi service provided in Edinburgh amongst wheelchair users and other people with disabilities and/or special needs;
- To comment on any areas within Edinburgh city where there may be concern over the provision of a taxi service;
- To comment on any peak demand times where there may be concern over the provision of a taxi service in Edinburgh city;
- To assess and comment on the impact of large events in the city e.g., Festival, Christmas and New Year Events and Rugby International Fixtures on the supply and demand for taxis in the city.
- To assess and comment on whether there are any features of the taxi market that have an impact (adverse or beneficial) on the city's economy.
- To assess and comment on whether there are any features of the taxi market that have an impact (adverse or beneficial) on the city's night time economy, safe dispersion of the city centre in the evenings and on crime and disorder generally.
- To assess and comment on the operations of the private hire car sector in the city and the impact its operations have on the taxi market in the city.

In 2007 the Scottish Government issued Best Practice Guidance for Taxi and Private Hire licensing. The Scottish Government reissued this guidance in April 2012 in recognition of a number of legislative changes. Essentially, the Government stated that the present legal position on quantity restrictions for taxis is set out in section 10(3) of the 1982 Act. The Scottish Government takes the view that decisions as to the case for limiting taxi licences should remain a matter for licensing authorities in the light of local circumstances. The Guidance provides local authorities with assistance in local decision making when they are determining the licensing policies for their local area. Guidance is provided on a range of issues including: flexible taxi services, vehicle licensing, driver licensing and training.

The Equality Act 2010 provides a new cross-cutting legislative framework to protect the rights of individuals and advance equality of opportunity for all; to update, simplify and strengthen the previous legislation; and to deliver a simple, modern and accessible framework of discrimination law which protects individuals from unfair treatment and promotes a fair and more equal society.



The provisions in the Equality Act will come into force at different times to allow time for the people and organisations affected by the new laws to prepare for them. The Government is considering how the different provisions will be commenced so that the Act is implemented in an effective and proportionate way. Some provisions came into force on the 1st October 2010 however most of the provisions for taxi accessibility are still to come into play.

Sections 165, 166 and 167 of the Equality Act 2010 are concerned with the provision of wheelchair accessible vehicles and place obligations on drivers of registered vehicles to carry out certain duties unless granted an exemption by the licensing authority on the grounds of medical or physical condition. Section 166 will allow taxi drivers to apply to their licensing authority for an exemption from Section 165 of the Equality Act 2010. The UK Government are still considering the commencement strategy for Section 165. This section when commenced will impose a duty on taxi and private hire car drivers with wheelchair accessible vehicles to provide assistance to disabled passengers.

## **2 Background**

### **2.1 General**

This section of the report provides a general background to the taxi market in Edinburgh and the relevant legislation governing the market.

### **2.2 Edinburgh**

Edinburgh is the capital city of Scotland and covers some 259 square kilometres. Edinburgh's resident population 476,600 (Office for National Statistics, 2013). The city has a large student and visitor population and demand for taxis fluctuates across the year.

### **2.3 Background to the Taxi Market in Edinburgh**

Historically there was no limit on the number of taxi licences in Edinburgh until 1990, when it was decided to introduce a limit of 1,030. Matters were reviewed in 1993 and 1995 and the limit was raised by 181. In 2001, the limit was increased by a further 49, to 1,260. Following a survey in 2005, the Council decided that there was no evidence of significant demand for taxis which was unmet and resolved not to issue any new licences at that time.

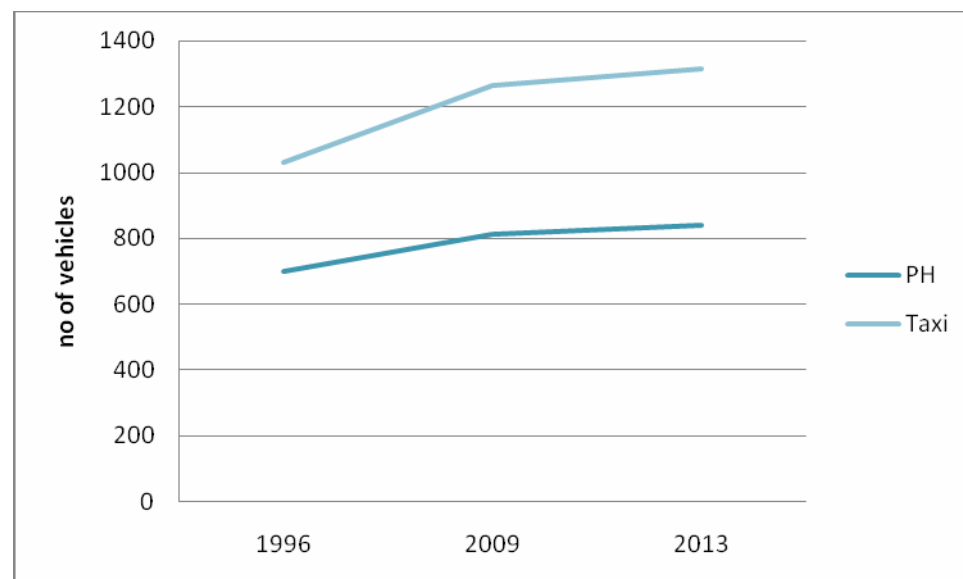
In February 2007, the Council considered an update to the 2005 Survey, involving stance surveys and questionnaires to stakeholders, and concluded that there was no significant demand for taxi services which was unmet. On 25th October 2007, the Council reaffirmed its existing policy to restrict the number of taxi licences issued to 1,260 and instructed the Director of Corporate Services to commission a comprehensive report on taxi demand approximately every three years.

An unmet demand study was commissioned in 2008. The report identified that there was evidence of significant unmet demand for taxi services and a recommendation was made for 30 new taxi licences be issued to meet this demand. In addition to these 30 licences a further 20 more taxi licences were issued on appeal.

City of Edinburgh Council currently licences 1,316 taxis. This provides Edinburgh with a taxi provision of around one taxi per 362 resident population. The Edinburgh taxi fleet consists of approximately two thirds TX4's with the remaining third comprised of Vitos and E7s. City of Edinburgh Council also licence approximately 841 private hire vehicles.

Vehicle numbers have continued to increase since 1996 as demonstrated in Figure 2.1

Figure 2.1 Changes in Fleet Size 1996 – 2013



## 2.4 Taxi Fares and Licence Premiums

Taxi fares are regulated by the Local Authority. There are four tariffs across the following periods;

- Monday- Friday Daytime (06:00 – 18:00)
- Monday to Friday Night time (1800 - 06:00), Saturday to Monday (0600-1800)
- Monday to Friday Christmas and New Year (06:00 on 24<sup>th</sup> December – 06:00 on 27<sup>th</sup> December, 06:00 on 31<sup>st</sup> December – 00:00 on 2<sup>nd</sup> January)
- Saturday to Monday Christmas and New Year (0600-0600, same dates as above)

The standard charge tariff is made up of two elements; an initial fee (or “drop”) for entering the vehicle, and a fixed price addition of 25p for each subsequent 195 meters or part thereof until 2080 meters and then fixed additions of 25p for each subsequent 225 meters or part thereof, plus fixed additions depending on drop off destination, payment method and passenger number. Table 2.1 outlines the fare structure in more detail.

Table 2.1 Edinburgh Taxi Fare Tariff

**THE CITY OF EDINBURGH COUNCIL**

## **FARE TABLE FOR TAXIS**

Approved by Regulatory Committee on 6 December 2011

**FOR UP TO 2 PASSENGERS**

<b>TARIFF 1</b> Monday - Friday 8am – 8pm	<b>TARIFF 2</b> Monday – Friday 8pm – 8am the following day 8am Saturday – 8am Monday
<b>TARIFF 3</b> Monday - Friday 8am – 8pm during Christmas and New Year	<b>TARIFF 4</b> Monday – Friday 8pm – 8am the following day 8am on Saturday – 8am Monday during Christmas and New Year
<b>CHRISTMAS NEW YEAR</b>	8pm on 24 December to 8am on 27 December 8pm on 31 December to midnight on 2 January

CHARGES	TARIFF 1	TARIFF 2	TARIFF 3	TARIFF 4
<ul style="list-style-type: none"> <li>▪ Initial hire not exceeding 520m</li> <li>▪ Initial 105 seconds of waiting time</li> <li>▪ Combination of initial time and distance</li> </ul>	£2.00	£3.00	£3.00	£4.00
<ul style="list-style-type: none"> <li>▪ Each additional 195m up until 2080m and thereafter each additional 225m</li> <li>▪ Each additional 42 seconds of waiting time</li> <li>▪ Combination of additional time and distance</li> </ul>	£0.25	£0.25	£0.35	£0.45

**EXTRA PAYMENTS**

<b>When more than 2 passengers</b>	Each	£0.20
<b>Note:</b> Only 2 children under 12 years will be reckoned as one passenger. No extra fare will be charged for one child under 5 years of age.		
<b>Each Passenger must be properly seated</b>		
<b>Hires ending at Edinburgh Airport Inner Drop-off Zone (See Note 4 below)</b>		£1.00
<b>Call Out Charge</b>	£0.80	<b>Airport Pickup</b>
<b>Applicable when pre-booked</b>		<b>For hires Commencing at Edinburgh airport</b>
<b>Cancellation Fee</b>	£2.20	<b>Payment Of Fare By Credit/Debit Card</b>
<b>Applicable when taxi is pre-booked but not used</b>		<b>Extra applicable when fare paid by the above means</b>
<b>Cleaning Fee Applicable when taxi is soiled (by travel sickness)</b>		5.0 %
		£23.00

**NOTES**

- (1) The above Tariff is applicable only within the City of Edinburgh.
- (2) Any hire which terminates outside the City of Edinburgh area – FARE MUST BE NEGOTIATED AND AGREED WITH DRIVER BEFORE THE JOURNEY COMMENCES.
- (3) A copy of the Licensing Conditions can be inspected at the Council's Licensing Offices, 249 High Street, Edinburgh, EH1 1YJ and downloaded from [edinburgh.gov.uk/downloads/file/843/taxi\\_licensing\\_conditions](http://edinburgh.gov.uk/downloads/file/843/taxi_licensing_conditions).
- (4) **The Airport Extra** is only payable if passenger is dropped off in the covered inner drop-off zone at Edinburgh Airport and the driver has explained to the passenger before the start of the journey - (1) He will take the passenger to the drop off point just beside the airport terminal and that there is a £1 extra for this. (2) If the passenger states he is disabled, the £1 extra still has to be paid, but the driver understands that the passenger can reclaim this from the airport at the drop-off point. (3) If the passenger wishes to avoid the £1 extra, he can be taken to an outer drop-off point. However, this is further from the airport terminal, involves the use of a free shuttle bus and will require more time for the passenger to get to the airport terminal.

**COMPLAINTS**

Any hirer aggrieved at the level of the fare charged for any hire or for any other reason may discuss the matter with the Taxi Licensing Officer (0131 529 4250). Any complaint must be made in writing and addressed to the Complaints Officer, Licensing Section, The City of Edinburgh Council, 249 High Street, Edinburgh EH1 1YJ, and should include the vehicle's licence number and time and date of the incident.

Source: City of Edinburgh Council

The Private Hire and Taxi Monthly magazine publish monthly league tables of the fares for 363 authorities over a two mile journey. Each journey is ranked with one being the most expensive, the February 2013 tables show Edinburgh ranked 179<sup>th</sup> in the table – therefore Edinburgh has average fares. Table 2.3 provides a comparison of where other statistically similar as well as geographically close authority's rank in terms of fares. It shows that fares in Edinburgh are slightly below average for the area.

Table 2.3 Comparison of Neighbouring Authorities in Terms of Fares (figures are ranked out of a total of 363 Authorities with 1 being the most expensive)

Local Authority	Stance
Midlothian	119
East Lothian	133
Fife	153
Edinburgh	179
West Lothian	216

Source: *Private Hire and Taxi Monthly*, February 2012

## 2.5 Local Policy

### Edinburgh Evening Economy

In March 2010 a report was produced for the council by an independent consultant reviewing Edinburgh's Evening Economy. The report identified the scale of the evening economy in terms of the number of businesses and jobs that are directly supported, and the Gross Added Value that these businesses (and employees) generate. The document outlines the benefits of the evening economy and the integral part it plays in the cultural offer for visitors, tourists and residents, and reviews best practice in terms of managing the night time economy in other cities across the UK.

Safety and security is one of the issues that can deter people from remaining in the city of an evening time, and this was evidenced in the research from other cities. The report cites an example of Hastings. In an effort to provide public reassurance about safety and security in Hastings a number of initiatives were introduced, one of which was covered taxi ranks overseen by security marshals. Furthermore the document goes on to highlight the importance of good city centre management and how this contributes to a maintaining a positive vibrant night time economy.

Taxis play a key role in this city centre management, providing a safe and convenient form of transport, and aiding the flow of people out of the city from pubs and clubs, reducing the likelihood of antisocial behaviour.

### Edinburgh Violence Reduction Program

Edinburgh has introduced a violence reduction program with the aim of 'Creating a safer environment in Edinburgh where violence is deemed unacceptable'. The program involves a co-ordinated multi agency approach to tackling crime and disorder, and highlights the importance of the committed involvement of many sectors and disciplines in reducing levels of crime and violence. One of the three work streams in the program is 'Alcohol and the night time economy'. Much of the night time economy in Edinburgh is centred around the entertainment areas of the city, including the numerous bars, pubs and clubs in the concentrated central area. The report acknowledges that while the majority of people will consume alcohol and not be

involved in any violent incidents, the report highlights evidence linking the influence of alcohol to an increased likelihood of violence or crime. In order to tackle this issue a number of initiatives have been put in place across the city, one of which is the Transport Marshals Scheme and assistance at nominated ranks, which was extended beyond the initial festival period during which it was trialled.

Taxis provide a pivotal role in transporting people out of the city centre following a night out, and in doing so reduce the likelihood of concentrations of people gathering which could potentially spark an increase in the likelihood of antisocial behaviour.

## 3 Benchmarking

### 3.1 Introduction

A benchmarking exercise has been undertaken to compare taxi provision in Edinburgh with that of the Scottish cities and the English core cities. This exercise presents information for the remaining six cities in Scotland, and the eight core cities in England. The core cities comprise those cities that are considered the economically most important cities outside of London in England. Table 3.1 shows the cities used in this benchmarking exercise.

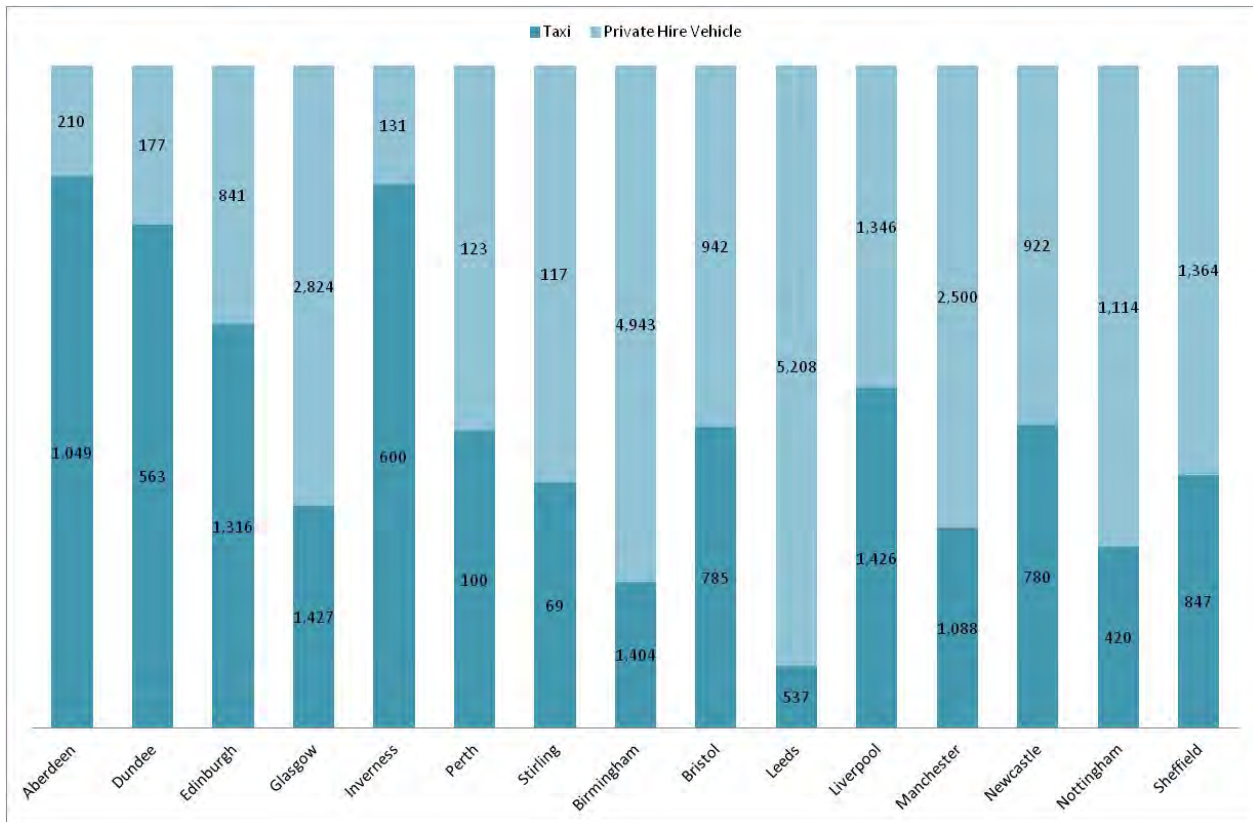
Table 3.1 – Cities used in benchmarking exercise

Scottish Cities	Core Cities
Aberdeen	Birmingham
Dundee	Bristol
Edinburgh	Leeds
Glasgow	Liverpool
Inverness	Manchester
Perth	Newcastle
Stirling	Nottingham
	Sheffield

### 3.2 Fleet Composition

Figure 3.1 documents the fleet size for Edinburgh along with the other benchmarked authorities. Glasgow, Liverpool and Birmingham have the largest fleets of taxis (1,427, 1,426 and 1,404 vehicles respectively), while Birmingham has the largest combined (taxi and private hire vehicles) fleet at 6,347 vehicles. Of the other Scottish cities, Glasgow has the largest combined fleet at 4,251 vehicles. Stirling has the smallest taxi fleet (69 vehicles) whilst Perth and Stirling have the smallest private hire fleets at 123 and 117 vehicles.

Figure 3.1 Fleet Composition

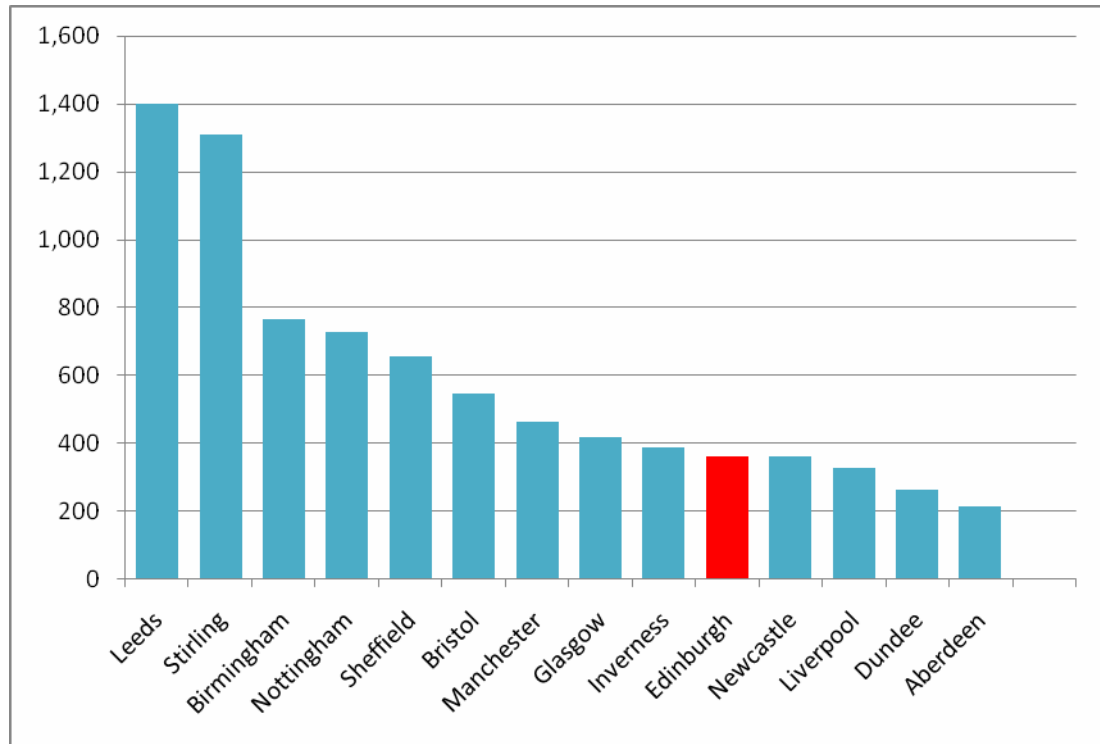


Edinburgh has the fourth largest taxi fleet and the sixth smallest private hire fleet, placing it in mid range of the comparable authorities in terms of its overall fleet size.

Figure 3.2 shows taxi per capita provision in each authority. This demonstrates that Inverness has the lowest number of people per taxi, thereby indicating that it has the best provision of the authorities shown. Leeds has the highest number of people per taxi, and therefore the worst provision. Edinburgh has the fifth best taxi provision per capita.



Figure 3.2 Population per taxi across the different licensing authorities

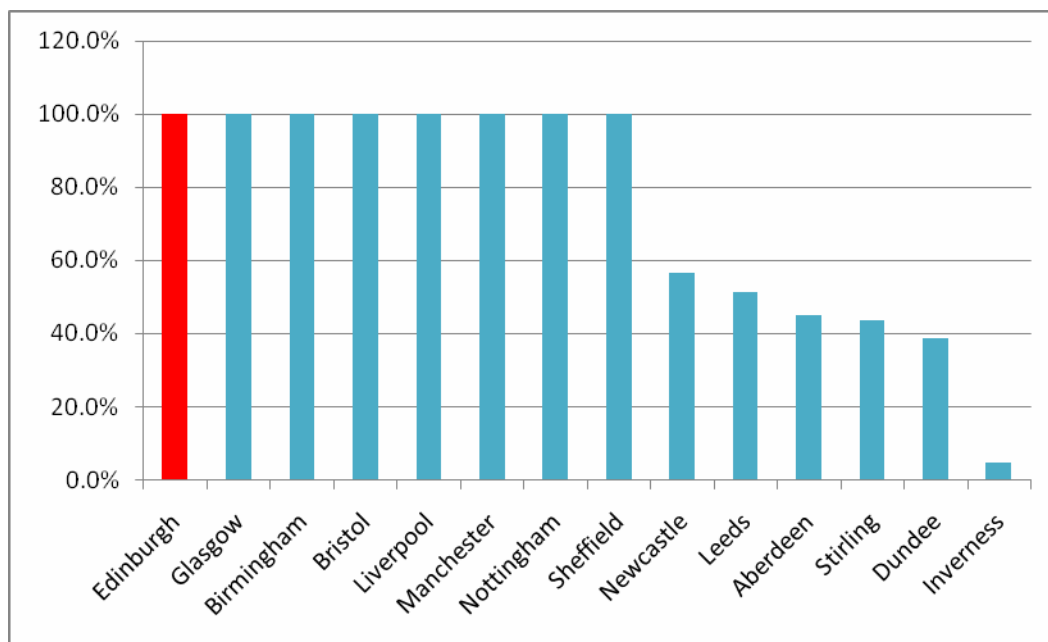


### 3.3 Wheelchair Accessible Vehicles

Wheelchair access data for taxis could only be gathered for 14 cities. Of these, Edinburgh ranked in joint first position. This is due to all taxis being wheelchair accessible, a move which seven other cities have also taken. The remaining six locations have around 50% or less of their taxis able to accommodate wheelchairs.

