

Transport & Environment Committee

10am, Tuesday, 27 August 2013

Waste and Recycling Update

Item number	7.15
Report number	
Wards	All

Links

Coalition pledges	P44, P49, P50
Council outcomes	CO17, CO18, CO19
Single Outcome Agreement	SO4

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Executive summary

Waste and Recycling Update

Summary

This report updates the Committee on performance in reducing the amount of waste being sent to landfill and increasing recycling.

The positive trend in performance is continuing with the amount of waste sent to landfill so far in 2013/14 reducing by 2,604 tonnes or 7% when compared against the same period last year. Based on tonnage data for the period ending June 2013 and taking into account seasonal factors it is forecast that 129,830 tonnes will be sent to landfill this year, 7,419 tonnes or 5% less than the previous year. Further work is being undertaken to deliver further reductions in landfill and increase participation in recycling.

The proportion of all waste (including street sweepings) recycled is at its highest ever with 44.35% of waste having been recycled so far in 2012/13 compared to 40.9% for the same period in 2012/13.

A range of public engagement work is ongoing to promote recycling which includes door knocking, radio and bus advertisements and local events.

Promoting public behaviour change is at the heart of improving recycling performance and further consideration is being given to other innovative approaches that can be used to capture the public's imagination and support a concerted campaign to increase participation.

Further opportunities to divert community recycling centre residual waste and litter bin waste away from landfill are being explored through the procurement of a processing contract.

Recommendations

1. To note the contents of the report.

Measures of success

Achievement of the Council's targets for increasing recycling and reducing landfill.

Financial impact

There is a £469,000 overspend on landfill costs at the end of June which is being offset by an under spend on recycling payments of £558,000 during the same period.

Based on performance to date the projection for landfill to the year end is currently 129,830 tonnes. Although this represents a 5 % reduction on same period last year it still exceeds the budget target of 118,000 tonnes. Further work is underway to increase recycling performance and bring landfill tonnages back within target.

Equalities impact

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

Sustainability impact

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

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

Waste and Recycling Update

1. Background

- 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 The environment improvement programme, *improve it*, 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

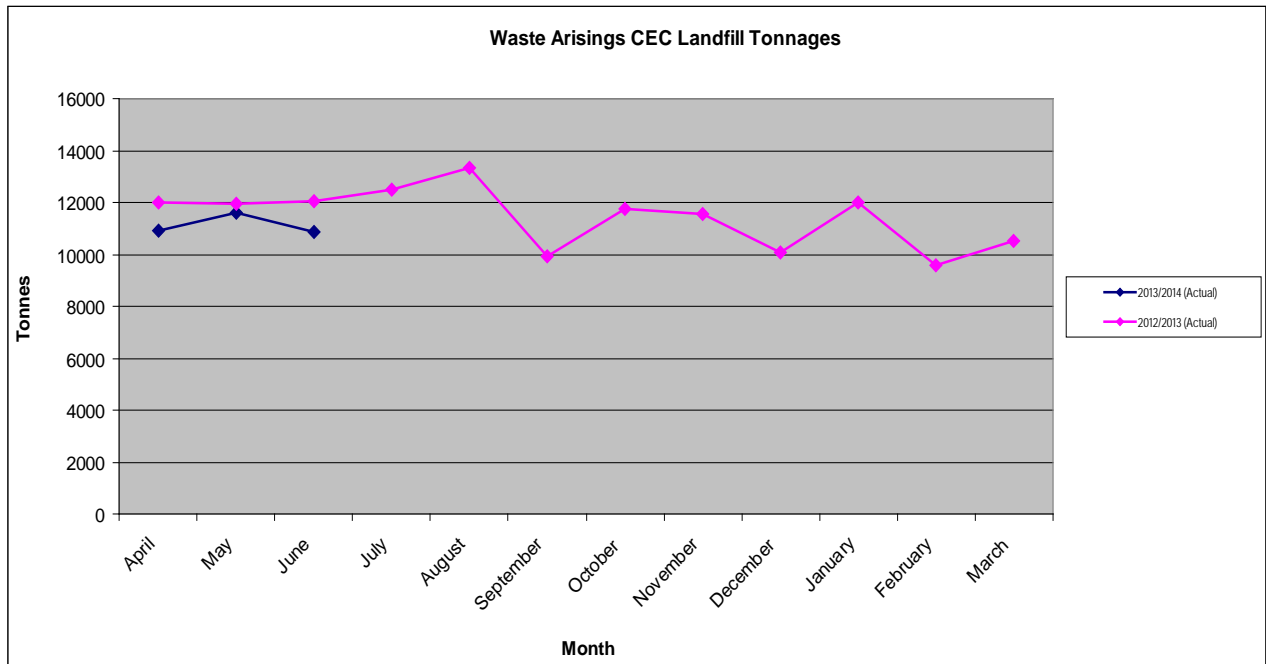
- 1.3 The *improve it* programme aims to deliver transformational change in a number of environment services including Waste Services. The most significant waste targets in 13/14 were:
 - Reduced landfill tonnages – from 137,247 tonnes to 118,000 tonnes (14% reduction)
 - Increased recycling of waste to 50%
- 1.4 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.

2. Main report

Landfill

- 2.1 Landfill tonnage for 2013/14 totals 33,397 tonnes for the year to June 2013; this is a reduction of 2,604 tonnes or 7% on the same period in 2012/13. Although this represents a continuing positive trend in landfill reduction the rate of reduction needs to increase if the budgeted target is to be achieved.
- 2.2 Taking into account seasonal trends from previous years if the current levels of landfill and recycling performance remain as they are then the projected amount of waste sent to landfill would be 129,830 tonnes against a budgeted target of 118,000 tonnes. Work is therefore underway to bring forward a high profile communications and engagement campaign to support behaviour change so that more residents participate in the recycling services that the council provides and reduce the amount of waste that they send to landfill.

Chart 1: Landfill tonnages 12/13 & 13/14 (YTD)



2.3 The landfill tonnage for June 2012 is 10,871 tonnes. This is a reduction of 9.7% on the corresponding period in 2011/12.