Figure 3.4 shows the percentage of taxis in each authority which are wheelchair accessible:

Figure 3.4 Proportion of the taxi fleet that is wheelchair accessible



### 3.4

#### Entry Control

Table 3.1 documents the entry control policies for the 15 authorities. Edinburgh is one of nine authorities which do not impose a numerical limit on the number of taxis licensed.

Table 3.1 Entry Control Policy for the Authorities

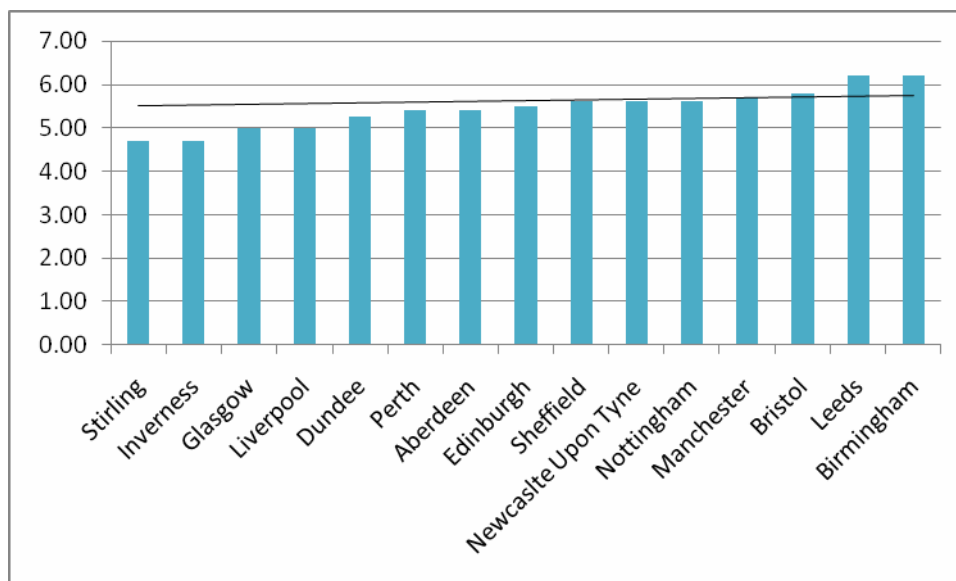
Authority	Entry Control Policy
Aberdeen	Restricted
Birmingham	Derestricted
Bristol	Derestricted
Dundee	Derestricted
Edinburgh	Restricted
Glasgow	Restricted
Inverness	Derestricted
Leeds	Restricted
Liverpool	Restricted

Manchester	Restricted
Newcastle	Restricted
Nottingham	Restricted
Perth	Restricted
Sheffield	Restricted
Stirling	Restricted

### 3.5 Fares

Figure 3.5 details the average fare for a two mile journey across the core cities and Scottish cities. The average cost of a two mile journey in Edinburgh is £5.50, thereby highlighting that fares in Edinburgh are marginally more expensive than the average at £5.44. Of the authorities included in this benchmarking exercise, fares are most expensive at £6.20 in Birmingham and Leeds and lowest at £4.70 in Stirling and Inverness at £4.70.

Figure 3.5 Fare for a two mile journey



Source: Derived from Private Hire and Taxi Monthly, February 2012

## 4 Public Transport Review

### 4.1 Introduction

There are a variety of measures put in place by both City of Edinburgh Council and the public transport providers working within the city to try and encourage use of public transport. These can often provide a viable alternative to taxi journeys.

### 4.2 City of Edinburgh Council

The council offer 3 main incentives in order to promote the use of public transport within the city.

The first is a BusTracker service. This displays real time information for passengers relating to the arrival times of bus services. A code specific to a bus stop is typed into a website and the departures from this stop as well as the route each bus will take are then available to the passenger. This service can be accessed both via computers and smartphones.

The second incentive promoted by the council is the One Ticket. It allows convenience, choice and value by enabling passengers to use more than one bus service provider with one single ticket. The ticket can be purchased online, by phone or from any PayPoint outlet, 600 of which are located within the One Ticket travel area. The time period which the ticket is valid for is also able to be varied, a single day, 7 day, 28 day or annual optional all being available. The price of the ticket varies with the length of the journey however once purchased, the ticket can be used as many times as required, on that specific journey.

The final public transport measure supported by the City of Edinburgh Council is the Taxicard scheme. This is a service for disabled users who have a severe permanent disability who can't use ordinary buses or can only use them with assistance. The card lasts for 3 years and entitles the holder to 104 trips per year, the equivalent of one return journey per week.

### 4.3 Lothian Buses

Lothian Buses are the main service provider in Edinburgh City Centre, running 70 services in the Edinburgh, Mid Lothian and East Lothian area. The fleet of buses which they operate are all low floor access vehicles, expelling the problem of disabled access onto buses within the city. The average age of the bus fleet is 4.9 years, one of the lowest age figures in Scotland.

Normal fares for travel in and out as well as around the city can be seen in the table below:

Ticket Type	Single ticket	Day Ticket	Night ticket	Senior/Concessions
Adult	£1.50	£3.50	£3.00	Free
Child	£0.70	£2.00	£1.50	Free

Lothian buses also provide an alternative for regular travellers called the RIDACARD. This provides the lowest prices as well as reductions for students and on night bus services. A further cost can be achieved if paid by direct debit. The cost of the RIDACARD can be seen below:

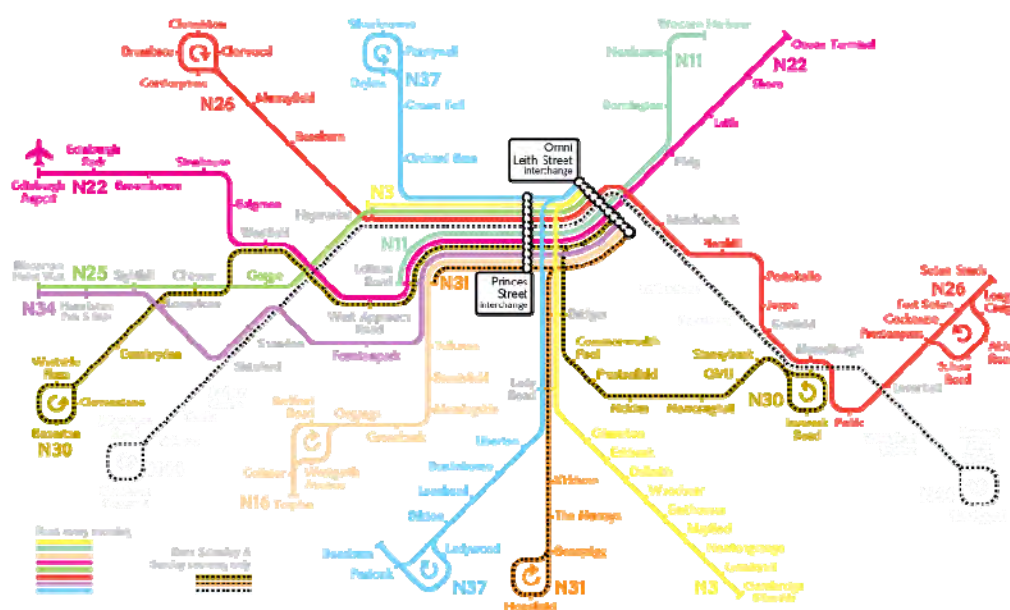
Ticket Type	1 week	4 week	Annual	Direct Debit*
Adult	£17	£51	£612	£48
Student	£13	£40	£468	£36
Junior	£9	£29	£324	£25

\*An initial one-off payment of £62.00 is needed, followed by the rates set out in the table.

#### 4.4 Night Buses

There are a series of night buses operating throughout Edinburgh in the early hours of the morning. They consist of 11 services which cover the majority of the city and follow much of the same routes as their daytime counterparts. Operation of each service is usually hourly between 00:00 and 04:00 however these times vary depending on the individual service and the day of the week. The cost of the service is £3.00, which then allows passengers to use all services as many times as they require in one night. There is also a reduction with a RIDACARD, this price falling to £1.50.

A map of the various routes the services take in relation to Edinburgh City Centre can be seen below:



#### **4.5 Community Transport**

City of Edinburgh Council fund a number of 'demand responsive' transport services for people unable to use conventional public transport. All services need to be pre booked and can be used for various shopping trips.

## 5 Definition, Measurement and Removal of Significant Unmet Demand

### 5.1 Introduction

Section 5 provides a definition of significant unmet demand derived from experience of over 100 unmet demand studies since 1987. This leads to an objective measure of significant unmet demand that allows clear conclusions regarding the presence or absence of this phenomenon to be drawn. Following this, a description is provided of the SUDSIM model which is a tool developed to determine the number of additional taxi licences required to eliminate significant unmet demand, where such unmet demand is found to exist. This method has been applied to numerous local authorities and has been tested in the courts as a way of determining if there is unmet demand for taxis.

### 5.2 Overview

Significant Unmet Demand (SUD) has two components:

- patent demand – that which is directly observable; and
- “suppressed” demand – that which is released by additional supply.

Patent demand is measured using stance observation data. Suppressed (or latent) demand is assessed using data from the stance observations and public attitude interview survey. Both are brought together in a single measure of unmet demand, ISUD (Index of Significant Unmet Demand).

### 5.3 Defining Significant Unmet Demand

The provision of evidence to aid licensing authorities in making decisions about taxi provision requires that surveys of demand be carried out. Results based on observations of activity at taxi stances have become the generally accepted minimum requirement.

The definition of significant unmet demand is informed by two Court of Appeal judgements:

- R v Great Yarmouth Borough Council ex p Sawyer (1987); and
- R v Castle Point Borough Council ex p Maude (2002).

The Sawyer case provides an indication of the way in which an Authority may interpret the findings of survey work. In the case of Sawyer v. Yarmouth City Council, 16 June 1987, Lord Justice Woolf ruled that an Authority is entitled to consider the situation from a temporal point of view as a whole. It does not have to condescend into a detailed consideration as to what may be the position in every limited part of the Authority in relation to the particular time of day. The authority is required to give effect to the language used by the Section (Section 16) and can ask itself with regard to the area as a whole whether or not it is satisfied that there is no significant unmet demand.

The term “suppressed” or “latent” demand has caused some confusion over the years. It should be pointed out that following *Maude v Castle Point Borough Council*, heard in the Court of Appeal in October 2002, the term is now interpreted to relate purely to that demand that is measurable. Following *Maude*, there are two components to what Lord Justice Keene prefers to refer to as “suppressed demand”:

- what can be termed inappropriately met demand. This is current observable demand that is being met by, for example, private hire cars illegally ranking up; and
- that which arises if people are forced to use some less satisfactory method of travel due to the unavailability of a taxi.

If demand remained at a constant level throughout the day and week, the identification and treatment of significant unmet demand would be more straightforward. If there were more cabs than required to meet the existing demand there would be queues of cabs on stances throughout the day and night and passenger waiting times would be zero. Conversely, if too few cabs were available there would tend to be queues of passengers throughout the day. In such a case it would, in principle, be a simple matter to estimate the increase in supply of cabs necessary to just eliminate passenger queues.

Demand for taxis varies throughout the day and on different days. The problem, introduced by variable demand, becomes clear when driver earnings are considered. If demand is much higher late at night than it is during the day, an increase in cab supply large enough to eliminate peak delays will have a disproportionate effect on the occupation rate of cabs at all other times. Earnings will fall and fares might have to be increased sharply to sustain the supply of cabs at or near its new level.

The main implication of the present discussion is that it is necessary, when considering whether significant unmet demand exists, to take account of the practicability of improving the standard of service through increasing supply.

#### 5.4 Measuring Patent Significant Unmet Demand

Taking into account the economic, administrative and legal considerations, the identification of this important aspect of significant unmet demand should be treated as a three stage process as follows:

- identify the demand profile;
- estimate passenger and cab delays; and
- compare estimated delays to the demand profile.

The broad interpretation to be given to the results of this comparison are summarised in Table 5.1.

*Table 5.1 Existence of Significant Unmet Demand (SUD) Determined by Comparing Demand and Delay Profiles*

	Delays during peak only	Delays during peak and other times
Demand is: <b>Highly Peaked</b>	No SUD	Possibly a SUD



<b>Not Highly Peaked</b>	Possibly a SUD	Possibly a SUD
--------------------------	----------------	----------------

It is clear from the content of the table that the simple descriptive approach fails to provide the necessary degree of clarity to support the decision making process in cases where the unambiguous conclusion is not achievable. However, it does provide the basis of a robust assessment of the principal component of significant unmet demand. The analysis is therefore extended to provide a more formal numerical measure of significant unmet demand. This is based on the principles contained in the descriptive approach but provides greater clarity. A description follows.

The measure feeds directly off the results of observations of activity at the stances. In particular it takes account of:

- case law that suggests an authority should take a broad view of the market;
- the effect of different levels of supply during different periods at the stance on service quality;
- the need for consistent treatment of different authorities, and the same authority over time.

The Index of Significant Unmet Demand (ISUD) was developed in the early 1990's and is based on the following formula. The SF element was introduced in 2003 and the LDF element was introduced in 2006 to reflect the increased emphasis on latent demand in DfT Guidance.

$$\text{ISUD} = \text{APD} \times \text{PF} \times \text{GID} \times \text{SSP} \times \text{SF} \times \text{LDF}$$

Where:

APD = Average Passenger Delay calculated across the entire week in minutes.

PF = Peaking Factor. If passenger demand is highly peaked at night the factor takes the value of 0.5. If it is not peaked the value is 1. Following case law this provides dispensation for the effects of peaked demand on the ability of the Trade to meet that demand. To identify high peaking we are generally looking for demand at night (at weekends) to be substantially higher than demand at other times.

GID = General Incidence of Delay. This is measured as the proportion of passengers who travel in hours where the delay exceeds one minute.

SSP = Steady State Performance. The corollary of providing dispensation during the peaks in demand is that it is necessary to focus on performance during "normal" hours. This is measured by the proportion of hours during weekday daytimes when the market exhibits excess demand conditions (i.e. passenger queues form at stances).

SF = Seasonality factor. Due to the nature of these surveys it is not possible to collect information throughout an entire year to assess the effects of seasonality. Experience has suggested that taxi demand does exhibit a degree of seasonality and this is allowed for by the inclusion of a seasonality factor. The factor is set at a level to ensure that a marginal

decision either way obtained in an “untypical” month will be reversed. This factor takes a value of 1 for surveys conducted in September to November and March to June, i.e. “typical” months. It takes a value of 1.2 for surveys conducted in January and February and the longer school holidays, where low demand the absence of contract work will bias the results in favour of the taxi trade, and a value of 0.8 for surveys conducted in December during the pre Christmas rush of activity. Generally, surveys in these atypical months, and in school holidays, should be avoided.

**LDF =** Latent Demand Factor. This is derived from the public attitude survey results and provides a measure of the proportion of the public who have given up trying to obtain a taxi at either a stance or by flagdown during the previous three months. It is measured as 1+ proportion giving up waiting. The inclusion of this factor is a tactical response to the latest DfT guidance.

The product of these six measures provides an index value. The index is exponential and values above the 80 mark have been found to indicate significant unmet demand. This benchmark was defined by applying the factor to the 25 or so studies that had been conducted at the point it was developed. These earlier studies had used the same principles but in a less structured manner. The highest ISUD value for a study where a conclusion of no significant unmet demand had been found was 72. The threshold was therefore set at 80. The ISUD factor has been applied to over 80 studies by Halcrow and has been adopted by others working in the field. It has proved to be a robust, intuitively appealing and reliable measure.

Suppressed/latent demand is explicitly included in the above analysis by the inclusion of the LDF factor and because any known illegal plying for hire by the private hire trade is included in the stance observation data. This covers both elements of suppressed/latent demand resulting from the Maude case referred to above and is intended to provide a ‘belt and braces’ approach. A consideration of latent demand is also included where there is a need to increase the number of taxi licences following a finding of significant unmet demand. This is discussed in the next section.

## **5.5 Determining the Number of New Licences Required to Eliminate Significant Unmet Demand**

To provide advice on the increase in licences required to eliminate significant unmet demand, Halcrow has developed a predictive model. SUDSIM is a product of 20 years experience of analysing taxi demand. It is a mathematical model, which predicts the number of additional licences required to eliminate significant unmet demand as a function of key market characteristics.

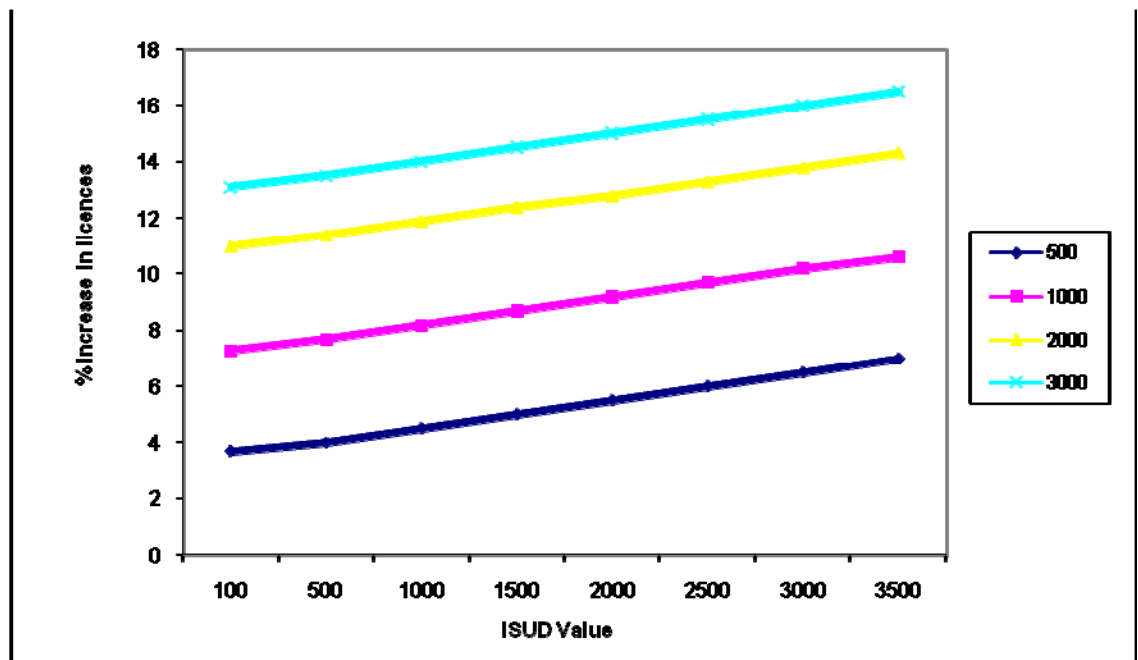
SUDSIM represents a synthesis of a queue simulation work that was previously used (1989 to 2002) to predict the alleviation of significant unmet demand and the ISUD factor described above (hence the term SUDSIM). The benefit of this approach is that it provides a direct relationship between the scale of the ISUD factor and the number of new taxi licences required.

SUDSIM was developed taking the recommendations from 14 previous studies that resulted in an increase in licences, and using these data to calibrate an econometric model. The model provides a relationship between the recommended increase in licences and three key market indicators:

- the population of the licensing Authority;
- the number of taxis already licensed by the licensing Authority; and
- the size of the SUD factor.

The main implications of the model are illustrated in Figure 5.1 below. The figure shows that the percentage increase in a taxi fleet required to eliminate significant unmet demand is positively related to the population per taxi (PPT) and the value of the ISUD factor over the expected range of these two variables.

Figure 5-1: Forecast Increase in Taxi Fleet Size as a Function of Population Per Taxi (PPT) and the ISUD Value



Where significant unmet demand is identified, the recommended increase in licences is therefore determined by the following formula:

$$\text{New Licences} = \text{SUDSIM} \times \text{Latent Demand Factor}$$

Where:

Latent Demand Factor = (1 + proportion giving up waiting for a taxi at either a stance or via flagdown)

## 5.6 Note on Scope of Assessing Significant Unmet Demand

It is useful to note the extent to which a licensing authority is required to consider peripheral matters when establishing the existence or otherwise of significant unmet demand. This issue is informed by *R v Brighton Borough Council, exp p Bunch* 1989<sup>1</sup>. This case set the precedent that it is only those services that are exclusive to taxis that need concern a licensing authority when considering significant unmet demand. Telephone booked trips, trips booked in advance or indeed the provision of bus type services are not exclusive to taxis and have therefore been excluded from consideration.

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<sup>1</sup> See Button JH 'Taxis – Licensing Law and Practice' 2<sup>nd</sup> edition Tottel 2006 P226-7

## 6 Evidence of Patent Unmet Demand – Stance Observation Results

### 6.1 Introduction

This section of the report highlights the results of the stance observation survey. The stance observation programme covered a period of 300 hours during February and March 2013. Some 42,228 passengers and 27,697 cab departures were recorded. A summary of the stance observation programme is provided in Appendix 1.

The results presented in this Section summarise the information and draw out its implications. This is achieved by using five indicators:

- The Balance of Supply and Demand – this indicates the proportion of the time that the market exhibits excess demand, equilibrium and excess supply;
- Average Delays and Total Demand – this indicates the overall level of passengers and cab delays and provides estimates of total demand;
- The Demand/Delay Profile – this provides the key information required to determine the existence or otherwise of significant unmet demand;
- The Proportions of Passengers Experiencing Given Levels of Delay – this provides a guide to the generality of passenger delay; and
- The Effective Supply of Vehicles – this indicates the proportion of the fleet that was off the road during the survey.

### 6.2 The Balance of Supply and Demand

The results of the analysis are presented in Table 6.1 below. The predominant market state is one of excess supply. Excess supply (queues of cabs) was experienced during 52% of the hours observed while excess demand (queues of passengers) was experienced 6% of the hours observed. Conditions are favourable to customers at all times of day with the most favourable time being the weekday and weekday night periods. The hours where excess demand was observed have decreased since the previous study from 20% to 6%.

Table 6.1  
observed)

The Balance of Supply and Demand in the Edinburgh Stance-Based Taxi Market (Percentage of hours

Period		Excess Demand (Maximum Passenger Queue $\geq 3$ )	Equilibrium	Excess Supply (Minimum Cab Queue $\geq 3$ )
Weekday	Day	4	32	64
	Night	6	45	54
Weekend	Day	0	45	55
	Night	21	40	38
Sunday	Day	2	57	40
<b>Total 2013</b>		<b>6</b>	<b>42</b>	<b>52</b>
<b>Total 2008/2009</b>		<b>20</b>	<b>51</b>	<b>28</b>

NB – Excess Demand = Maximum Passenger Queue  $\geq 3$ . Excess Supply = Minimum Cab Queue  $\geq 3$  – values derived over 12 time periods within an hour.

### 6.3 Average Delays and Total Demand

The following estimates of average delays and throughput were produced for each stance in Edinburgh (Table 6.2).

The survey suggests some 42,228 passenger departures occur per week from stances in Edinburgh involving some 27,697 cab departures. The taxi trade is concentrated at the stance at Waverley Station accounting for 27.5% of the total passenger departures. On average cabs wait 12.07 minutes for a passenger. On average passengers wait 0.32 minutes for a cab.

The average length of time passengers wait at the stances has reduced since the previous study despite passenger demand increasing.

Table 6.2  
seconds)

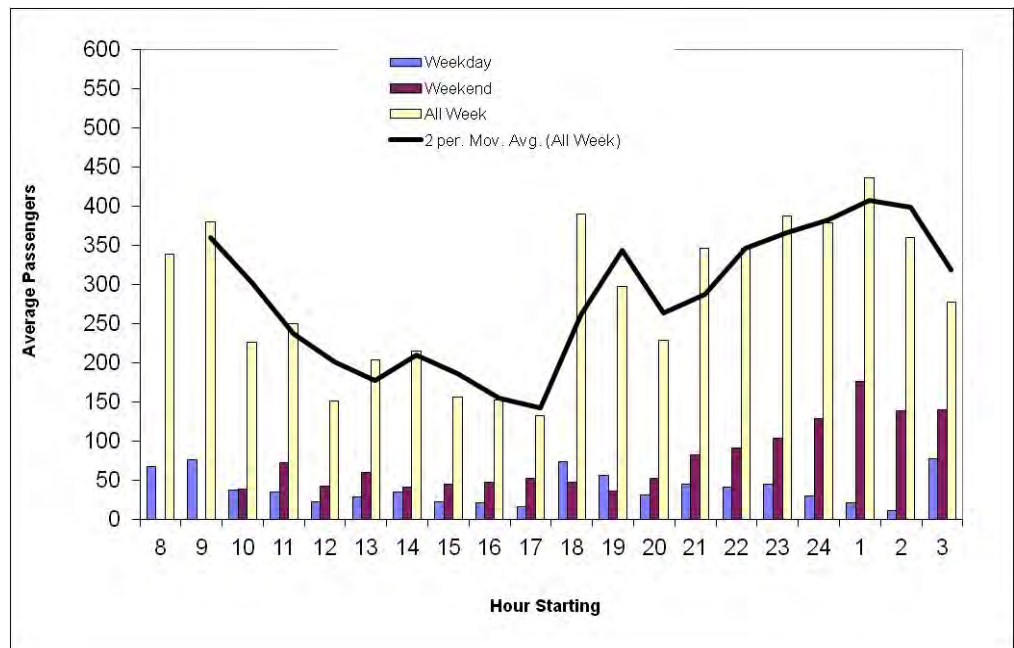
Average Delays and Total Demand (Delays in Minutes i.e. 0.22 minutes is 13.2

Stance	Passenger Departures	Cab Departures	Average Passenger Delay in minutes	Average Cab Delay in minutes
Waverley Bridge	4,037	2,406	0.51	18.56
Queensferry Street	1,315	825	0.06	11.11
High Street	5,298	3,270	0.50	12.63
Rutland Street	1,926	1,259	0.01	17.00
Leith Walk	5,414	3,216	0.11	10.04
Wester Hailes	758	542	0.02	18.66
Waverley Station	11,605	8,294	0.46	6.91
Cameron Toll	1,329	1,340	0.00	18.28
Airport	8,367	4,846	0.25	12.74
Little France	1,129	938	0.40	15.29
Hannover Street	1,051	761	0.00	22.94
<b>TOTAL 2013</b>	<b>42,228</b>	<b>27,697</b>	<b>0.32</b>	<b>12.07</b>
<b>TOTAL 2008/2009</b>	<b>37,518</b>	<b>23,411</b>	<b>1.27</b>	<b>12.64</b>

#### 6.4 The Delay / Demand Profile

Figure 6.1 provides a graphical illustration of passenger demand for the Monday to Sunday period between the hours of 07:00 and 04:00.

Figure 6.1 Passenger Demand by Time of Day in 2013 (Monday to Sunday)



The profile of demand shows a number of small peaks in demand at 09:00, 18:00, and late at night at 01:00. We therefore conclude that this is NOT a 'highly peaked' demand profile. This has implications for the interpretation of the results (see Chapter 11 below).

Figure 6.2 Passenger Delay by Time of Day in 2012 (Monday to Sunday)

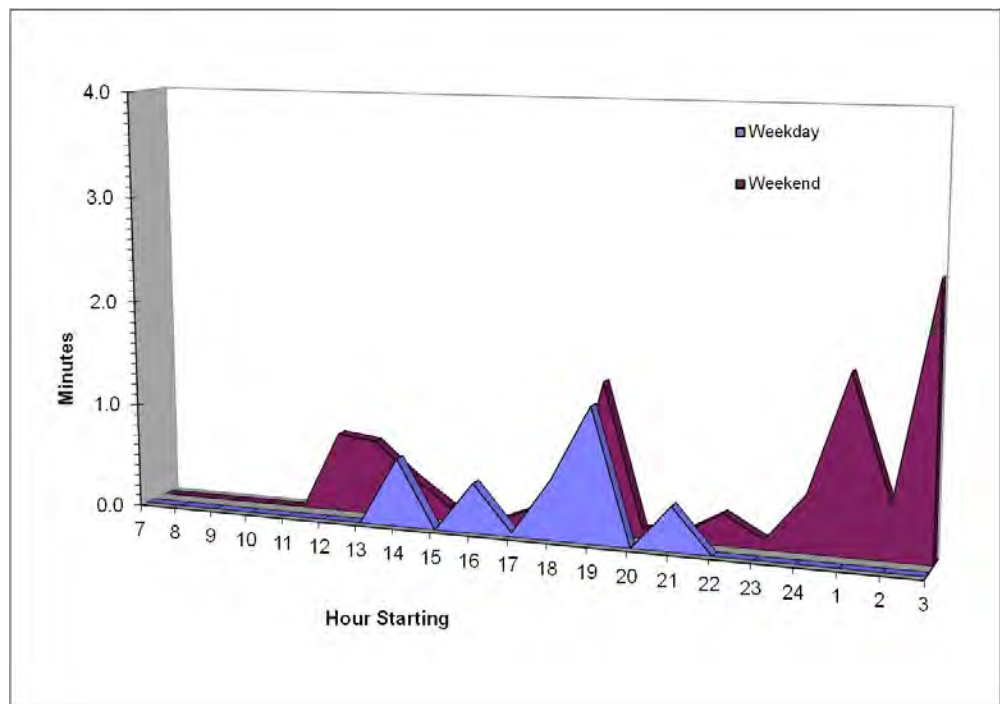


Figure 6.2 provides an illustration of passenger delay by the time of day for the weekday and weekend periods. It shows periods of delay on weekday afternoons and evenings. There is also some delay for a more extended period of time at



weekends, from 11:00 to 03:00, peaking between 11:00 - 15:00, 18:00 – 20:00 and 00:00 to 03:00.

## 6.5 The General Incidence of Passenger Delay

The stance observation data can be used to provide a simple assessment of the likelihood of passengers encountering delay at stances. The results are presented in Table 6.3 below.

Table 6.3 General Incidence of Passenger Delay (percentage of Passengers travelling in hours where delay exceeds one minute)

Year	Delay > 0	Delay > 1 minute	Delay > 5 minutes
2013	5.66	2.73	0.17
2008/2009	12.27	7.35	2.60

In 2013 2.73% passengers are likely to experience more than a minute of delay. It is this percentage that is used within the ISUD as the ‘Generality of Passenger Delay’. These figures have significantly reduced since the previous study.

## 6.6 The Effective Supply of Vehicles

Observers were required to record the taxi licence plate number of vehicles departing from stances. In this way we are able to ascertain the proportion of the fleet that was operating during the survey.

During the daytime period (0700 to 1800) some 812 (61.7%) of the taxi fleet were observed at least once during the period of the study. During the evening/night-time period (1800 to 0700) some 789 (60.0%) of the taxi fleet were also observed at least once during the stance observations. In total 81.2% of the trade was observed at least once.

## 6.7 Comparing the results for Edinburgh with those of other unmet demand studies

Comparable statistics are available from 64 local authorities that Halcrow have recently conducted studies in and these are listed in Table 6.4. The table highlights a number of key results including:

- population per taxi at the time of the study (column one);
- the proportion of stance users travelling in hours in which delays of greater than zero, greater than one minute and greater than five minutes occurred (columns two to four);
- average passenger and cab delay calculated from the stance observations (columns five to six);
- the proportion of Monday to Thursday daytime hours in which excess demand was observed (column seven);
- the judgement on whether stance demand is highly peaked (column eleven); and
- a numerical indicator of significant unmet demand.

## 6.8 Summary

The following points (obtained from the stance observations) may be made about the results in Edinburgh compared to other areas studied:

- population per taxi is lower than the average overall value i.e. provision is better;
- the proportion of passengers, who travel in hours where some delay occurs, is 5.7%, which is much lower than the average (21%) for the districts analysed;
- overall average passenger delay at 0.32 minutes is lower than the average value (1 minute);
- overall average cab delay at 12.07 minutes is lower than the average for the districts shown (14 minutes); and
- the proportion of weekday daytime hours with excess demand conditions observed was 6%, lower than the average value.

**Table 6.4 A Comparison of Edinburgh with Other Authorities Studied (values in italics make up ISUD)**

District and Year of Survey	Population per Hackney	Proportion Waiting at Ranks	<i>Proportion Waiting &gt;= 1 Min</i>	Proportion Waiting >= 5 Mins	<i>Average Passenger Delay</i>	Average Cab Delay	% Excess Demand	Demand Peaked, Yes=0.5 No=1	ISUD Indicator Value
<b>Edinburgh 13</b>	<b>362</b>	<b>5.67</b>	<b>2.73</b>	<b>0.17</b>	<b>0.32</b>	<b>12.07</b>	<b>5</b>	<b>1</b>	<b>5</b>
<b>Edinburgh 08/09</b>	<b>370</b>	<b>12.27</b>	<b>7.35</b>	<b>2.6</b>	<b>1.27</b>	<b>12.64</b>	<b>11</b>	<b>1</b>	<b>129</b>
Blackpool 12	556	9.06	4.86	0.53	0.38	16.25	0	1	0
Chorley 12	2,978	6	0	0	0.02	15.90	0	1	0
Torridge 12	1,306	3	0	0	0.11	16.76	0	1	0
Braintree 12	1,714	3	0.63	0.05	0.09	22.57	0	1	0
Torbay 11	777	3	1.42	0.1	0.16	21.45	0	0.5	0
Wirral 11 *	1,080	4	0.41	0.16	0.12	20.19	0	0.5	0
Carrick 11	1,145	9	5.55	0	0.39	9.92	4	0.5	5
Penwith 11	1,261	14	6.66	2.29	0.96	7.98	12	0.5	41
Restormel 11	1,408	4	3.41	0	0.26	13.54	0	0.5	0
York 11	1,118	14	5.96	0.77	0.93	8.25	9	1	59.1
Crawley 11	924	6	6.28	0.64	0.18	21.88	5	1	6
Liverpool 11	308	5	2.13	0.37	0.14	20.64	1	1	0
West Berkshire 10 *	741	5	3.84	0.92	0.37	22.78	3	0.5	4
Sefton 10	1,015	7	4.25	0.55	0.38	19.15	4	0.5	2
Pendle 10	1,257	1	0.03	0.03	0.03	33.1	0	0.5	0
Brighton & Hove 09	474	11	5.67	1.19	0.72	8.91	7	0.5	16.2
Leicester 09	880	10	9.53	2.58	1.52	19.02	0	1	0
Oxford 09	1,266	10	3.08	0.07	0.24	10.43	5	1	4
Blackpool 09	556	4	1	0	0.05	18.96	2	0.5	1
Hull 09	1,465	12	8.54	0.99	1.72	9.34	2	0.5	18
Rochdale 09	1,937	3	1.18	0	0.14	12.92	5	1	1
North Tyneside 08	971	16	1.18	0.03	0.38	10.72	8	0.5	2
Rotherham 08	5,192	0	0.09	0	0.01	27.29	0	1	0
Preston 08	677	12	5.28	0	0.61	11.13	7	1.0	21
Scarborough 08	1,111	12	5	1.06	0.49	7.74	7	0.5	0
York 08	1,146	31	11.5	6.74	3.21	5.42	31	0.5	645
Barrow 08	474	14	12.52	0	0.5	6.85	0	0.5	0
Stirling 08	1,265	25	18	0.3	0.7	10.94	2	0.5	38
Torridge 08	1,202	7	0.94	0	0.12	14.99	0	1	0
Richmondshire 08	723	5	1	0.07	0.22	34.32	1	0.5	0.4
Exeter 07/08	1,883	7	4	0.6	0.33	15.27	6	1	9
Manchester 07	394	21	6	2.28	1.59	10.24	14	1	174
Bradford 07	1,630	18	2	0.03	0.23	17.64	5	1	2
Barnsley 07	3,254	5	8	0.22	1.32	11.93	5	1	58
Blackpool 06	556	31	10	0.34	0.42	10.34	5	0.5	11
Broadstairs 06	1,000	13	13	10	3.25	23.97	4	1	177
Margate 06	1,622	4	1	0	0.05	33.14	0	1	0
Ramsgate 06	1,026	2	2	2	0.49	19.57	13	1	13
Plymouth 06	669	7	3	1	0.52	11.58	1	1	2
Brighton 06	508	52	23	6	0.73	7.64	6	0.5	50
Thurrock 06	1,590	32	13	1	0.22	15.27	0	1	0
Trafford 06	2,039	55	38	6	1.09	13.15	5	1	249
Leicester05	880	21	11	1	0.35	19.36	3	1	12
Bournemouth 05	656	20	11	2	0.37	12.25	1	0.5	2
KEY	* Derestricted Authorities		28						

District and Year of Survey	Population per Hackney	Proportion Waiting at Ranks	Proportion Waiting >= 1 Min	Proportion Waiting >= 5 Mins	Average Passenger Delay	Average Cab Delay	% Excess Demand	Demand Peaked, Yes=0.5 No=1	ISUD Indicator Value
Bradford 03	2,171	19	6	0.77	0.25	14.89	6	1.0	9
Oldham 03	2,558	30	12	0.79	0.48	14.8	7	1.0	40
Thurrock 03	1,607	43	14	1.01	0.50	12.5	2	1.0	14
Blackpool 03	556	21	4	0.3	0.13	12.4	6	1.0	3
Wolverhampton 03	3,113	50	31	7.39	1.49	11.18	14	1.0	647
Carrick 02	1,335	28	18	7	0.61	10.53	9	1.0	99
Bournemouth 02	702	25	15	2	0.67	9.97	1	0.5	5
Brighton 02	540	60	35	12	1.11	8.31	5	0.5	97
Exeter 02	2,353	47	18	3	0.71	10.12	20	1.0	256
Wigan 02	2,279	28	10	0	1.17	11.98	6	1.0	70
Cardiff 01	656	51	29	6	0.83	8.77	14	0.5	168
Edinburgh 01	373	47	29	9	1.27	8.77	13	1.0	479
Torridge 01	1,298	25	21	0	0.51	9.32	8	0.5	43
Worcester 01*	941	40	4	1	0.46	12.3	8	0.5	7
Ellesmere Port 01	2,527	80	48	17	2.49	4.23	49	0.5	2,928
Southend 00	895	46	29	8	1.92	8.08	4	1.0	223
South Ribble 00 *	485	12	0.25	0.25	0.07	11.27	0	1.0	0
Leeds 00	1,693	83	61	33	5.03	7.92	36	1.0	11,046
Sefton 00	1,069	18	8	0.6	0.28	12.95	6	1.0	13
Leicester 00 *	956	10	7	3	1.17	20.19	1	1.0	8
Castle Point 00	2,286	28	12	3	0.74	8.6	2	0.5	9
<b>AVERAGE</b>	<b>1,280</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>14</b>	<b>6</b>		
KEY	* Derestricted Authorities								

## 7 Seasonality

### 7.1 Introduction

City of Edinburgh Council recognises that demand for taxis is very seasonal. Demand for taxis fluctuates throughout the year. As part of this study City of Edinburgh Council wishes to identify the impact of events such as rugby internationals and Christmas on the supply and demand for taxis in the city.

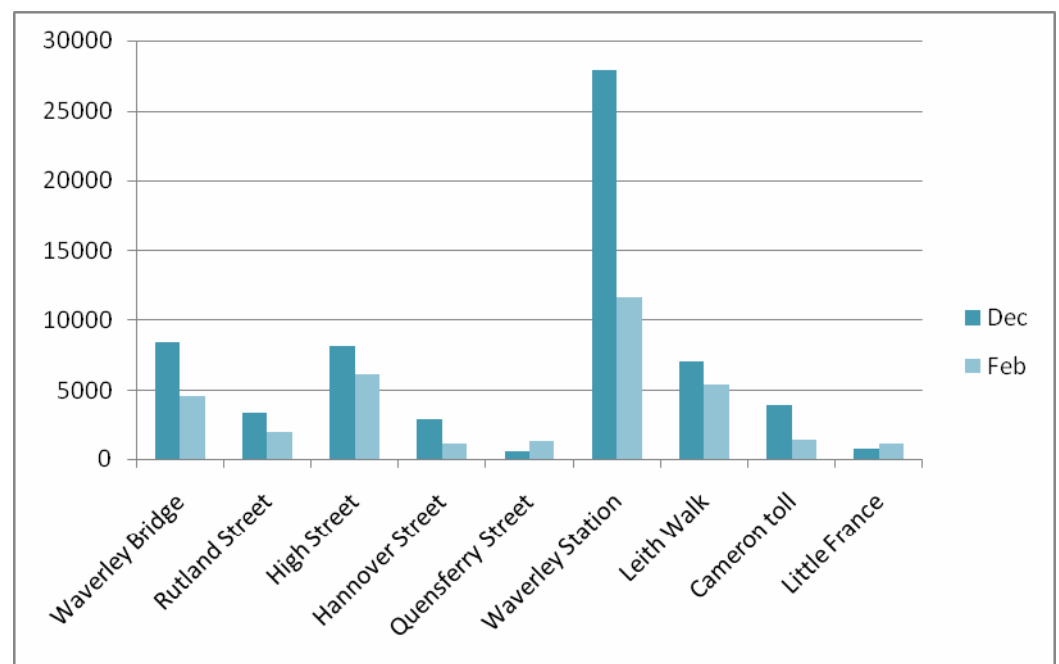
In order to determine seasonality a series of stance observations were undertaken in Edinburgh in December and during the period of Rugby Internationals in February. Selected stances were observed solely to identify the impact of events on the demand and supply of taxis. As unmet demand studies should be undertaken in typical conditions the observations do not form part of the unmet demand calculation.

### 7.2 Christmas

Stance observations were undertaken at stances across Edinburgh between Thursday 20<sup>th</sup> December and Sunday 23<sup>rd</sup> December 2012. All stances surveyed in February were observed with the exception of the Airport.

Figure 7.1 compares passenger demand at stances in December and February.

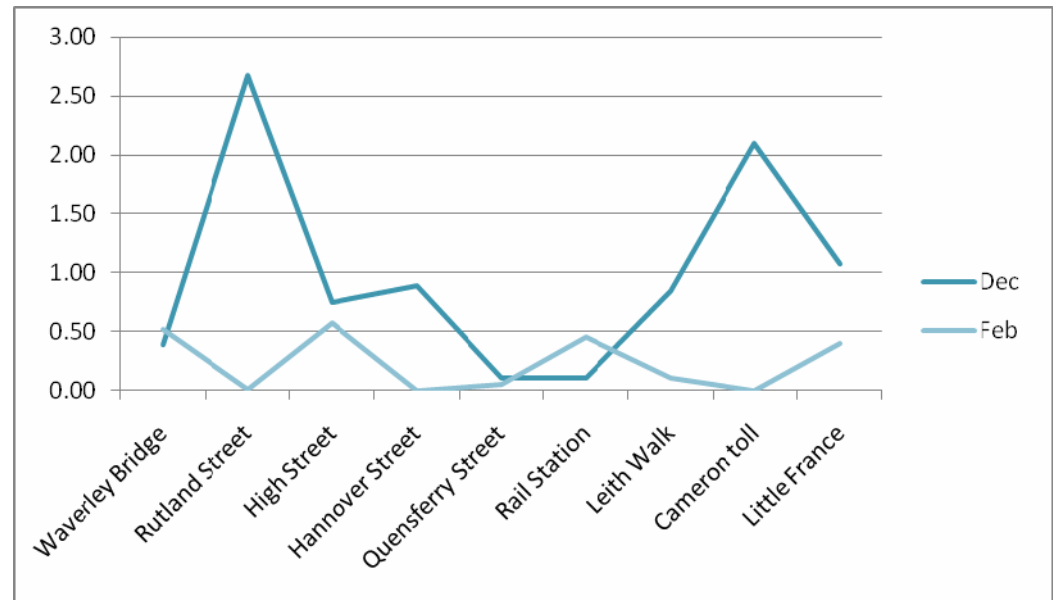
Figure 7.1 Passenger Demand



Passenger Demand was higher in December at all stances apart from Queensferry Street and Little France. Demand was 268% greater in December than February at Hannover St and 240% greater at Waverley Station.

Figure 7.2 compares passenger delay across both observation periods.

Figure 7.2 Passenger Delay



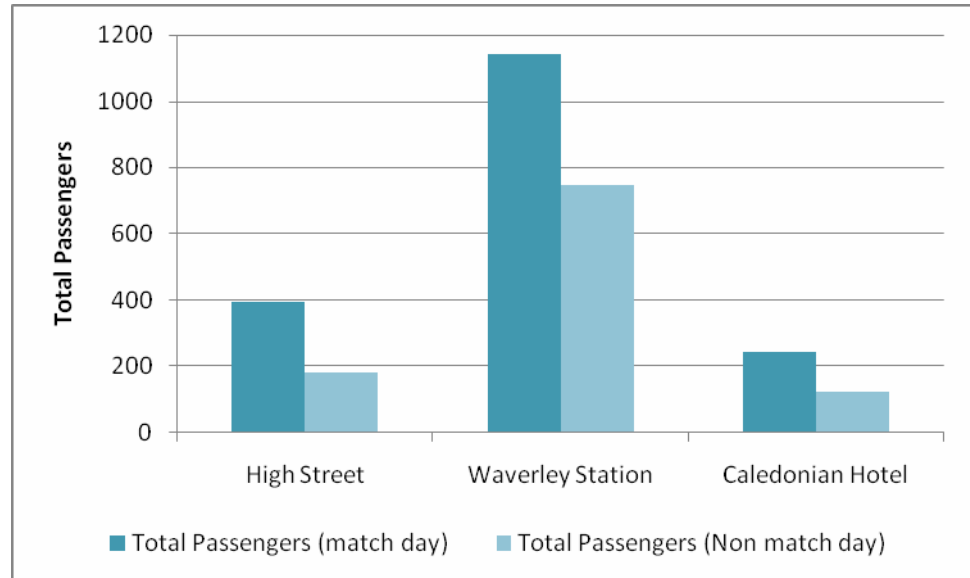
Average passenger delay was much greater in December compared to February for the majority of stances. Despite the higher numbers of passengers at the Rail Station in December, average passenger delay was lower. Average passenger delay peaked at 2.68 minutes at Rutland Street in December.

### 7.3 Rugby Internationals

During February and March 2013 Edinburgh was host to a number of international rugby matches as part of the Six Nations tournament at Murrayfield stadium. Due to the need to undertake an unmet demand study in typical periods stance observations on international days were not used in the unmet demand calculation. However in order to determine the impact of rugby internationals on taxi demand a number of observations were undertaken on Saturday 9<sup>th</sup> February. For comparison purposes observations were undertaken at High Street, Waverley Station and Rutland Street.

Figure 7.3 illustrates the variation in demand through passenger departures across these three stances on an average Saturday when compared with a match day Saturday.

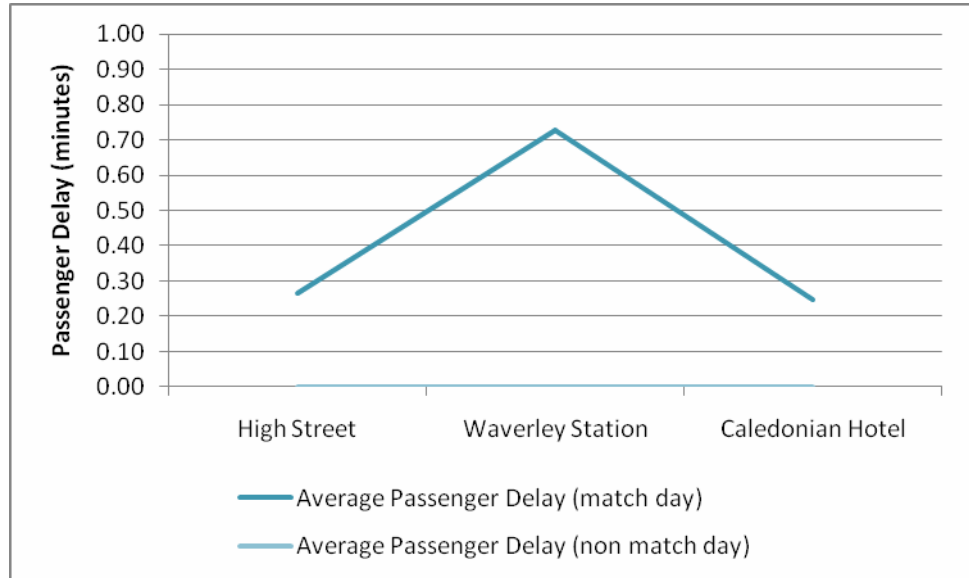
Figure 7.3 – Passenger Demand – Match Day Variation



The results in Figure 7.3 show that passenger demand at all three locations is significantly higher on a match day, compared to an average Saturday in the same period, with demand being highest at Waverley Station. At High Street and at the Caledonian hotel rank on Rutland St demand more than doubles on a match day, whilst at the station observations indicate there is an approximately 50% higher demand than an average Saturday.

Figure 7.4 illustrates the variations in passenger delay across the three stances on an average Saturday when compared with a match day Saturday. Again, the results show that the increase in demand has created an increase in passenger delay. Whilst on an average Saturday there is no passenger delay, even on a match day, this delay remains below 1 minute in all locations.

Figure 7.4 – Passenger Delay– Match Day Variation





## 8 Evidence of Suppressed Demand – Public Attitude Pedestrian Survey Results

### 8.1 Introduction

A public attitude survey was designed with the aim of collecting information regarding opinions on the taxi market in Edinburgh. In particular, the survey allowed an assessment of flagdown, telephone and stance delays, the satisfaction with delays and general use information.

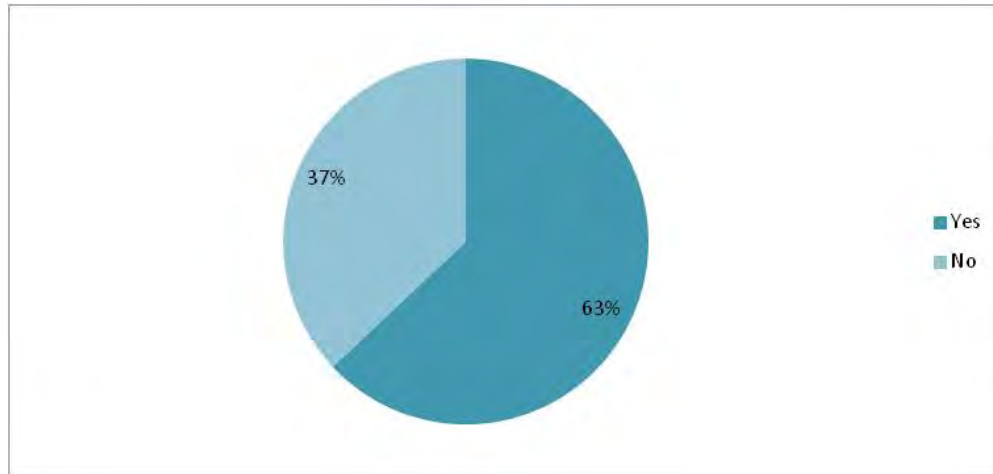
Some 913 on-street and telephone public attitude surveys were carried out in February and March 2013. The surveys were conducted across a range of locations within the Edinburgh licensing area. It should be noted that in the tables and figures that follow the totals do not always add up to the same amount. This is due to one of two reasons. First, not all respondents were required to answer all questions; and second, some respondents failed to answer some questions that were asked.

A full breakdown and analysis of the results are provided in Appendix 2.

### 8.2 General Information

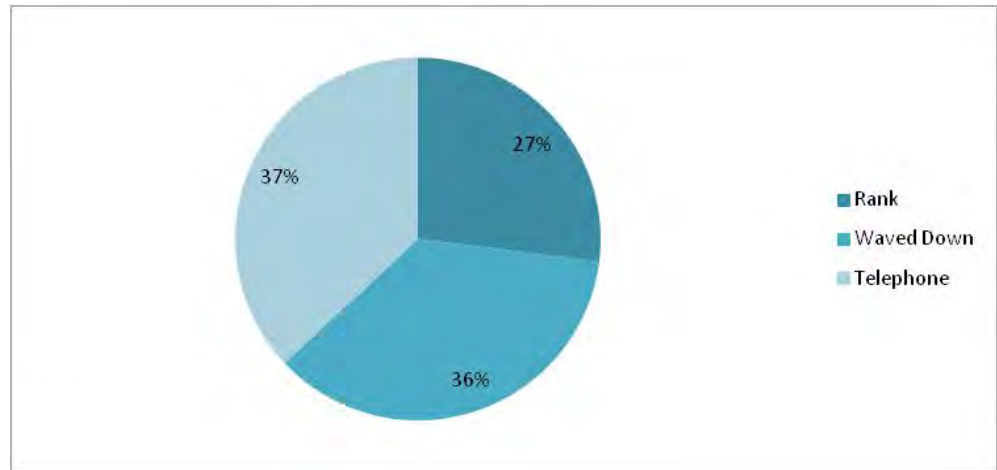
Respondents were each asked if they had made a journey by taxi in Edinburgh within the last three months. The survey found that 62.9% had used a taxi within this period. The results are displayed in Figure 8.1.

Figure 8.1 Have you made a trip by taxi (BLACK CAB) vehicle in the last three months?



Trip makers were asked how they obtained their taxi. Some 27.1% of trip makers stated that they hired their taxi at a stance. Some 37.3% of hirings were achieved by telephone, with 35.6% of trip makers obtaining a taxi by on-street flagdown. Figure 8.2 reveals the patterns of hire.

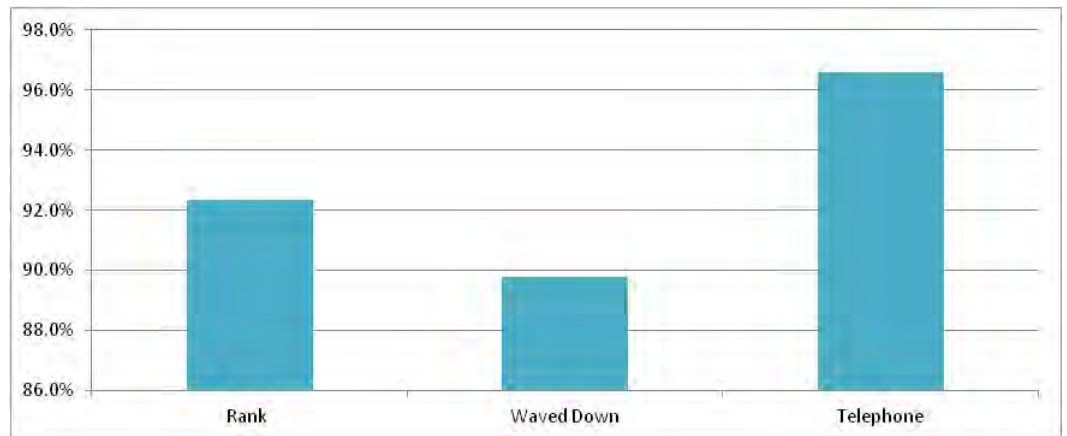
Figure 8.2 Method of hire for last trip



Respondents were asked if they were satisfied with the time taken and the promptness of the vehicles arrival. The majority of people were satisfied with the time taken to obtain their vehicle (93.8%).

Figure 8.3 shows that for each method of obtaining a vehicle, the majority were satisfied with the length of time they had to wait. Those obtaining their taxi by telephone provided the highest levels of satisfaction.

Figure 8.3 Satisfaction with delay on last trip by method of hire



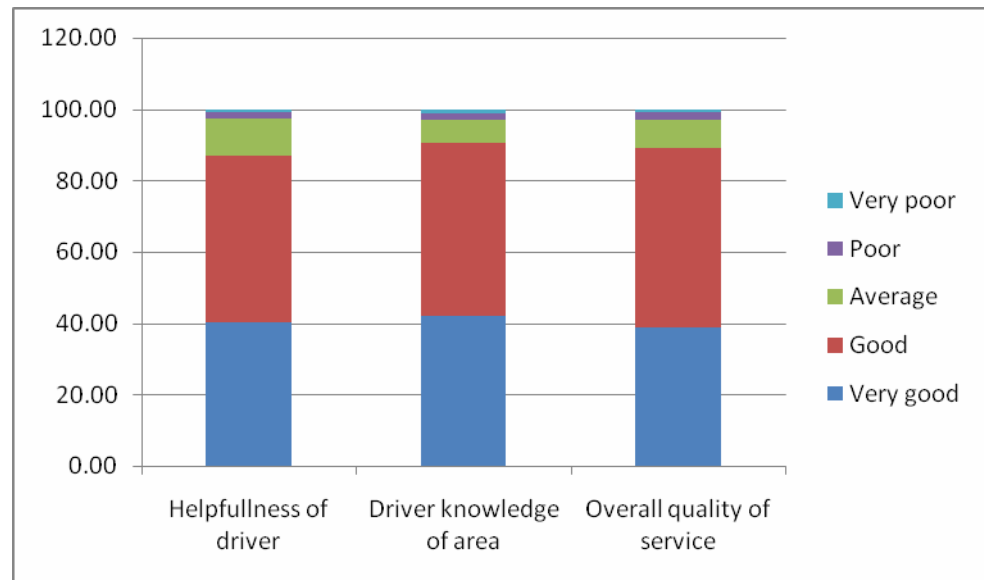
Respondents were asked to rate three elements from their last taxi journey on a scale from very poor to very good. The results in Figure 8.4 show that the respondents generally consider helpfulness of driver, driver knowledge of area and overall quality of service to be good or very good.

However those stating that quality was poor or very poor gave the following reasons:

- 'poor knowledge of the route'
- 'don't know directions'
- 'expensive'
- 'rude'

- 'didn't help with bags'

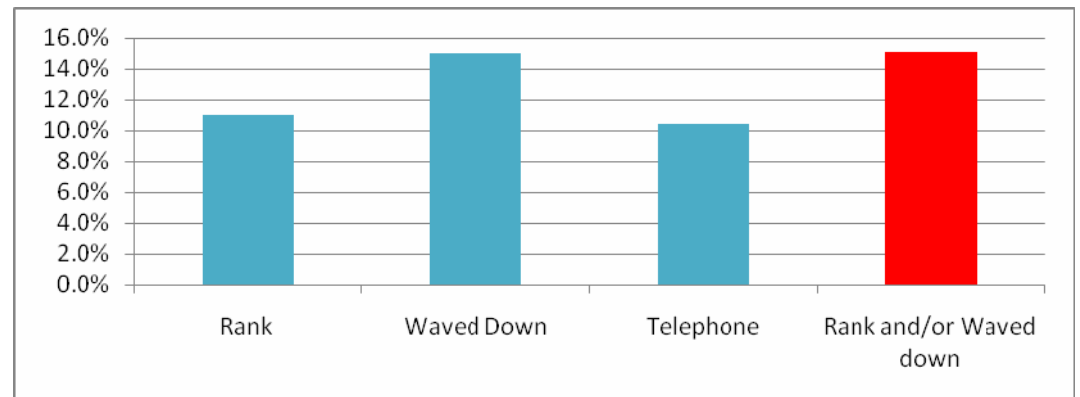
Figure 8.4 Rating of Last Journey



### 8.3 Attempted method of hire

In order to measure demand suppression, respondents were asked to identify whether or not they had given up waiting for a taxi at a stance, by flagging a taxi on the street or by prebooking a taxi by telephone in Edinburgh in the last three months. The results are documented in Figure 8.5.

Figure 8.5 Latent demand by method of hire – Given up trying to make a hiring?



As indicated in Figure 8.5, some 15.1% of respondents (132 respondents out of 875 answering this question) had given up waiting for a taxi at a stance and/or waving a taxi down in the last three months. This has implications for the interpretation of the results (see Chapter 11 below).

Respondents who had given up trying to obtain a taxi in the last three months were asked the location where they had given up waiting for a taxi. The most common areas were George Street, Leith Walk and Princes St.

## 8.4 Improvements

Respondents were asked whether they felt that taxi services in Edinburgh could be improved. Some 46.7% of respondents considered that taxi services could be improved.

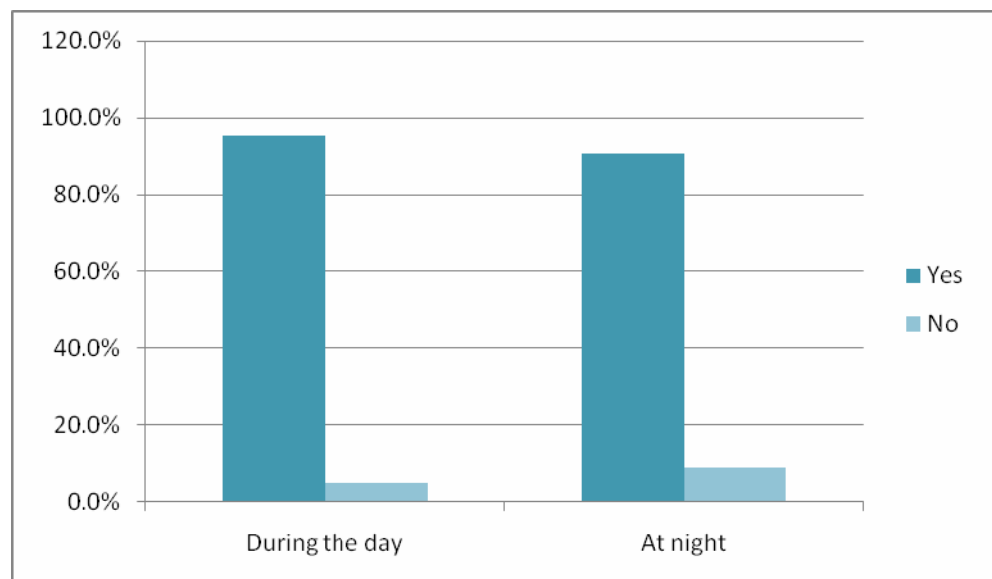
Of those who felt improvements were required the following were the most popular responses:

- Better drivers;
- Better knowledge of the local area;
- Cheaper fares;
- Drivers to be more polite and friendlier;
- Introduction of flat fare tariffs.

## 8.5 Safety

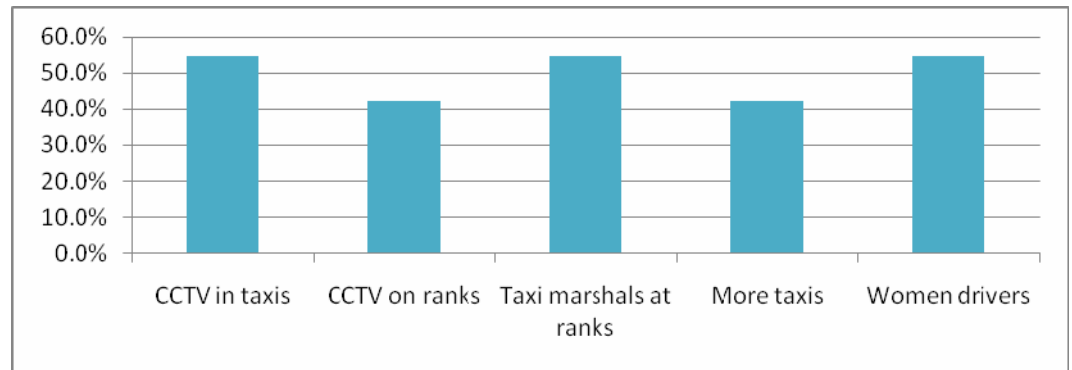
Respondents were asked whether they felt safe when using taxis in Edinburgh. The majority of respondents felt safe using them during the day (95.5%) and at night (90.5%) in Edinburgh.

Figure 8.6 Do you feel safe using taxis in Edinburgh?



Those respondents who commented that they did not feel safe all or some of the time were given a series of options and asked if any of them would improve their feeling of safety. The results show that the most popular suggestions were CCTV in taxis, taxi marshals at stances and women drivers.

Figure 8.7 What could be done to improve your safety and security when using taxis in Edinburgh?



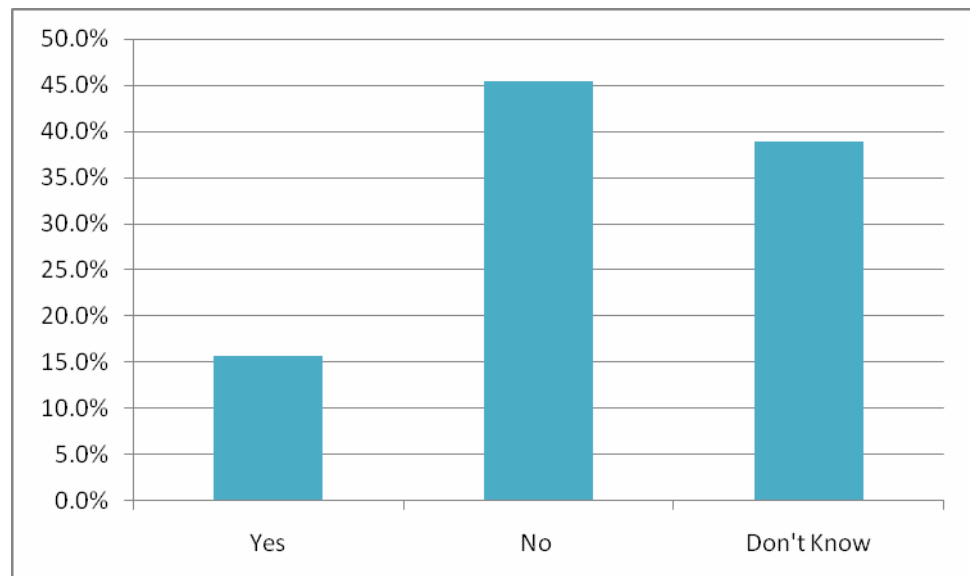
## 8.6 Stances

Respondents were asked if there were any locations in Edinburgh where new stances were needed. A total of 45.4% said that no new stances were needed in Edinburgh whilst 38.9% did not know.

Respondents who stated they would like to see a new stance (15.7%) were subsequently asked to provide a location. The most common locations included;

- Princes Street;
- West End;
- George Street;
- Dalry.

Figure 8.8 Are there any locations where you would like to see anew stance in Edinburgh?



## 8.7 Summary

Key points from the public attitude survey can be summarised as:

- Some 27.1% of hiring's are from a stance;

- High levels of satisfaction with delay on last trip (93.8%) – telephone providing the highest levels;
- Some 15% of people had given up trying to obtain a taxi at a stance or by flagdown;
- Some 15.7% of people felt that new stances were needed in Edinburgh.

## 9 Public Consultation – Disability Groups

### 9.1 Introduction

In order to measure satisfaction with the taxi service for people with a disability the public attitude survey was modified for self completion and circulated to disability groups via ECAS.

Some ten surveys were returned.

### 9.2 General Information

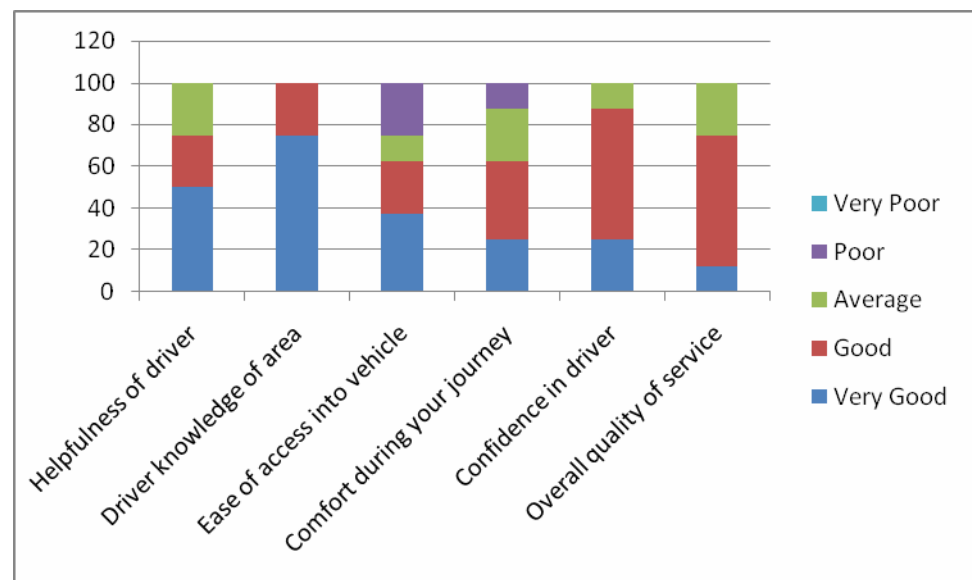
Respondents were each asked if they had made a journey by taxi in Edinburgh within the last three months. The survey found that 80% (8 respondents) had used a taxi within this period.

Trip makers were asked how they obtained their taxi. All trip makers had prebooked their journey via telephone.

Respondents were asked if they were satisfied with the time taken and the promptness of the vehicles arrival. The majority of people were satisfied with the time taken to obtain their vehicle (90%). One person was not satisfied with the length of time they had to wait because they felt that waiting 30 minutes was too long.

Respondents were asked to rate a number of elements from their last taxi journey on a scale from very poor to very good. The results in Figure 9.1 show that the respondents generally rated the experience to be good or very good.

Figure 9.1 Rating of Last Journey



Firstly, information on the helpfulness of the driver was asked for. This ranged from very good (50% of respondents giving this rating) to average (25% of respondents giving this rating). The remaining 25% rated the helpfulness of their driver good. Notably, no respondents gave negative feedback on this factor.

The second factor assessed was driver knowledge of the area. All responses were either very good or good. Some 75% of respondents rated their drivers knowledge of the area as very good, the remaining 25% noting that it was good.

Thirdly, the ease of access into the vehicle was assessed. Overall, this was rated lower than the previous two factors. Although over a third (37.5%) of respondents said it was very good, 25% said that it was poor. The remaining 37.5% rated the service either good or average.

The comfort during the journey was also asked to be rated by respondents. There is a fairly even split in the responses received, the most popular being good which received 37.5%. Very good and average each received 25% while poor received 12.5% of the ratings.

How confident the passenger felt in their driver was another factor which was investigated. The majority, 62.5%, of respondents said that they felt this was good while the remaining 37.5% were split between very good and average ratings.

The final factor assessed was the overall quality of the service which the passenger received. The majority of passengers, 62.5%, rated this as good. Some 12.5% of respondents went further, rating it as very good while the remaining 25% rated the service as average.

Respondents were then asked to elaborate on anything which they had rated as poor. Some reasons for these low ratings were cited as the quality of the roads being poor and this having a knock on effect on their journey as well as a lack of space making a respondent feel 'cramped when inside a taxi'. A respondent also commented that it was difficult to access the taxi in their manual wheelchair.

### **9.3 Attempted method of hire**

In order to measure demand suppression, respondents were asked to identify whether or not they had given up waiting for a taxi at a stance, by flagging a taxi on the street or by prebooking a taxi by telephone in Edinburgh in the last three months. A third of respondents said that they had given up trying to obtain a taxi by telephone.

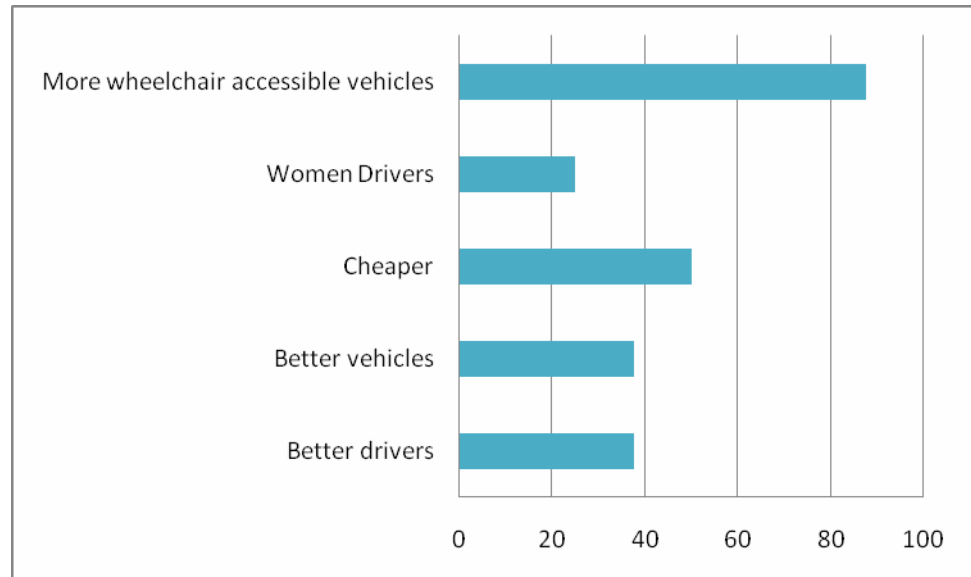
Respondents who had given up trying to obtain a taxi in the last three months were asked the location where they had given up waiting for a taxi. The most common areas were George Street, Leith Walk and Princes St .

### **9.4 Improvements**

Respondents were asked whether taxi services in Edinburgh could be improved. Some 80% of respondents felt that they could be improved. Figure 9.2 details how this could be achieved. Other suggestions included: not having to travel backwards and improving taxi design.



Figure 9.2 Suggested improvements



## 9.5 Safety

Respondents were asked whether they felt safe when using taxis in Edinburgh. All respondents felt safe using them during the day. However this dropped to 88% at night.

Those respondents who commented that they did not feel safe all or some of the time were given a series of options and asked if any of them would improve their feeling of safety. Taxi marshals and women taxi drivers were the two options which respondents felt would help them feel safer when travelling by taxi at night.

## 10 Consultation

### 10.1 Introduction

Guidelines issued by the Scottish Government state that consultation should be undertaken with the following organisations and stakeholders:

- All those working in the market;
- Consumer and passenger (including disabled) groups;
- Groups which represent those passengers with special needs;
- The Police;
- Local interest groups such as hospitals or visitor attractions; and
- A wide range of transport stakeholders such as rail/bus/coach providers and transport managers.

In order to consult with relevant stakeholders across Edinburgh, face to face meetings and written consultation was undertaken.

### 10.2 Direct (Face to Face) Consultation

A number of stakeholders were invited to attend a series of focus groups. This assured the Scottish Government guidelines were fulfilled and all relevant organisations and bodies were provided with an opportunity to comment.

A summary of the responses received are provided below.

#### Disability Representatives

The representatives noted that they considered the number of taxis to be sufficient in Edinburgh; however they would like to see a greater proportion of larger vehicles i.e. Peugeot E7 and Mercedes M8. It was noted that pre booking a vehicle wasn't a guarantee of obtaining a vehicle as there could sometimes be issues with obtaining these larger vehicles. Some of the newer vehicles grab rails were located in the wrong place making it very difficult for people with limited mobility.

It was considered essential that all drivers should be disability awareness trained. Many drivers did not know how to use their restraints or ramps. Anecdotal evidence was provided of a driver moving from the front of the queue to the back to avoid a wheelchair fare at Waverley Station.

One of the attendees noted that on occasion pre booked taxis had been cancelled when they discovered it was a wheelchair fare.

There was confusion as to when the driver should put on the meter – on occasion the meter had been running prior to picking up a customer. The majority of drivers also started the meter prior to loading a wheelchair.

It was suggested that the taxi, user, council forum be restarted as this was very useful for dealing with numerous issues.

In terms of vehicle quality some people found the TX vehicles to be too small.

People with assistance dogs complained that the surface in many vehicles was too slippery for the dog and they preferred to use saloon vehicles.

The attendees wished to maintain the 100% wheelchair accessible vehicle policy in Edinburgh.

### Police

Attendees at this group considered that there was a perceived issue with drivers working at night time. It was noted that there were very limited occasions of violence against drivers; however the threat of this may have put people off working at night.

It was felt that there was a shortage of vehicles at 3- 4am but this was not felt to be caused by the limitation policy.

With regard to CCTV it was noted that the trade wanted to see it introduced but that they did not want to pay for it. It was suggested that introducing CCTV would perhaps encourage drivers to work at night.

It was considered that there were not sufficient stances in Edinburgh as there was over ranking on a number of key stances.

### CEC Transport Planning

The representative considered that taxis were an important part of the public transport mix in Edinburgh. Taxis in Edinburgh enabled people to facilitate a car free lifestyle which helps to reduce congestion in the city.

It was suggested that a quality taxi fleet should be one that is easily identifiable through a livery. This would help the public to differentiate between taxis and private hire vehicles.

### Private Hire Association

The association felt that there were insufficient vehicles at peak times such as Hogmanay, the Festival and Rugby Internationals. It was considered that there was an issue with drivers working at night which may be down to safety concerns or simply the hours drivers choose to work.

It was suggested that driver training could be improved – the introduction of a driving ability test may be required.

It was felt that the current taxi and private hire fleet was very high quality but that there should be an approved list of vehicles that may be licensed as a private hire.

### Taxi Trade Representatives

The representatives considered it to be fundamental to maintain the numerical limit. This would provide stability to the trade. There was considered to be no times of the day when taxi availability was an issue. It was felt that demand had decreased due to the economic situation. Less people are socialising in Edinburgh, there is less

corporate entertaining and therefore less people are using taxis. Night buses were also considered to be having an effect on the taxi trade.

The trade had mixed views in relation to vehicle type. Some wished to see a wider range of vehicles licensed but others felt the current range was adequate.

Driver quality was considered to be very high but standards needed to be raised in the private hire trade.

The trade considered the current training requirements to be poor especially the course operated by Telford College. It was noted that standards of dress were improving but the dress code required to be enforced more stringently.

It was felt that there was insufficient stance space in Edinburgh. Current stances were not considered to be long enough and there was little support in policing the stances.

The trade also wanted to have a greater dialogue with the Council – they were unhappy that the liaison committee had not been convened since February 2012 and wanted to see this reinstated.

It was noted that there were isolated safety incidents involving drivers but not felt to be any issue with drivers working at night. It was felt that CCTV should be looked at being introduced in Edinburgh but only if the authority were to pay for it.

The trade suggested that it would be beneficial if there was a sign showing where the head of the stance was – this would avoid any conflict at the stances.

#### Community Safety

The officers felt that the current limitation policy was not an issue; however as you move away from the city centre availability could be an issue in the early hours.

Driver behaviour was considered to be an issue. It was felt that some drivers had complete disregard for traffic regulations – this was a problem on Waverley Bridge and the High street.

It was suggested that drivers would benefit from attending a customer care focussed course where they looked at defensive driving, customer care and how to be a professional driver.

In terms of vehicle quality the fleet was considered to be well maintained and of a high quality.

It was felt that there needed to be something done to encourage drivers to work at night. Suggestions included increasing the number of marshalled stances, introduction of CCTV in vehicles and better media promotion.

It had been noted that there had been issues of taxis ranking in residential areas with their engines on – this was particularly an issue at Hillside Crescent.

It was suggested that more taxi marshals could be funded through imposing a charge on the taxi tariff when people travel from marshalled stances.

### 10.3 Indirect (Written) Consultation

A number of stakeholders were contacted by letter and telephone. This assured the Scottish Government guidelines were fulfilled and all relevant organisations and bodies were provided with an opportunity to comment.

In accordance with advice issued by the Scottish Government the following organisations were contacted;

- City of Edinburgh Council;
- user/disability groups representing those passengers with special needs;
- local interest groups including hospitals, visitor attractions, entertainment outlets and education establishments; and
- rail, bus and coach operators.

A summary of the responses received are provided below.

#### City of Edinburgh Council Policy and Planning

From a CEC transport policy perspective taxis are an important component of the public transport system, though not carrying significant volumes (Less than 1% of journeys to work in 2001 were by taxi) they facilitate car-free lifestyles.

CEC Transport recognises that the city, and especially the centre, has a 24 hour economy that relies on employees and customers, etc, based all over the city; and that other employment centres – South Gyle, the BioQuarter, the Waterfront, etc – will have transport requirements virtually around the clock.

The department wished to highlight the potential of minimising greenhouse gas emissions through vehicle specifications.

It was noted that drivers in Edinburgh are already required to undergo disability awareness training. However, there may be an issue whether this should be more extensive, and also whether drivers could be trained in safe and fuel efficient driving.

The department would also welcome cycle awareness training for taxi drivers - this is important as taxi drivers have access to bus lanes.

A wider range of vehicle types is now permitted than was the case some years ago. A side-effect is that taxi visibility has, arguably, reduced, and there may be a case for reintroducing a measure of uniformity in appearance

It was suggested that the issue is not whether taxis are 'wheelchair accessible', but whether all taxis can carry all types of wheelchair and user. Wheelchair manufacturers need to consider the practicality of some designs for use in public transport. Even so, there will always be some disabled (not just wheelchair) users whose needs cannot be met other than by a specialist vehicle which is not suitable for general public transport.

Lower fares could lead to higher taxi usage, which in could potentially help to reduce car dependency/ownership. On the other hand, higher use of taxis could lead to higher emission levels.

The Transport service recognises the importance of the night time culture and economy to Edinburgh, and also that many low-paid shift workers working anti-social hours may depend on taxis to commute between the home and workplace, and so night time fares should not be too much higher than day time fares.

It was considered that taxi marshals, especially at night or following major events, add value to the taxi service through increased security. There is normally good integration between rail and taxi at both Waverley and Haymarket, although tram and station improvement work are currently causing some disruption. CEC's new Local Transport Strategy intends to set out an objective to enhance Edinburgh's local stations, and this will include auditing the provision of cycle parking and taxi stances.

The department would also welcome greater integration between taxis and cycling. If taxis were equipped to take bicycles, e.g., by means of an attachable rack, this could enhance integration between cycling and taxi transport. The department considered the number of taxi stances to be sufficient. Whether they are as well-located as possible may need to be reviewed; and possibly elements of enforcement

#### Balmoral Hotel

The hotel noted that they were a considerable user of taxis for both guests and staff needs. Their supplier – Central Taxis were always able to meet the hotels requirements. In terms of the image of taxis in Edinburgh the hotel considered that some vehicles needed upgrading and cleaning. It was also considered that some drivers needed to improve their attitudes and that customer care training and social skills training should be introduced.

In terms of fares the hotel felt that there was little price resistance from guests.

#### Maggie Wright Associates

The respondent stated that she rarely had a problem obtaining a taxi in Edinburgh. She avoided using transit van conversions as she felt they were very awkward to get in and out of. She considered taxi fares to be too high and as a result had decreased her use of taxis.

# 11 Deriving the Significant Unmet Demand Index Value

## 11.1 Introduction

The data provided in the previous chapters can be summarised using Halcrow's ISUD factor described in Section 5.

The component parts of the index, their source and their values are given below;

Average Passenger Delay (Table 6.2)	0.32
Peak Factor (Figure 6.1)	1
General Incidence of Delay (Table 6.3)	2.73
Steady State Performance (Table 6.1)	4
Seasonality Factor (Section 5.4)	1.2
Latent Demand Factor (Section 8.3)	1.15
<b>ISUD (0.32*1*2.73*4*1.2*1.15)</b>	<b>5</b>

The cut off level for a significant unmet demand is 80. It is clear that Edinburgh is well below this cut off point as the ISUD is 5, indicating that there is **NO significant unmet demand**. This conclusion covers both patent and latent/suppressed demand.

## 12 Summary and Conclusions

### 12.1 Introduction

This study has been conducted by Halcrow on behalf of City of Edinburgh Council (CEC). The overall objective is to provide a full survey of demand for taxis in Edinburgh and to determine whether or not significant unmet demand for taxis exists in terms of section 10(3) of the Civic Government (Scotland) Act 1982. Specific objectives are:

- To measure demand, including latent demand, for taxi services to the general public in order to determine whether there is any significant unmet demand in Edinburgh city as a whole, or any part thereof;
- To determine public perception of the taxi service provided in Edinburgh;
- To determine perception of the taxi service provided in Edinburgh amongst wheelchair users and other people with disabilities and/or special needs;
- To comment on any areas within Edinburgh city where there may be concern over the provision of a taxi service;
- To comment on any peak demand times where there may be concern over the provision of a taxi service in Edinburgh city;
- To assess and comment on the impact of large events in the city e.g., Festival, Christmas and New Year Events and Rugby International Fixtures on the supply and demand for taxis in the city.
- To assess and comment on whether there are any features of the taxi market that have an impact (adverse or beneficial) on the city's economy.
- To assess and comment on whether there are any features of the taxi market that have an impact (adverse or beneficial) on the city's night time economy, safe dispersion of the city centre in the evenings and on crime and disorder generally.
- To assess and comment on the operations of the private hire car sector in the city and the impact its operations have on the taxi market in the city.

**Objective 1: To measure demand, including latent demand, for any taxi services to the general public in order to determine whether there is any significant unmet demand in Edinburgh city as a whole, or any part thereof.**

The 2013 study has identified that there is NO evidence of significant unmet demand for taxis in Edinburgh. This conclusion is based on an assessment of the implications of case law that has emerged since 2000, and the results of Halcrow's analysis.

On this basis the authority has discretion in its taxi licensing policy and may either:

- continue to limit the number of vehicles at 1,316;
- issue any number of additional plates as it sees fit, either in one allocation or a series of allocations; or
- remove the limit on the number of vehicles and allow a free entry policy.



The number of hours where excess demand was observed has reduced from 20% to 6%. This demonstrates that the increase of 50 licences since the last study has had a positive effect.

**Objective 2: To determine public perception of the taxi service provided in Edinburgh.**

Public perception of the taxi service in Edinburgh has been obtained through the undertaking of 913 face to face surveys. The key results from the survey highlight that

- Some 27.1% of hiring's are from a stance;
- High levels of satisfaction with delay on last trip (93.8%) – telephone providing the highest levels;
- Some 15% of people had given up trying to obtain a taxi at a stance or by flagdown;
- Some 15.7% of people felt that new stances were needed in Edinburgh.

Overall the public were generally satisfied with the taxi service in Edinburgh. Levels of satisfaction with delay were high. The majority of travellers felt safe using taxis during the day with a small proportion feeling unsafe.

Just under half of respondents (46.7%) consider that taxi services could be improved. These improvements related to better local knowledge, more polite drivers and cheaper taxi fares.

**Objective 3: To determine perception of the taxi service provided in Edinburgh amongst wheelchair users and other people with disabilities and/or special needs**

The views of wheelchair users and other people with disabilities/special needs were determined through a focus group and the distribution of postal surveys.

Overall respondents were satisfied with the current service. However comment was made as to the need to improve disability awareness training amongst the trade. Comment was also made as to the need to increase the number of larger vehicles in the taxi fleet to provide wheelchair users with a more comfortable journey.

**Objective 4: To comment on any areas within Edinburgh city where there may be concern over the provision of a taxi service**

Some 15% of respondents to the public consultation indicated that they had given up waiting for a taxi at a stance or by flag down in the last three months. The public consultation highlighted a number of areas across Edinburgh where people had given up waiting for a taxi. These included George St, Leith Walk and Princes St. However there was limited concern with availability of vehicles in general.

**Objective 5: To comment on any peak demand times where there may be concern over the provision of a taxi service in Edinburgh city**

Case law states that delays associated with peaks in demand are not significant. However guidance from the Scottish Government states that unmet demand at times of peaked demand should not be ignored. Local authorities should consider when the

peaks occur and who is being disadvantaged through restrictions on provision of taxi services.

The stance observations show that demand in Edinburgh exhibits a number of small peaks across the day and night time. When these peaks occur at night this correlates to peaks in passenger delay – however passenger delay is generally less than 3 minutes on average.

The rank observations demonstrated that 60% of the taxi fleet were observed working at night throughout the period of the study. Discussion with the Police and taxi trade has not identified significant safety issues with drivers working at night. Therefore we would suggest that the introduction of an additional night time tariff (midnight to 5am) may encourage a greater number of drivers to work at these times.

**Objective 6: To assess and comment on the impact of large events in the city e.g., Festival, Christmas and New Year Events and Rugby International Fixtures on the supply and demand for taxis in the city**

It is clear that both Christmas and rugby internationals have a significant impact on the supply and demand for taxis in the city. The stance observations have demonstrated that at these times of peaked demand passengers do have to wait longer for a taxi, however the average wait is still less than a minute. The main difference is the proportion of hours where excess demand is observed. Over the Christmas period this was significantly greater.

The trade are incentivised to work over the Christmas period through the use of Tariff 3 and 4 on the fare card. However given that this is an atypical period we would not recommend an increase in taxi licences given that demand is adequately met during a typical period.

**Objective 7: To assess and comment on whether there are any features of the taxi market that have an impact (adverse or beneficial) on the city's economy**

A report commissioned by the London Chamber of Commerce and Industry highlighted the significance of taxis to the city's economy<sup>2</sup>. The same can be said for Edinburgh. Edinburgh taxis are often the first impression that a tourist or businessman gleans of the City. Feedback provided by the Balmoral hotel indicated that some taxi drivers could benefit from improved customer care training and that the quality of some vehicles would benefit from improvements.

We believe that taxi drivers should be ambassadors for a city as they are often the first point of contact. With this in mind we feel that there is scope to improve the training offered to drivers in order to improve the public's perception.

A number of business and tourist organisations were contacted during the study but failed to provide a response.

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<sup>2</sup> London Chamber of Commerce and Industry – The London Taxi Trade

**Objective 8: To assess and comment on whether there are any features of the taxi market that have an impact (adverse or beneficial) on the city's night time economy, safe dispersion of the city centre in the evenings and on crime and disorder generally**

The Edinburgh Violence Reduction Program states that taxis provide a pivotal role in transporting people out of the city centre following a night out and in doing so reduce the likelihood of concentrations of people gathering which could potentially spark an increase in the likelihood of antisocial behaviour.

Taxi marshals operate at a number of ranks across the City with a view to creating a safe night time economy.

The public consultation highlighted that the majority of people feel safe using taxis both during the day and at night. Those who stated that they didn't feel safe suggested that CCTV in taxis, more women drivers and taxi marshals would help.

The stance observations identified that 60% of the taxi trade were observed working at night during the February observations. The remaining 40% may be working from a radio circuit or simply not working. Encouraging a greater number of drivers to serve the ranks at night is crucial to maintaining a safe night time economy.

**Objective 9: To assess and comment on the operations of the private hire car sector in the city and the impact its operations have on the taxi market in the city**

At present there are 841 private hire vehicles across the city. The market is thriving and numbers have continued to grow in recent years. Since 2009 the number of private hire vehicles has increased by 3.2% compared to an increase of 3.9% of taxis. At the height of the recession the number of private hire vehicles increased in some authorities as individuals who had perhaps been made redundant sought other means of income. This doesn't seem to have been the case in Edinburgh. The Civic Government Act does not permit the authority to numerically limit the number of private hire vehicles thereby allowing the market to dictate the appropriate level. Discussion with the private hire association indicated that there were no issues of availability for private hire vehicles. It was also suggested that there should be an approved list of vehicles that are suitable for licensing as private hire vehicles.

## **12.2 Recommendations**

The 2013 study has identified that there is NO evidence of significant unmet demand for taxis in Edinburgh. This conclusion is based on an assessment of the implications of case law that has emerged since 2000, and the results of Halcrow's analysis.

On this basis the authority has discretion in its taxi licensing policy and may either:

- continue to limit the number of vehicles at 1,316;
- issue any number of additional plates as it sees fit, either in one allocation or a series of allocations; or
- remove the limit on the number of vehicles and allow a free entry policy.

In addition we would recommend the following:

- undertake a review of the current training course provided to drivers in Edinburgh with a view to improving the element of disability awareness and customer care;
- introduce a new late night tariff in Edinburgh in order to encourage more drivers to work after midnight in Edinburgh in order to contribute towards maintaining a safe night time economy.

Waverley Bridge Thursday 07/02/2013 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
0800-0900	32	26	0	61	0.00	11.73	0	4	0	0	1
0900-1000	30	18	0	64	0.00	17.78	0	4	0	0	1
1000-1100	24	16	0	83	0.00	25.94	0	6	0	0	1
1100-1200	38	23	0	78	0.00	16.96	0	5	0	0	1
1200-1300	32	16	0	38	0.00	11.88	0	7	0	0	1
1300-1400	35	22	0	96	0.00	21.82	0	7	0	0	1
1400-1500	34	28	0	102	0.00	18.21	6	7	0	1	0
1500-1600	25	15	0	97	0.00	32.33	0	7	0	0	1
<b>Total</b>	<b>250</b>	<b>164</b>	<b>0</b>	<b>619</b>	<b>0.00</b>	<b>18.87</b>			<b>0</b>	<b>1</b>	<b>7</b>

Waverley Bridge Wednesday 06/02/2013 2000-0300

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2000-2100	11	9	0	118	0.00	65.56	0	8	0	0	1
2100-2200	18	16	0	124	0.00	38.75	0	9	0	0	1
2200-2300	34	24	0	114	0.00	23.75	0	8	0	0	1
2300-0000	16	10	0	114	0.00	57.00	0	8	0	0	1
0000-0100	13	7	0	111	0.00	79.29	0	4	0	0	1
0100-0200	2	2	0	14	0.00	35.00	0	0	0	1	0
0200-0300	5	3	0	16	0.00	26.67	0	1	0	1	0
<b>Total</b>	<b>99</b>	<b>71</b>	<b>0</b>	<b>611</b>	<b>0.00</b>	<b>43.03</b>			<b>0</b>	<b>2</b>	<b>5</b>

Waverley Bridge Saturday 16/02/2013 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	70	36	0	77	0.00	10.69	0	6	0	0	1
1300-1400	70	33	0	94	0.00	14.24	0	3	0	0	1
1400-1500	68	36	0	100	0.00	13.89	0	6	0	0	1
1500-1600	59	25	0	101	0.00	20.20	0	7	0	0	1
1600-1700	69	32	0	85	0.00	13.28	0	5	0	0	1
1700-1800	59	25	0	87	0.00	17.40	0	7	0	0	1
<b>Total</b>	<b>395</b>	<b>187</b>	<b>0</b>	<b>544</b>	<b>0.00</b>	<b>14.55</b>			<b>0</b>	<b>0</b>	<b>6</b>

Waverley Bridge Saturday 09/02/2013 2000-0300

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2000-2100	50	27	0	93	0.00	17.22	0	6	0	0	1
2100-2200	42	22	0	88	0.00	20.00	0	5	0	0	1
2200-2300	62	25	0	81	0.00	16.20	0	5	0	0	1
2300-0000	52	32	0	42	0.00	6.56	0	1	0	1	0
0000-0100	77	40	17	7	1.10	0.88	9	0	1	0	0
0100-0200	70	36	142	0	10.14	0.00	20	0	1	0	0
0200-0300	57	38	0	12	0.00	1.58	0	0	0	1	0
<b>Total</b>	<b>410</b>	<b>220</b>	<b>159</b>	<b>323</b>	<b>1.94</b>	<b>7.34</b>			<b>2</b>	<b>2</b>	<b>3</b>

Waverley Bridge Sunday 10/02/2013 1400-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1400-1500	51	30	0	78	0.00	13.00	0	4	0	0	1
1500-1600	61	38	0	41	0.00	5.39	0	3	0	0	1
1600-1700	38	18	0	92	0.00	25.56	0	6	0	0	1
1700-1800	61	35	0	83	0.00	11.86	0	4	0	0	1
<b>Total</b>	<b>211</b>	<b>121</b>	<b>0</b>	<b>294</b>	<b>0.00</b>	<b>12.15</b>			<b>0</b>	<b>0</b>	<b>4</b>

Queensferry St Tuesday 05/02/2013 1900-0300

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1900-2000	16	17	0	60	0.00	17.65	0	1	0	1	0
2000-2100	26	19	0	57	0.00	15.00	0	1	0	1	0
2100-2200	20	10	0	30	0.00	15.00	0	2	0	1	0
2200-2300	10	13	0	40	0.00	15.38	0	1	0	1	0
2300-0000	21	20	0	57	0.00	14.25	0	3	0	0	1
0000-0100	8	8	0	42	0.00	26.25	0	42	0	0	1
0100-0200	2	6	0	21	0.00	17.50	0	0	0	1	0
<b>Total</b>	<b>103</b>	<b>93</b>	<b>0</b>	<b>307</b>	<b>0.00</b>	<b>16.51</b>			<b>0</b>	<b>5</b>	<b>2</b>

Queensferry St Saturday 16/02/2013 2000-0400

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2000-2100	50	27	0	32	0.00	5.93	0	0	0	1	0
2100-2200	72	33	0	26	0.00	3.94	0	0	0	1	0
2200-2300	66	33	0	23	0.00	3.48	0	0	0	1	0
2300-0000	91	19	5	22	0.27	5.79	5	0	1	0	0
0000-0100	46	24	2	10	0.22	2.08	1	0	0	1	0
0100-0200	16	14	0	0	0.00	0.00	0	0	0	1	0
0200-0300	0	0	0	0	0.00	0.00	0	0	0	1	0
0300-0400	8	4	0	0	0.00	0.00	0	0	0	1	0
<b>Total</b>	<b>349</b>	<b>154</b>	<b>7</b>	<b>113</b>	<b>0.10</b>	<b>3.67</b>			<b>1</b>	<b>7</b>	<b>0</b>

High Street Thursday 07/02/2013 1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	18	13	0	76	0.00	29.23	0	5	0	0	1
1100-1200	13	14	0	76	0.00	27.14	0	4	0	0	1
1200-1300	14	16	0	73	0.00	22.81	0	3	0	0	1
1300-1400	11	15	0	83	0.00	27.67	0	6	0	0	1
1400-1500	3	5	0	91	0.00	91.00	0	6	0	0	1
1500-1600	21	17	0	51	0.00	15.00	0	2	0	1	0
1600-1700	12	14	0	54	0.00	19.29	0	1	0	1	0
1700-1800	23	25	0	58	0.00	11.60	0	1	0	1	0
<b>Total</b>	<b>115</b>	<b>119</b>	<b>0</b>	<b>562</b>	<b>0.00</b>	<b>23.61</b>			<b>0</b>	<b>3</b>	<b>5</b>

High Street Tuesday 06/02/2013 1900-0300

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1800-1900	35	28	0	81	0.00	14.46	0	4	0	0	1
1900-2000	37	28	0	72	0.00	12.86	0	1	0	1	0
2000-2100	16	15	0	96	0.00	32.00	0	8	0	0	1
2100-2200	10	10	0	96	0.00	48.00	0	8	0	0	1
2200-2300	48	28	0	94	0.00	16.79	0	7	0	0	1
2300-0000	88	47	0	91	0.00	9.68	0	7	0	0	1
0000-0100	82	52	0	90	0.00	8.65	0	7	0	0	1
0100-0200	66	41	0	93	0.00	11.34	0	7	0	0	1
<b>Total</b>	<b>382</b>	<b>249</b>	<b>0</b>	<b>713</b>	<b>0.00</b>	<b>14.32</b>			<b>0</b>	<b>1</b>	<b>7</b>

High Street Saturday 16/03/2013 1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	8	11	0	50	0.00	22.73	0	3	0	0	1
1100-1200	17	13	0	48	0.00	18.46	0	3	0	0	1
1200-1300	26	18	0	23	0.00	6.39	0	0	0	1	0
1300-1400	28	18	0	15	0.00	4.17	0	0	0	1	0
1400-1500	28	16	0	24	0.00	7.50	0	0	0	1	0
1500-1600	27	14	0	33	0.00	11.79	0	1	0	1	0
1600-1700	30	17	0	39	0.00	11.47	0	1	0	1	0
1700-1800	16	9	0	25	0.00	13.89	0	0	0	1	0
<b>Total</b>	<b>180</b>	<b>116</b>	<b>0</b>	<b>257</b>	<b>0.00</b>	<b>11.08</b>			<b>0</b>	<b>6</b>	<b>2</b>

High Street Friday 08/02/2013 2000-0400

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2000-2100	47	42	0	79	0.00	9.40	0	4	0	0	1
2100-2200	51	28	0	66	0.00	11.79	0	4	0	0	1
2200-2300	89	49	0	82	0.00	8.37	0	6	0	0	1
2300-0000	97	55	0	76	0.00	6.91	0	3	0	0	1
0000-0100	164	78	0	72	0.00	4.62	0	4	0	0	1
0100-0200	213	111	36	60	0.85	2.70	13	0	1	0	0
0200-0300	198	84	0	80	0.00	4.76	0	6	0	0	1
0300-0400	239	95	200	47	4.18	2.47	40	0	1	0	0
<b>Total</b>	<b>1098</b>	<b>542</b>	<b>236</b>	<b>562</b>	<b>1.07</b>	<b>5.18</b>			<b>2</b>	<b>0</b>	<b>6</b>

High Street Sunday 17/02/2013 1400-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1400-1500	24	13	0	42	0.00	16.15	0	3	0	0	1
1500-1600	40	17	0	37	0.00	10.88	0	2	0	1	0
1600-1700	28	14	0	37	0.00	13.21	0	2	0	1	0
1700-1800	23	14	0	33	0.00	11.79	0	2	0	1	0
<b>Total</b>	<b>115</b>	<b>58</b>	<b>0</b>	<b>149</b>	<b>0.00</b>	<b>12.84</b>			<b>0</b>	<b>3</b>	<b>1</b>

The Caledonian Wednesday 06/03/2013 1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	10	6	0	68	0.00	56.67	0	4	0	0	1
1100-1200	9	10	0	63	0.00	31.50	0	4	0	0	1
1200-1300	10	6	0	63	0.00	52.50	0	2	0	1	0
1300-1400	12	7	0	61	0.00	43.57	0	0	0	1	0
1400-1500	11	9	0	65	0.00	36.11	0	4	0	0	1
1500-1600	19	14	0	48	0.00	17.14	0	2	0	1	0
1600-1700	15	12	0	24	0.00	10.00	0	0	0	1	0
1700-1800	10	10	1	0	0.50	0.00	0	0	0	1	0
<b>Total</b>	<b>96</b>	<b>74</b>	<b>1</b>	<b>392</b>	<b>0.05</b>	<b>26.49</b>			<b>0</b>	<b>5</b>	<b>3</b>

The Caledonian Tuesday 05/02/2013 1800-0200

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1800-1900	16	14	0	22	0.00	7.86	0	1	0	1	0
1900-2000	23	18	0	17	0.00	4.72	0	0	0	1	0
2000-2100	12	8	0	20	0.00	12.50	0	1	0	1	0
2100-2200	4	4	0	22	0.00	27.50	0	1	0	1	0
2200-2300	12	10	0	40	0.00	20.00	0	2	0	1	0
2300-0000	25	14	0	43	0.00	15.36	0	2	0	1	0
0000-0100	7	6	0	17	0.00	14.17	0	2	0	1	0
0100-0200	20	11	0	40	0.00	18.18	0	2	0	1	0
<b>Total</b>	<b>119</b>	<b>85</b>	<b>0</b>	<b>221</b>	<b>0.00</b>	<b>13.00</b>			<b>0</b>	<b>8</b>	<b>0</b>

The Caledonian Saturday 16/02/2013 1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	11	6	0	50	0.00	41.67	0	3	0	0	1
1100-1200	16	11	0	34	0.00	15.45	0	0	0	1	0
1200-1300	11	6	0	76	0.00	63.33	0	5	0	0	1
1300-1400	23	13	0	49	0.00	18.85	0	2	0	1	0
1400-1500	27	11	0	48	0.00	21.82	0	1	0	1	0
1500-1600	31	11	0	55	0.00	25.00	0	3	0	0	1
1600-1700	17	10	0	41	0.00	20.50	0	2	0	1	0
1700-1800	4	3	0	56	0.00	93.33	0	3	0	0	1
<b>Total</b>	<b>140</b>	<b>71</b>	<b>0</b>	<b>409</b>	<b>0.00</b>	<b>28.80</b>			<b>0</b>	<b>4</b>	<b>4</b>

The Caledonian Saturday 16/03/2013 2000-0000

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2000-2100	18	11	0	36	0.00	16.36	0	0	0	1	0
2100-2200	35	18	0	33	0.00	9.17	0	1	0	1	0
2200-2300	40	20	0	11	0.00	2.75	0	0	0	1	0
2300-0000	25	15	0	27	0.00	9.00	0	1	0	1	0
<b>Total</b>	<b>118</b>	<b>64</b>	<b>0</b>	<b>107</b>	<b>0.00</b>	<b>8.36</b>			<b>0</b>	<b>4</b>	<b>0</b>

The Caledonian Sunday 03/03/2013 1400-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1400-1500	27	14	0	33	0.00	11.79	0	0	0	1	0
1500-1600	11	7	0	13	0.00	9.29	0	0	0	1	0
1600-1700	18	10	0	0	0.00	0.00	0	0	0	1	0
1700-1800	16	10	0	16	0.00	8.00	0	0	0	1	0
<b>Total</b>	<b>72</b>	<b>41</b>	<b>0</b>	<b>62</b>	<b>0.00</b>	<b>7.56</b>			<b>0</b>	<b>4</b>	<b>0</b>

Leith Walk Wednesday 06/02/2013 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	12	13	0	55	0.00	21.15	0	3	0	0	1
1300-1400	14	11	0	43	0.00	19.55	0	2	0	1	0
1400-1500	11	13	0	61	0.00	23.46	0	1	0	1	0
1500-1600	12	12	0	37	0.00	15.42	0	2	0	1	0
1600-1700	20	19	0	43	0.00	11.32	0	1	0	1	0
1700-1800	24	24	0	30	0.00	6.25	0	0	0	1	0
<b>Total</b>	<b>93</b>	<b>92</b>	<b>0</b>	<b>269</b>	<b>0.00</b>	<b>14.62</b>			<b>0</b>	<b>5</b>	<b>1</b>

Leith Walk Thursday 07/02/2013 2000-0400

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2000-2100	45	27	0	84	0.00	15.56	0	5	0	0	1
2100-2200	42	28	0	103	0.00	18.39	0	8	0	0	1
2200-2300	43	22	0	86	0.00	19.55	0	6	0	0	1
2300-0000	73	37	0	79	0.00	10.68	0	2	0	1	0
0000-0100	40	25	0	87	0.00	17.40	0	5	0	0	1
0100-0200	14	8	0	48	0.00	30.00	0	3	0	0	1
0200-0300	18	10	0	46	0.00	23.00	0	3	0	0	1
0300-0400	78	72	0	26	0.00	1.81	0	0	0	1	0
<b>Total</b>	<b>353</b>	<b>229</b>	<b>0</b>	<b>559</b>	<b>0.00</b>	<b>12.21</b>			<b>0</b>	<b>2</b>	<b>6</b>

Leith Walk Saturday 23/02/2013 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	24	15	0	51	0.00	17.00	0	3	0	0	1
1300-1400	37	22	0	42	0.00	9.55	0	1	0	1	0
1400-1500	27	13	0	69	0.00	26.54	0	4	0	0	1
1500-1600	42	21	0	46	0.00	10.95	0	1	0	1	0
1600-1700	34	20	0	52	0.00	13.00	0	3	0	0	1
1700-1800	39	18	0	72	0.00	20.00	0	3	0	0	1
<b>Total</b>	<b>203</b>	<b>109</b>	<b>0</b>	<b>332</b>	<b>0.00</b>	<b>15.23</b>			<b>0</b>	<b>2</b>	<b>4</b>

Leith Walk Saturday 16/02/2013 2000-0400

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2000-2100	93	42	0	99	0.00	11.79	0	6	0	0	1
2100-2200	98	42	0	89	0.00	10.60	0	5	0	0	1
2200-2300	172	81	31	60	0.90	3.70	10	0	1	0	0
2300-0000	177	81	0	56	0.00	3.46	0	0	0	1	0
0000-0100	236	98	24	18	0.51	0.92	8	0	1	0	0
0100-0200	184	99	0	39	0.00	1.97	0	2	0	1	0
0200-0300	48	24	0	62	0.00	12.92	0	3	0	0	1
0300-0400	91	38	0	0	0.00	0.00	0	0	0	1	0
<b>Total</b>	<b>1099</b>	<b>505</b>	<b>55</b>	<b>423</b>	<b>0.25</b>	<b>4.19</b>			<b>2</b>	<b>3</b>	<b>3</b>

Leith Walk Sunday 10/02/2013 1400-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1400-1500	28	17	0	51	0.00	15.00	0	2	0	1	0
1500-1600	67	28	0	39	0.00	6.96	0	0	0	1	0
1600-1700	24	15	0	58	0.00	19.33	0	3	0	0	1
1700-1800	37	27	0	63	0.00	11.67	0	3	0	0	1
<b>Total</b>	<b>156</b>	<b>87</b>	<b>0</b>	<b>211</b>	<b>0.00</b>	<b>12.13</b>			<b>0</b>	<b>2</b>	<b>2</b>

Wester Hailes Tuesday 05/03/2013 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	17	11	0	35	0.00	15.91	0	1	0	1	0
1300-1400	6	4	0	38	0.00	47.50	0	2	0	1	0
1400-1500	22	15	0	62	0.00	20.67	0	3	0	0	1
1500-1600	16	10	0	26	0.00	13.00	0	4	0	0	1
1600-1700	16	16	0	35	0.00	10.94	0	2	0	1	0
1700-1800	12	8	0	28	0.00	17.50	0	1	0	1	0
<b>Total</b>	<b>89</b>	<b>64</b>	<b>0</b>	<b>224</b>	<b>0.00</b>	<b>17.50</b>			<b>0</b>	<b>4</b>	<b>2</b>

Wester Hailes Saturday 16/02/2013 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	8	6	0	39	0.00	32.50	0	0	0	1	0
1300-1400	8	5	0	35	0.00	35.00	0	1	0	1	0
1400-1500	7	5	0	42	0.00	42.00	0	1	0	1	0
1500-1600	18	12	0	22	0.00	9.17	0	0	0	1	0
1600-1700	6	5	0	32	0.00	32.00	0	1	0	1	0
1700-1800	7	4	2	3	1.43	3.75	1	0	0	1	0
<b>Total</b>	<b>54</b>	<b>37</b>	<b>2</b>	<b>173</b>	<b>0.19</b>	<b>23.38</b>			<b>0</b>	<b>6</b>	<b>0</b>

Wester Hailes Sunday 17/02/2013 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	2	1	0	6	0.00	30.00	0	0	0	1	0
1300-1400	3	2	0	11	0.00	27.50	0	0	0	1	0
1400-1500	0	0	0	0	0.00	0.00	0	0	0	1	0
1500-1600	1	1	0	14	0.00	70.00	0	0	0	1	0
1600-1700	0	0	0	19	0.00	0.00	0	0	0	1	0
1700-1800	0	0	0	4	0.00	0.00	0	0	0	1	0
<b>Total</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>54</b>	<b>0.00</b>	<b>67.50</b>			<b>0</b>	<b>6</b>	<b>0</b>

Waverley Station Tuesday 05/03/2013 0800-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
0800-0900	72	49	0	77	0.00	7.86	0	2	0	1	0
0900-1000	90	54	0	79	0.00	7.31	0	3	0	0	1
1000-1100	119	88	0	79	0.00	4.49	0	1	0	1	0
1100-1200	109	73	0	112	0.00	7.67	0	5	0	0	1
1200-1300	104	69	0	127	0.00	9.20	0	7	0	0	1
1300-1400	98	64	0	142	0.00	11.09	0	8	0	0	1
1400-1500	75	41	0	130	0.00	15.85	0	9	0	0	1
1500-1600	64	63	0	137	0.00	10.87	0	10	0	0	1
1700-1800	114	79	34	28	1.49	1.77	10	2	1	0	0
<b>Total</b>	<b>845</b>	<b>580</b>	<b>34</b>	<b>911</b>	<b>0.20</b>	<b>7.85</b>			<b>1</b>	<b>2</b>	<b>6</b>

Waverley Station Wednesday 20/02/2013 1800-2300

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1800-1900	138	107	34	61	1.23	2.85	10	3	0	1	0
1900-2000	162	122	56	36	1.73	1.48	10	1	1	0	0
2000-2100	33	32	0	120	0.00	18.75	0	10	0	0	1
2100-2200	122	102	27	44	1.11	2.16	7	0	1	0	0
2200-2300	60	41	0	108	0.00	13.17	0	2	0	1	0
<b>Total</b>	<b>515</b>	<b>404</b>	<b>117</b>	<b>369</b>	<b>1.14</b>	<b>4.57</b>			<b>2</b>	<b>2</b>	<b>1</b>

Waverley Station Saturday 16/02/2013 1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	47	18	0	111	0.00	30.83	0	6	0	0	1
1100-1200	100	59	0	2	0.00	0.17	0	2	0	1	0
1200-1300	145	67	0	84	0.00	6.27	0	3	0	0	1
1300-1400	95	45	0	120	0.00	13.33	0	7	0	0	1
1400-1500	116	62	0	118	0.00	9.52	0	6	0	0	1
1500-1600	82	42	0	6	0.00	0.71	0	6	0	0	1
1600-1700	97	45	0	111	0.00	12.33	0	6	0	0	1
1700-1800	64	36	0	6	0.00	0.83	0	6	0	0	1
<b>Total</b>	<b>746</b>	<b>374</b>	<b>0</b>	<b>558</b>	<b>0.00</b>	<b>7.46</b>			<b>0</b>	<b>1</b>	<b>7</b>

Waverley Station Friday 08/02/2013 2100-0000

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2100-2200	150	122	11	149	0.37	6.11	0	0	0	1	0
2200-2300	53	53	0	208	0.00	19.62	0	8	0	0	1
2300-0000	121	87	0	129	0.00	7.41	0	4	0	0	1
<b>Total</b>	<b>324</b>	<b>262</b>	<b>11</b>	<b>486</b>	<b>0.17</b>	<b>9.27</b>			<b>0</b>	<b>1</b>	<b>2</b>

Waverley Station Sunday 17/02/2013 1400-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1400-1500	74	45	0	71	0.00	7.89	0	0	0	1	0
1500-1600	110	66	0	100	0.00	7.58	0	3	0	0	1
1600-1700	103	56	0	103	0.00	9.20	0	5	0	0	1
1700-1800	108	52	11	38	0.51	3.65	5	0	1	0	0
<b>Total</b>	<b>395</b>	<b>219</b>	<b>11</b>	<b>312</b>	<b>0.14</b>	<b>7.12</b>			<b>1</b>	<b>1</b>	<b>2</b>



Cameron Toll Wednesday 20/02/2013 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	26	18	0	81	0.00	22.50	0	6	0	0	1
1300-1400	14	10	0	84	0.00	42.00	0	6	0	0	1
1400-1500	23	13	0	88	0.00	33.85	0	7	0	0	1
1500-1600	17	11	0	91	0.00	41.36	0	7	0	0	1
1600-1700	25	76	0	77	0.00	5.07	0	4	0	0	1
1700-1800	22	12	0	76	0.00	31.67	0	5	0	0	1
<b>Total</b>	<b>127</b>	<b>140</b>	<b>0</b>	<b>497</b>	<b>0.00</b>	<b>17.75</b>			<b>0</b>	<b>0</b>	<b>6</b>

Cameron Toll Saturday 23/02/2013 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	16	14	0	83	0.00	29.64	0	6	0	0	1
1300-1400	26	18	0	77	0.00	21.39	0	5	0	0	1
1400-1500	26	20	0	78	0.00	19.50	0	6	0	0	1
1500-1600	29	21	0	81	0.00	19.29	0	5	0	0	1
1600-1700	40	26	0	65	0.00	12.50	0	4	0	0	1
1700-1800	18	15	0	72	0.00	24.00	0	4	0	0	1
<b>Total</b>	<b>155</b>	<b>114</b>	<b>0</b>	<b>456</b>	<b>0.00</b>	<b>20.00</b>			<b>0</b>	<b>0</b>	<b>6</b>

Cameron Toll Sunday 24/02/2013 1400-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1400-1500	6	8	0	70	0.00	43.75	0	5	0	0	1
1500-1600	20	16	0	66	0.00	20.63	0	3	0	0	1
1600-1700	24	16	0	32	0.00	10.00	0	0	0	1	0
1700-1800	14	13	0	49	0.00	18.85	0	1	0	1	0
<b>Total</b>	<b>64</b>	<b>53</b>	<b>0</b>	<b>217</b>	<b>0.00</b>	<b>20.47</b>			<b>0</b>	<b>2</b>	<b>2</b>

Airport Friday 15/03/2013 0800-1600

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
0800-0900	99	54	0	117	0.00	10.83	0	5	0	0	1
0900-1000	108	68	0	108	0.00	7.94	0	3	0	0	1
1000-1100	46	19	0	151	0.00	39.74	0	8	0	0	1
1100-1200	36	21	0	152	0.00	36.19	0	8	0	0	1
1200-1300	50	28	0	139	0.00	24.82	0	10	0	0	1
1300-1400	71	37	0	114	0.00	15.41	0	1	0	1	0
1400-1500	141	70	45	91	1.60	6.50	14	0	1	0	0
1500-1600	8	8	0	162	0.00	101.25	0	13	0	0	1
<b>Total</b>	<b>559</b>	<b>305</b>	<b>45</b>	<b>1034</b>	<b>0.40</b>	<b>16.95</b>			<b>1</b>	<b>1</b>	<b>6</b>

Airport Thursday 21/02/2013 1600-2300

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1600-1700	85	34	0	102	0.00	15.00	0	7	0	0	1
1700-1800	87	68	0	97	0.00	7.13	0	3	0	0	1
1800-1900	107	69	0	97	0.00	7.03	0	4	0	0	1
1900-2000	42	42	0	84	0.00	10.00	0	4	0	0	1
2000-2100	75	47	0	120	0.00	12.77	0	10	0	0	1
2100-2200	100	86	0	118	0.00	6.86	0	8	0	0	1
2200-2300	82	72	8	69	0.49	5.07	8	1	1	0	0
<b>Total</b>	<b>578</b>	<b>418</b>	<b>8</b>	<b>691</b>	<b>0.07</b>	<b>8.27</b>			<b>1</b>	<b>1</b>	<b>6</b>

Airport Saturday 16/02/2013 1400-2200

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1400-1500	68	27	0	121	0.00	22.41	0	8	0	0	1
1500-1600	91	30	0	59	0.00	9.83	0	1	0	1	0
1600-1700	79	32	0	77	0.00	12.03	0	4	0	0	1
1700-1800	38	14	0	107	0.00	38.21	0	7	0	0	1
<b>Total</b>	<b>276</b>	<b>103</b>	<b>0</b>	<b>364</b>	<b>0.00</b>	<b>17.67</b>			<b>0</b>	<b>1</b>	<b>3</b>

Airport Saturday 16/02/2013 1800-2200

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1800-1900	44	21	0	78	0.00	18.57	0	4	0	0	1
1900-2000	31	14	21	36	3.39	12.86	9	0	1	0	0
2000-2100	14	9	6	76	2.14	42.22	6	2	1	0	0
2100-2200	101	36	0	80	0.00	11.11	0	5	0	0	1
<b>Total</b>	<b>190</b>	<b>80</b>	<b>27</b>	<b>270</b>	<b>0.71</b>	<b>16.88</b>			<b>2</b>	<b>0</b>	<b>2</b>

Airport Sunday 17/02/2013 1400-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1400-1500	71	35	0	110	0.00	15.71	0	6	0	0	1
1500-1600	51	24	0	123	0.00	25.63	0	8	0	0	1
1600-1700	141	67	0	85	0.00	6.34	0	3	0	0	1
1700-1800	81	47	0	100	0.00	10.64	0	8	0	0	1
<b>Total</b>	<b>344</b>	<b>173</b>	<b>0</b>	<b>418</b>	<b>0.00</b>	<b>12.08</b>			<b>0</b>	<b>0</b>	<b>4</b>

Little France Wednesday 06/02/2013 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	29	21	0	64	0.00	15.24	0	3	0	0	1
1300-1400	19	16	0	66	0.00	20.63	0	4	0	0	1
1400-1500	18	12	0	60	0.00	25.00	0	4	0	0	1
1500-1600	25	21	0	69	0.00	16.43	0	5	0	0	1
1600-1700	40	28	12	8	1.50	1.43	5	0	1	0	0
1700-1800	12	16	0	17	0.00	5.31	0	0	0	1	0
<b>Total</b>	<b>143</b>	<b>114</b>	<b>12</b>	<b>284</b>	<b>0.42</b>	<b>12.46</b>			<b>1</b>	<b>1</b>	<b>4</b>

Little France Saturday 16/02/2013 1200-1700

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	3	6	0	27	0.00	22.50	0	0	0	1	0
1300-1400	0	5	0	38	0.00	38.00	0	2	0	1	0
1400-1500	3	4	0	38	0.00	47.50	0	2	0	1	0
1500-1600	1	4	0	68	0.00	85.00	0	5	0	0	1
1600-1700	5	8	0	68	0.00	42.50	0	3	0	0	1
<b>Total</b>	<b>12</b>	<b>27</b>	<b>0</b>	<b>239</b>	<b>0.00</b>	<b>44.26</b>			<b>0</b>	<b>3</b>	<b>2</b>

Little France Sunday 17/02/2013 1400-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1400-1500	0	5	0	61	0.00	61.00	0	4	0	0	1
1500-1600	8	9	0	52	0.00	28.89	0	2	0	1	0
1600-1700	9	5	0	20	0.00	20.00	0	0	0	1	0
1700-1800	0	0	0	36	0.00	0.00	0	3	0	0	1
<b>Total</b>	<b>17</b>	<b>19</b>	<b>0</b>	<b>169</b>	<b>0.00</b>	<b>44.47</b>			<b>0</b>	<b>2</b>	<b>2</b>

Hannover Street Tuesday 05/02/2013 1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	7	10	0	62	0.00	31.00	0	4	0	0	1
1100-1200	7	9	0	54	0.00	30.00	0	2	0	1	0
1200-1300	7	9	0	63	0.00	35.00	0	4	0	0	1
1300-1400	8	8	0	35	0.00	21.88	0	3	0	0	1
1400-1500	10	8	0	59	0.00	36.88	0	4	0	0	1
1500-1600	16	12	0	66	0.00	27.50	0	4	0	0	1
1600-1700	13	12	0	61	0.00	25.42	0	4	0	0	1
1700-1800	9	11	0	69	0.00	31.36	0	4	0	0	1
<b>Total</b>	<b>77</b>	<b>79</b>	<b>0</b>	<b>469</b>	<b>0.00</b>	<b>29.68</b>			<b>0</b>	<b>1</b>	<b>7</b>

Hannover Street Day Date Time

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	12	6	0	33	0.00	27.50	0	1	0	1	0
1100-1200	18	12	0	53	0.00	22.08	0	3	0	0	1
1200-1300	31	16	0	57	0.00	17.81	0	1	0	1	0
1300-1400	16	12	0	54	0.00	22.50	0	1	0	1	0
1400-1500	63	33	0	49	0.00	7.42	0	0	0	1	0
1500-1600	46	20	0	66	0.00	16.50	0	4	0	0	1
1600-1700	82	34	0	68	0.00	10.00	0	2	0	1	0
1700-1800	93	38	0	59	0.00	7.76	0	2	0	1	0
<b>Total</b>	<b>361</b>	<b>171</b>	<b>0</b>	<b>439</b>	<b>0.00</b>	<b>12.84</b>			<b>0</b>	<b>6</b>	<b>2</b>

Hannover Street Sunday 10/02/2013 1400-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1400-1500	49	19	0	33	0.00	8.68	0	0	0	1	0
1500-1600	23	13	0	37	0.00	14.23	0	0	0	1	0
1600-1700	16	18	0	24	0.00	6.67	0	0	0	1	0
1700-1800	6	5	0	65	0.00	65.00	0	0	0	1	0
<b>Total</b>	<b>94</b>	<b>55</b>	<b>0</b>	<b>159</b>	<b>0.00</b>	<b>14.45</b>			<b>0</b>	<b>4</b>	<b>0</b>

## Technical note

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**Project** Edinburgh Unmet Demand Study 2012  
**Subject** Public Attitude Surveys  
**Author** Aidan Shearer/Liz Richardson

**Date** 22 April 2013  
**Ref**

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### 1 Introduction

The purpose of this technical note is to present the results of a public attitude survey undertaken by Halcrow on behalf of City of Edinburgh Council.

The public attitude interview was designed with the aim of collecting information regarding opinions on the taxi market in Edinburgh. In particular, the survey allowed an assessment of flagdown, telephone and rank delays, the satisfaction with delays and general use information.

Some 913 on-street and telephone public attitude surveys were carried out in February and March 2013. The surveys were conducted across a range of locations within the Edinburgh licensing area. It should be noted that in the tables and figures that follow the totals do not always add up to the same amount which is due to one of two reasons. First, not all respondents were required to answer all questions; and second, some respondents failed to answer some questions that were asked.

### 2 Survey Administration

The surveys were conducted during the day at a range of locations across the Edinburgh licensing area. The total of 913 interviews provides a robust basis for assessment, and the age and gender samples are given below in Table 2.1.

*Table 21 – Target and actual samples for interview surveys by age and gender*

Category	Frequency	Percentage
16-34	393	43.6
35-64	416	46.2
65+	92	10.2
<b>Total</b>	<b>901</b>	<b>100.0</b>
Male	419	46.8
Female	477	53.2
<b>Total</b>	<b>896</b>	<b>100.0</b>

The respondents were asked to give their economic status. The results are displayed in Table 2.2.

Table 2.2 – Economic Status

	Frequency	Percentage
Full-time employed	337	38.2
Part-time employed	140	15.9
Unemployed	70	7.9
Student/pupil	165	18.7
Retired	124	14.0
Housewife/husband	23	2.6
Other	24	2.7
<b>Total</b>	<b>883</b>	<b>100.0</b>

### 3 Characteristics of Last Trip

Respondents were each asked if they had made a journey by taxi (BLACK CAB) in Edinburgh in the last three months. The survey found that 62.9% had used a taxi within this period. The results are displayed in Table 3.1.

Table 3.1 – Have you made a trip by taxi in the past three months?

	Frequency	Percentage
Yes	574	62.9
No	339	37.1
<b>Total</b>	<b>913</b>	<b>100</b>

Respondents who had hired a taxi in the last three months were asked further questions about their experience. Some 27.1% of trip makers stated that they hired at a rank. Some 37.3% of hirings were achieved by telephone with 35.6% of trip makers obtaining a taxi by on-street flagdown. Table 3.2 reveals the pattern of taxi hire.

Table 3.2 – Method of hire for last trip

	Frequency	Percentage
Rank	151	27.1
Flagdown	198	35.6
Telephone	208	37.3
<b>Total</b>	<b>557</b>	<b>100</b>

Respondents were asked if they were satisfied with the time taken and promptness of the taxis arrival. The majority of people were satisfied with their last taxi journey (93.8%). Table 3.3 shows that for each method of obtaining a taxi, the majority were satisfied with the services. Satisfaction obtaining a taxi by rank was 92.4%, by telephone 96.6% and by flagdown 89.8%.

Table 3.3- Satisfaction with delay on last trip

	Frequency	Percentage
Rank	145	92.4
Flagdown	177	89.8
Telephone	199	96.6

Respondents were asked to rate a number of elements from their last taxi journey on a scale from very poor to very good. The results shown in Table 3.4 indicate that respondents generally consider the helpfulness of the driver and their knowledge of the area to be good. For those who rated any aspects as poor the most commonly stated reasons were:

- 'poor knowledge of the route'
- 'don't know directions'
- 'expensive'
- 'rude'
- 'didn't help with bags'

Table 3.4- Service Rating

	Very good	Good	Average	Poor	Very poor
Helpfulness of Driver	40.3%	46.6%	10.4%	2.1%	0.5%
Driver Knowledge of Area	42.1%	48.4%	6.3%	1.9%	1.2%
Overall Quality of Service	38.7%	50.6%	7.7%	2.1%	0.9%

## 4 Attempted Method of Hire

To provide evidence of suppressed demand in the event of finding significant patent unmet demand, all respondents were asked to identify whether or not they had given up waiting for a taxi at a rank, on the street, or by telephone in Edinburgh in the last three months; the results are summarised in Table 4.1.

Table 4.1- Satisfaction with delay on last trip (multiple responses)

	Yes	
	Frequency	Percent
Given up at a rank	97	11.0
Given up flagdown	132	15.0
Given up telephone	91	10.4%

The majority of respondents replied that they had not given up waiting for a taxi in the last three months. Some 15.1% had given up waiting for taxi by rank and/or flagdown.

Respondents who had given up trying to obtain a taxi in the last three months at a rank, by flagdown and/or by telephone were asked the location they had given up waiting for a taxi and what type of vehicle they required. The most common areas were the city centre, George St, Leith Walk and Princes St.

## 5 Improvements

Respondents were asked whether taxi services in Edinburgh could be improved. Table 5.1 documents the results.

Table 5.1 Could taxi services in Edinburgh be improved?

	Frequency	Percentage
Yes	407	46.7
No	465	53.3
<b>Total</b>	<b>872</b>	<b>100.0</b>

Some 46.7% of respondents considered that taxi services could be improved. Suggestions included Of those who felt improvements were required the following were the most popular responses:

- Better drivers;
- Better knowledge of the local area;
- Cheaper fares;
- Drivers to be more polite and friendlier;
- Introduction of flat fare tariffs.

## 6 Safety

Respondents were asked whether they feel safe whilst using taxis both during the day and night. The results are shown in Table 6.1. The majority of respondents felt safe across all times of the day.

Table 6.1- Safety using taxis in Edinburgh

	Day		Night	
	Frequency	Percent	Frequency	Percent
Yes	861	95.5	812	90.5
No	41	4.5	85	9.5

Those respondents who commented that they do not feel safe at all or some of the time were asked what would make them feel safer. Table 6.2 provides the detail.

Table 6.2- Safety improvements

	<b>Frequency</b>
CCTV in taxis	71
CCTV on ranks	55
Taxi marshals	61
More taxis	43
Women drivers	61

## 7 Ranks

Respondents were asked whether there were any locations in Edinburgh where they would like to see a new rank. Over a quarter of respondents (29.1%) stated that new ranks are needed. The results are shown in Table 7.1.

Table 7.1 – Are there any new ranks needed in Edinburgh?

	<b>Frequency</b>	<b>Percentage</b>
Yes	136	15.7
No	394	45.4
Don't know	338	38.9
<b>Total</b>	<b>868</b>	<b>100.0</b>

Those respondents who stated that they would like to see a new rank were subsequently asked to provide a location. A variety of locations were provided including:

- Princes Street;
- West End;
- George Street;
- Dalry.

# Transport and Environment Committee

10am, Tuesday, 4 June 2013

## Withdrawal of the Proposed Double Yellow Line Markings, Circus Lane, TRO/12/18A

Item number	8.2
Report number	
Wards	11 – City Centre

### Links

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Coalition pledges	
Council outcomes	<a href="#">C021</a>
Single Outcome Agreement	<a href="#">S04</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Withdrawal of the Proposed Double Yellow Line Markings, Circus Lane, TRO/12/18A

### Summary

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The City Centre/Leith Roads Team received a request from the Circus Lane Resident's Association to promote a Traffic Regulation Order (TRO) to place double yellow line markings on Circus Lane.

When the proposals for double yellow line markings for Circus Lane were advertised to the public in February 2013, a large number of objections from residents was received. The individual who requested the double yellow lines on behalf of the Resident's Association has also now agreed that Circus Lane should be withdrawn from the TRO process.

It is therefore proposed that the City of Edinburgh Council withdraw Circus Lane from TRO/12/18A and that no amendments are made to the current parking restrictions.

### Recommendations

---

It is recommended that Committee authorises the withdrawal of Circus Lane from the Proposed City Of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) (Variation No) Order 201-TRO/12/18A

### Measures of success

---

The status quo will be maintained. By withdrawing the proposed waiting, loading and unloading restrictions, there will be no increase to traffic speeds.

### Financial impact

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There is no cost associated with the withdrawal of Circus Lane from the Traffic Regulation Order.

## Equalities impact

---

Retaining the current set up will help mitigate against any perceived fear of speeding vehicles for the elderly, carers and those with mobility issues. Residents also noted that the installation of double yellow lines outside main doors (there is no pavement) would have a potential impact on everyday life, especially for those with any mobility issues.

## Sustainability impact

---

Maintaining the status quo will see no changed impact to current levels of walking, vehicle use and associated carbon emissions.

## Consultation and engagement

---

Consultation has been carried out as part of the statutory Traffic Regulation Order process. This generated 17 objections from local residents, as opposed to three pieces of correspondence from residents who did not object to the proposals.

The nature of the objections covered a wide range of issues, with the main concern being a subsequent increase in speeding. A number of respondents also stated that parking simply isn't an issue and the proposals were not representative of their views.

Of the three other pieces of correspondence received, one simply noted they had no objections to the proposals, one was supportive only with regards to the impact upon the garages at the east end of the Lane and the third, while supporting the plans to free the Lane from unsolicited parking, nevertheless also notes that action should be taken to prevent vehicles from racing along the Lane.

A table showing the summarised comments of individuals can be found at Appendix 1.

Local Councillors have been made aware of the situation and support the withdrawal of Circus Lane from the current TRO process. Residents' concerns regarding the perceived speeding issues have been noted; the Roads Team will carry out a speed survey to determine if this is an issue and appropriate action will be taken thereafter.

## Background reading/external references

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None.

## Withdrawal of the Proposed Double Yellow Line Markings, Circus Lane, TRO/12/18A

### 1. Background

---

- 1.1 The City Centre/Leith Roads Team received a request from the Circus Lane Resident's Association to promote a Traffic Regulation Order (TRO) to place double yellow line markings on Circus Lane.
- 1.2 The request was made due to the apparent level of indiscriminate parking that blocked access to garage doors on the lane. We were informed by the Secretary of the Circus Lane Residents Association that there was majority support for the installation of the parking restrictions.

### 2. Main report

---

- 2.1 As part of the statutory TRO process, the proposals were publicised in February 2013. It quickly became apparent from both the volume and level of concern that the majority of residents in Circus Lane did not support the installation of the proposed double yellow lines.
- 2.2 Seventeen objections were received from local residents, as opposed to three pieces of correspondence from residents who did not object to the proposals.
- 2.3 The nature of the objections covered a wide range of issues. The majority of respondents noted that parking was not a concern, and the proposals would not solve the real issues of speeding and rat-running, with a number also noting that these issues would likely worsen should the double yellow lines be implemented. Concerns were also raised about the detrimental impact on daily business and family life the yellow lines would have. A number of respondents also noted that they had been unaware of the proposals and that the views put forward by the Secretary of the Residents' Association were not in fact representative of their views.

- 2.4 Of the three other pieces of correspondence received, one simply noted they had no objections to the proposals, one was supportive only with regards to the impact upon the garages at the east end of Circus Lane and the third, while supporting the plans to free the Lane from unsolicited parking, nevertheless also notes that action should be taken to prevent vehicles from racing along the Lane.
- 2.5 A summary of the correspondence received can be found at Appendix 1.
- 2.6 The individual who requested the double yellow lines on behalf of the Resident's Association has also agreed Circus Lane should be withdrawn from the TRO process.
- 2.7 As a result of the opposition to the installation of double yellow lines from residents, it is proposed that these be withdrawn from the TRO.
- 2.8 Given the perception from residents that speeding is an issue, the Roads Team intend to carry out a speed survey to establish if this is an issue that requires to be addressed.

### **3. Recommendations**

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- 3.1 It is recommended that Committee authorises the withdrawal of Circus Lane from the Proposed City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) (Variation No) Order 201-TRO/12/18A.

**Mark Turley**

Director of Services for Communities

## Links

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### Coalition pledges

#### Council outcomes

CO21 Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.

#### Single Outcome Agreement

S04 - Edinburgh's communities are safer and have improved physical and social fabric.

#### Appendices

1. Summary of correspondence received.

## APPENDIX 1 – SUMMARY OF CORRESPONDENCE RECEIVED

Objections received:

DYs are excessive/not required	10
Won't solve speeding/rat-running	5
Likely to increase speeding	13
Impact on business	2
Impact on daily/family life	6
Aesthetics	2
Unaware of proposals/not representative	7

Other correspondence received:

No objection to proposals	1
Supportive of the proposal as far as it impacts on east end, by garages	1
Supportive of proposals to stop unsolicited parking but concerns raised about rat-running and speeding	1

# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Church Hill – Amendment to Parking Places

Item number	8.3
Report number	
Wards	10 – Meadows/Morningside

### Links

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Coalition pledges	
Council outcomes	<a href="#">CO22</a> , <a href="#">CO23</a> and <a href="#">CO26</a> .
Single Outcome Agreement	<a href="#">SO4</a> .

### Mark Turley

Director of Services for Communities

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# Executive summary

## Church Hill – Amendment to Parking Places

### Summary

---

This report summarises 10 objections received against the proposal to amend two parking places in Church Hill from residents' parking places to shared-use parking places.

Residents' parking places in Church Hill can be used by residents, visitors and retailers in possession of a valid permit. City-wide trades' parking permit holders can also park in these parking places between 9.00am and 4.30pm, Monday to Friday. Shared-use parking places, in addition to the four permit holder groups above, can also be used by motorists paying for their parking time or displaying a disabled persons' blue badge.

### Recommendations

---

It is recommended that Committee:

- 1 upholds the 10 objections, but proceed to make the remainder of the Order after removing the Church Hill proposal; and
- 2 approves the investigation of additional parking opportunities for residents in the local area.

### Measures of success

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To help ensure that parking opportunities continue to be available for residents, business users and their customers near to their intended destinations.

### Financial impact

---

It is recommended to uphold the objections and as a result there would be no cost to amend any street furniture. Future costs involved with any further investigations in this area will be contained within the parking revenue budget 13/14.



## Equalities impact

---

Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010. There are no direct equalities impacts arising from this report.

The aim of the proposal was to provide more flexible parking opportunities in Church Hill for all motorists. However, a number of local residents raised concerns about the potential negative impact of the proposals, on the basis that the changes may cause them to walk a greater distance from their vehicles to their homes. As a result, it is recommended that the proposal is abandoned. Therefore, there are no equalities impacts arising from this report.

## Sustainability impact

---

There are no adverse environmental impacts arising from this report.

## Consultation and engagement

---

Part of the Traffic Regulation Order process includes a public consultation and the proposals were advertised for public comment between 16 November and 11 December 2012. In addition to the statutory press advert Morningside and Tollcross Community Councils were informed of the proposals, street bills were erected in the vicinity of the parking places and information was published online, on the Council's website and the Tell Me Scotland portal. During this period 10 objections were received from local residents.

All four local elected members were informed of the results of the consultation and there were no additional comments received.

## Background reading/external references

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None.

## Church Hill – Amendment to Parking Places

### 1. Background

---

- 1.1 Following discussions with local traders in the Church Hill area, a request was made for additional parking places for their customers. A Traffic Regulation Order (TRO/12/03D) was started to amend two parking places in Church Hill from residents' parking places to shared-use parking places.
- 1.2 The Church Hill proposals were advertised alongside a group of other proposed changes. Objections were not received in relation to any other locations.

### 2. Main report

---

- 2.1 There are few public parking opportunities in the section of Morningside Road in the vicinity of Church Hill relative to other parts of the street.
- 2.2 In addition, Church Hill is a bus route and while recent changes have improved access for buses they have reduced parking opportunities for residents and members of the public. Unlike many other side streets in the area, there are no parking places immediately adjacent to the junction with Morningside Road.
- 2.3 Shared-use parking places, can be used by residents', visitors', retailers' and trades' permit holders. In addition, they can also be used by disabled persons' blue badge holders and members of the public paying for their parking time. While this will increase the flexibility of the controls, it could create additional demands on the parking places.
- 2.4 The proposal was advertised to the public on 16 November 2012 and the public consultation ran until 11 December 2012. During this period 10 representations were received in relation to this proposal.
  - 2.4.1 Ten representations were received from residents in the area who regularly use the residents' parking places in question. There were 15 different reasons for objecting, including three major reasons where five or more people had made similar comments.

- 2.5 The three major points include; limited availability of residents' parking places, businesses being allowed to buy two parking permits and the possible impact that such a change may have on older residents or those with children.
- 2.6 The remaining 12 points were each raised less than three times and are summarised in Appendix One: Detailed Analysis of the Consultation Responses.
- 2.7 Residents also suggested a number of possible improvements to parking in their area, such as changing double yellow lines to single yellow lines and introducing more parking places in the vicinity of Church Hill. It is considered that there is scope to investigate additional parking provision for permit holders in this area.
- 2.8 A plan indicating the two residents parking places in question can be found in Appendix Two: Church Hill Residents' Parking Places.

### **3. Recommendations**

---

- 3.1 It is recommended that the Committee:
  - 3.1.1 upholds the 10 objections, but proceed to make the Order after removing the Church Hill amendments.
  - 3.1.2 approves the investigation of additional parking opportunities for residents in the local area.

**Mark Turley**

Director of Services for Communities

## Links

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### Coalition pledges

#### Council outcomes

CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.  
CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.  
CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

#### Single Outcome Agreement

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

#### Appendices

One: Detailed Analysis of the Consultation Responses.  
Two: Church Hill Residents' Parking Places.

# Appendix One

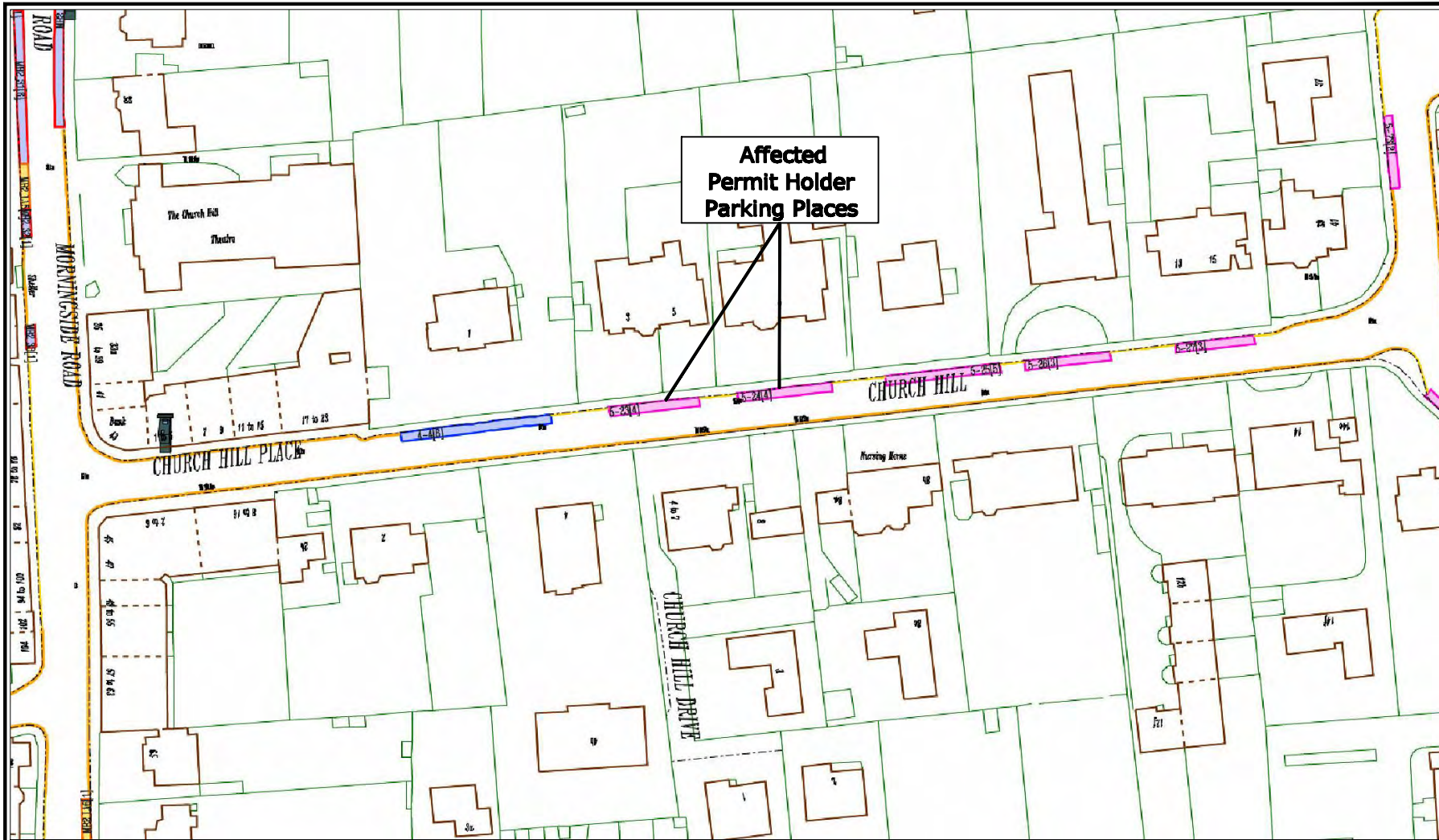
## Main Issues

- 1 The main issue raised by each resident is the current availability of parking places available for residents' permit holders.
- 2 It was either said that there was an insufficient number of permit holders' parking places in the area or that there were too many permit holders for the available parking places. One resident stated that there was already a 'chronic shortage' of residents' parking places.
- 3 As a result, residents do not consider that the proposed change is being made in their interests and that increasing competition from public parking users will reduce parking opportunities for them.
- 4 The following table details the number of parking permits issued in the local area along with the available parking places.

Street	Permit Type				Parking Places	
	Residents'	Retailers'	Business	Trades'	Public	Permit
Church Hill	2	0	0	0	6	22
Church Hill Place (an extension of Church Hill)	17	2	2	0	0	0
Church Hill Drive	1	0	0	0	0	0
Morningside Road (33-63 & 38-104)	23	4	2	1	9	0
Totals	43	6	4	1	15	22

- 5 Half of the respondents indicated that the new business parking permit and the increased availability of retailers' permits has created additional problems for them.
- 6 The business parking permits scheme extended the classes of business that could apply for permits and changes to the eligibility criteria for retailers' permits increased the number of permits available per retailer from one to two. The available permit information indicates that an additional six parking permits could be using the residents' parking places in the area.

- 7 The other main objection concerns the distance that older residents or those with young children would have to walk from the parking places to their homes. Furthermore, this was also a problem for people loading or unloading goods from their vehicles.
- 8 There were a number of other issues which were raised during the consultation, including; residents already having to park several streets away, inconsiderate parking taking up finite space, demand from theatre patrons, money-making proposal, demands from Morningside shoppers, discourages the use of public transport and visitors to local amenities arriving before the end of restrictions but staying until late in the evening.
- 9 All these factors contributed to a strong feeling from local residents that the needs of businesses, shoppers or theatre goers were being given priority over their own.
- 10 While the changes could have little impact on the parking places in question during the day, there is a distinct possibility that due to the proximity of local amenities there will be higher levels of demand at the end of the controlled period.
- 11 This may result in residents' permit holders having to park further away from their homes because visitors can start to park in the shared-use parking places at earlier times.
- 12 This is not in the best interests of permit holders and could make the current situation more difficult.
- 13 There were a number of suggestions for improving parking for residents in the area including; changing some double yellow lines to single yellow lines, introducing public parking places in Church Hill Place and introducing additional parking places in Pitsligo Road. As a result, it is considered that there is good reason to investigate additional parking provision for permit holders in this area.



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**Church Hill  
Residents Parking Places  
Edinburgh**

SERVICES FOR COMMUNITIES  
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PARKING OPERATIONS  
TRAFFIC ORDERS AND  
PROJECT DEVELOPMENT

DATE:- Apr 2013  
SCALE:- NTS

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**APPENDIX 2**

# Transport and Environment Committee

10.00am, Tuesday, 4 June 2013

## Objections to Proposed Waiting Restrictions Craiglockhart Primary School – Traffic Regulation Order 12/21

Item number	8.4
Report number	
Wards	09 – Fountainbridge/Craiglockhart

### Links

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Coalition pledges	
Council outcomes	<a href="#">CO21</a>
Single Outcome Agreement	<a href="#">SO4</a>

### Mark Turley

Director of Service for Communities

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# Executive summary

## Objections to Proposed Waiting Restrictions Craiglockhart Primary School – Traffic Regulation Order

### Summary

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To repel objections received from advertising the proposed Traffic Regulation Order (TRO/12/21) to introduce double yellow line waiting restrictions in the vicinity of Craiglockhart Primary School. (See Appendix 1 for location plan). The TRO is required to formalise restrictions that were put in place under a Temporary Traffic Regulation Order (TTRO) and create a new section of double yellow line at the access to the canal tow path. This would improve visibility for those pedestrians and cyclists crossing at this location. Two objections were received that need to be considered before completion of the TRO.

### Recommendations

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It is recommended that the Committee set aside the objections and make the Order as advertised to improve public safety, maintain emergency vehicular access and improve traffic flow.

### Measures of success

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It is considered that the parking restrictions will improve road safety for all road users and improve traffic flow.

### Financial impact

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It is anticipated the total cost associated with the Traffic Regulation Order and installing double yellow lines at the location described will be approximately £2,000.00 from the Road Safety budget.

## **Equalities impact**

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Consideration has been given to the relevance of the Equalities Act 2010 and there is no infringement of rights or impact on duties under this Act.

## **Sustainability impact**

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

## **Consultation and engagement**

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This Order was advertised for public consultation from 1 February 2013 to 26 February 2013 in line with TRO procedures. Two formal objections from local residents were received as part of the public consultation. These proposals were also discussed at two evening meetings on 16 and 17 April 2013 and only positive comments were made.

## **Background reading/external references**

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Appendix 1 – Location Plan (attached).

## Objections to Proposed Waiting Restrictions Craiglockhart Primary School – Traffic Regulation Order

### 1. Background

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- 1.1 In December 2007, a Temporary Traffic Regulation Order (TTRO) was made to implement waiting restrictions at the junction of Ashley Grove, Ashley Gardens, Ashley Drive and Cowan Road. This was put in place after the implementation of the Controlled Parking Zone (CPZ) in the neighbouring area, promoted by the Parking Team. Vehicles were parking across the junctions in this area creating danger to pedestrians. This Order was in force until June 2009.
- 1.2 Following on from the initial TTRO, a further temporary order was made from February 2010 to August 2011.
- 1.3 The Road Safety Team are now progressing a Traffic Regulation Order (TRO) to formalise the waiting restrictions that were placed under the TTRO. The effect of the restriction is to improve visibility for those crossing at the junctions.
- 1.4 Within the travel plan for Craiglockhart Primary School, a request was made for a crossing facility on Ashley Drive. Due to the layout of the streets, any crossing facility would have removed all the parking between Ashley Terrace and Ashley Grove and would not have been located on the desire line for pedestrians and cyclists.
- 1.5 Proposals were drawn up to progress a TRO through the statutory process to introduce waiting restrictions in the vicinity of Craiglockhart Primary School.
- 1.6 The permanent order TRO/12/21 was advertised for public consultation from 1 February 2013 to 26 February 2013 and two objections were received for this Order, details are referenced in 2.2 of this report.

## 2. Main report

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2.1 It is considered that the introduction of parking restrictions at the following junctions will improve sightlines for all road users and provide suitable crossing points for pedestrians, including school children:

- Ashley Grove/Cowan Road
- Ashley Grove/Ashley Gardens
- Ashley Grove/Ashley Drive
- Ashley Drive – across access to canal towpath

2.2 Following the advertisement of the TRO, two objections have been received from local residents, and are outlined as follows:

- *Objection to the double yellow line markings on Ashley Drive, parallel with the canal. Not required for 24 hour period as pedestrians tend not to be about in the middle of the night. Car parking in the area is limited.*

There is a strong case for maintaining access to and from the canal tow path over a 24 hour period, although it is recognised that there will be lower levels of usage at night. It is used by both pedestrians and cyclists for leisure and commuting journeys, which, especially over the spring and summer months, will take place until dusk and early in the morning. This is demonstrated in an analysis of a cycle count carried out on the Union Canal on Wednesday 28 April 2012 (school term-time) next to the Ashley Drive access, which showed that 45.8% of cyclists were counted in a combination of the two periods, 7am-8am and 5pm-7pm (371 out of a total of 810 cyclists). Source: Sustrans' Route User Intercept Survey: Union Canal 2012.

So the provision of double yellow lines at this location will provide safe access at all times as well as catering specifically for school times. Any vehicles parking between the two access paths will impede the visibility for those crossing.

- *There are already 24 hour restrictions on the corners as shown in the Appendix.*

The current line markings were painted on the carriageway under a TTRO. These are no longer enforceable. This Order would make them permanent and allow them to be enforced.

### 3. Recommendations

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- 3.1 It is recommended that the Committee set aside the objections and make the Order as advertised to improve public safety, maintain emergency vehicular access and improve traffic flow.

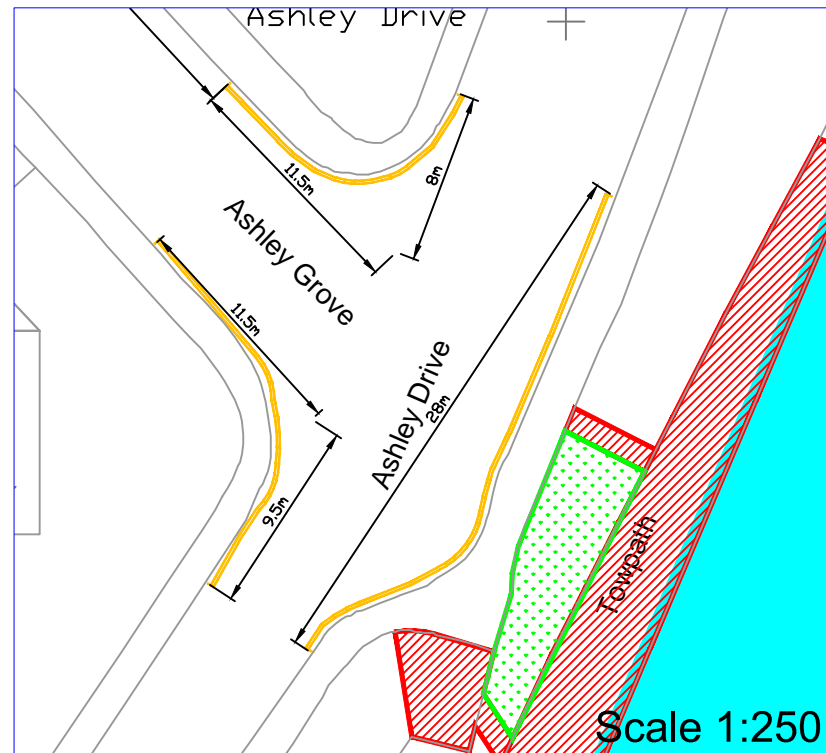
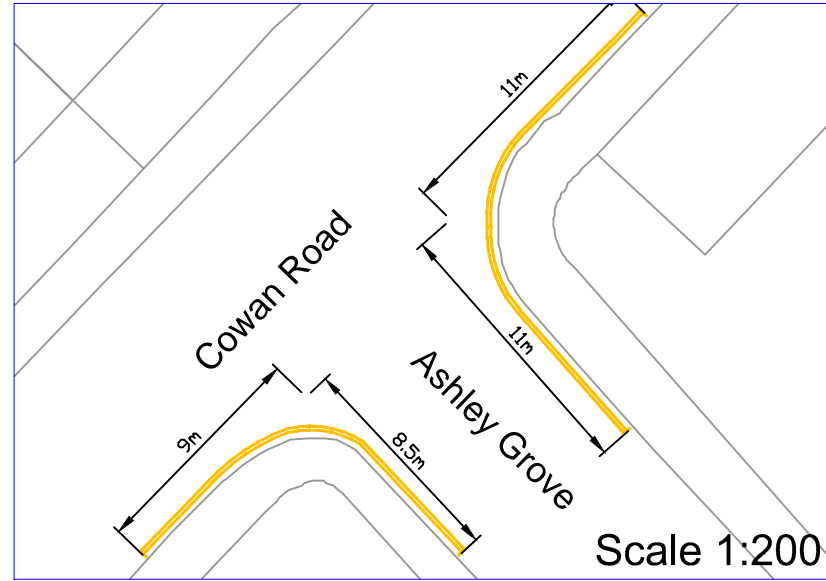
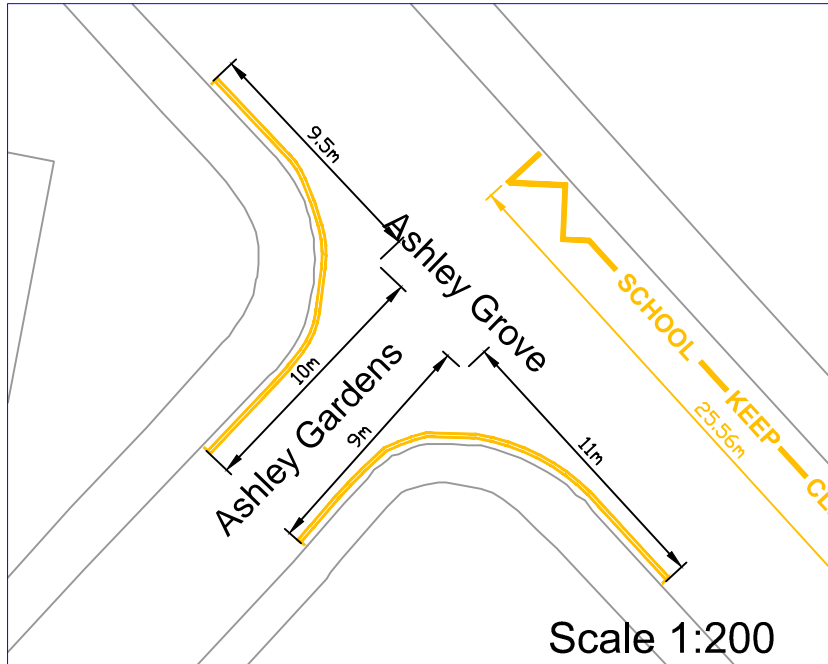
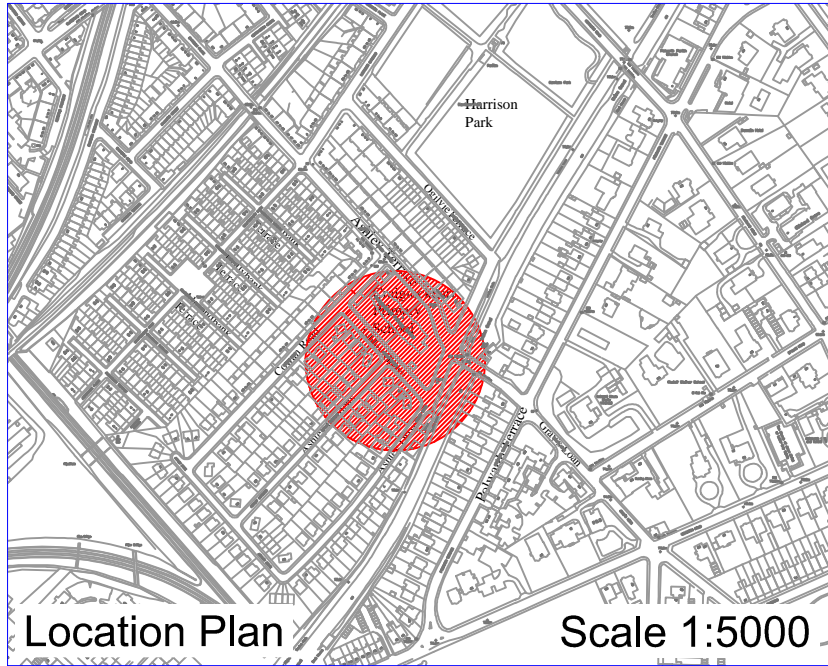
**Mark Turley**

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	
<b>Council outcomes</b>	CO21: Safe – Resident, visitors and businesses feel the Edinburgh is a safe City.
<b>Single Outcome Agreement</b>	SO4: Edinburgh’s communities are safer and have improved physical and social fabric.
<b>Appendices</b>	Appendix 1 – Plan of double yellow line markings



NOTES:  
 Proposed Double Yellow Line Markings at several junctions near to Craiglockhart Primary School



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100023420 (2012)

B	Changes to Template and markings by road	FM	22/04/13	FM
A	Dimensions	FM	22/10/10	FM
REV	DETAILS	BY	DATE	CHECK

**EDINBURGH**  
 THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITITES  
 The City of Edinburgh Council  
 Waverley Court, 4 East Market St  
 Edinburgh EH8 5SG  
 Tel. No. 0131 - 200 2000

TRANSPORT POLICY AND PLANNING  
 ROAD SAFETY

Craiglockhart Primary School

Safer Routes to School  
 Ashley Drive / Ashley Grove

Date: April 2013 Job No: 672772 Drawn by: FM  
 Scale: As shown at A3 Checked by:

# Transport and Environment Committee

10:00am, Thursday, 4 June 2013

## Conference attendance – 8<sup>th</sup> Annual UK Light Rail Conference

Item number	8.5
Report number	
Wards	All

### Links

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Coalition pledges	N/A
Council outcomes	N/A
Single Outcome Agreement	N/A

### Mark Turley

Director of Services for Communities

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# Executive summary

## Conference Attendance – 8<sup>th</sup> Annual UK Light Rail Conference

### Summary

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Approval was given by the Corporate Policy and Strategy Committee on 26 February 2013 for the Convenor of the Transport and Environment Committee, officers and opposition Transport Spokespeople to visit current tram operating cities.

The 8<sup>th</sup> Annual UK Light Rail Conference was held on 15 – 16 May 2013 in Manchester. This is an established conference attended by other local authorities, light rail operators and organisations. The Director of Services for Communities in consultation with the Convenor of Transport and Environment Committee agreed that attendance at the conference should replace the Manchester visit previously agreed by Corporate Policy and Strategy Committee.

### Recommendations

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Committee is asked to:

1. note the action taken by the Director of Services for Communities, in consultation with the Convenor of Transport and Environment Committee under Committee Terms of Reference and Delegated Function A3.1 in approving attendance at the 8<sup>th</sup> Annual UK Light Rail Conference; and
2. notes that feedback from the officers and councillors in attendance from Edinburgh was that the conference proved to be of great interest and was certainly worthwhile.

### Measures of success

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Attendance at the conference will provide the opportunity to gain knowledge from other local authorities who also have trams.

### Financial impact

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Costs will be minimised and met from within the Services for Communities budget.

### Equalities impact

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Not applicable.

## Sustainability impact

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Arrangements will be made in accordance with the Council's Sustainable Travel Plan.

## Consultation and engagement

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Not applicable.

## Background reading / external references

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[uk-light-rail-conference | events](#)

## Links

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**Coalition pledges**

**Council outcomes**

**Single Outcome Agreement**

**Appendices**

Appendix 1 – summary report from the 8<sup>th</sup> Annual Light Rail Conference – Manchester 15-16 May 2013

## **Appendix 1**

### **Summary report from the 8<sup>th</sup> Annual Light Rail Conference - Manchester 15-16 May 2013**

#### **Introduction and general comments**

The two day conference was attended by Cllrs Aldridge, Hinds, Mowat and Orr, plus the Chief Executive. The tone was positive, optimistic and forward looking, as would be expected given the recent proliferation of (reportedly successful) light rail schemes across the UK (particularly the English Midlands), Ireland and Europe. For example, France alone was reported to have 24 individual light rail schemes, including small towns such as Troyes (with a population of circa 62,000).

The chair made a point of welcoming the Edinburgh delegates to the "light rail family" and this was well received as was the presentation from the Chief Executive ("Edinburgh: Back on Track"). It is also worth noting that one delegate from Dublin emphasised a single critical ingredient for the success of any successful light rail project. That ingredient, in one word, was "ownership".

One Nottingham delegate reported that one tram carries 177 people (potentially replacing 177 cars) or 3 buses, and that this statistic highlighted the argument, in terms of transport policy, for investing in light rail projects. Trams were also noted to rate more highly in customer satisfaction than buses.

Nottingham is scheduled to host the conference in 2014 while Edinburgh delegates expressed an interest in hosting it in 2015.

#### **Points of interest**

The conference took place over two very full days. The discussions tended to be either updates from delegates from particular cities on their light rail schemes and any expansion plans or items of particular light rail "policy". It is not possible to summarise all the discussions in a short report and so what follows is a selection of topics on which panel discussions and presentations took place and which are thought to be particularly interesting to the Transport and Environment Committee. This report is collated from the notes taken by the Edinburgh delegates.

##### *Ticketing and revenue protection*

Given that the vast majority of light rail passengers are loyal customers who want a good service, it was recommended that the approach of fare collection be customer focussed and non-confrontational in terms of the minority who engage in fare evasion. Setting the penalty fare is another challenge. Paying a low penalty fee can become a cheap alternative to paying regularly. Need to deter fare evasion without creating a barrier between customer and tram provider.

Smart ticketing and integrated ticketing were discussed. Transport for London appears to be ahead of the rest of the UK in this regard, partly as they have particular powers enshrined in legislation.

##### *Funding expansion*

Various options were discussed such as TIF and PFI. PFI reportedly works best when the contract is for construction and operation. Nottingham introduced a workplace parking levy to fund their expansion and this reportedly contributed £8m in first year. Clearly the better the expansion route and design, the easier it is to fund, particularly when combined with significant economic development opportunities.

##### *Cycling*

None of the UK schemes permit cycles to be carried on their light rail systems. However, some representatives stated that they make access to the stations by bicycle as easy as possible. The position of Birmingham is that they are waiting to see whether the pilot scheme in Edinburgh is a success before considering the matter again. It was reported that the carrying cycles on trams is quite common on the continent.

##### *Social media*

This is increasingly important in connecting to customers in real time; for example in the event of delays or disruptions to the service. Some operators have a “tweet deck” to help monitor their own service.

#### *Tram Train*

Potential for tram-train options highlighted by new Sheffield to Rotherham link. In this situation, trams use main line rail network, normally for a short section of track. A number of complexities always need to be addressed for example around converting the main line voltage to the tram voltage and signalling.

#### *Track Laying*

Alternative mechanisms to lay tracks were proposed. In Edinburgh we followed the traditional approach of digging up roads and laying concrete beds to lay the tracks on. However, one French manufacturer claimed that 100m of bed and track can be laid per day on top of the road with relatively little preparation. A number of other delegates suggested such an approach cut corners and was short sighted (leaving “time bombs” under the tracks).

#### *Utility Works*

On the complex matter of the movement and renewal of utility works during tram works, it was acknowledged that under certain circumstances utility companies should and do pay a share of renewal costs when they are moved for tram construction, depending on a number of factors such as their condition. However, in spite of the existence of a Code of Practice, there was disagreement on the panel about the practicalities around this and the adequacy of current legislation.

Finally, the Transport Convener indicated that she was keen for the 2015 conference to be held in Edinburgh. The 2014 conference is scheduled to be in Nottingham.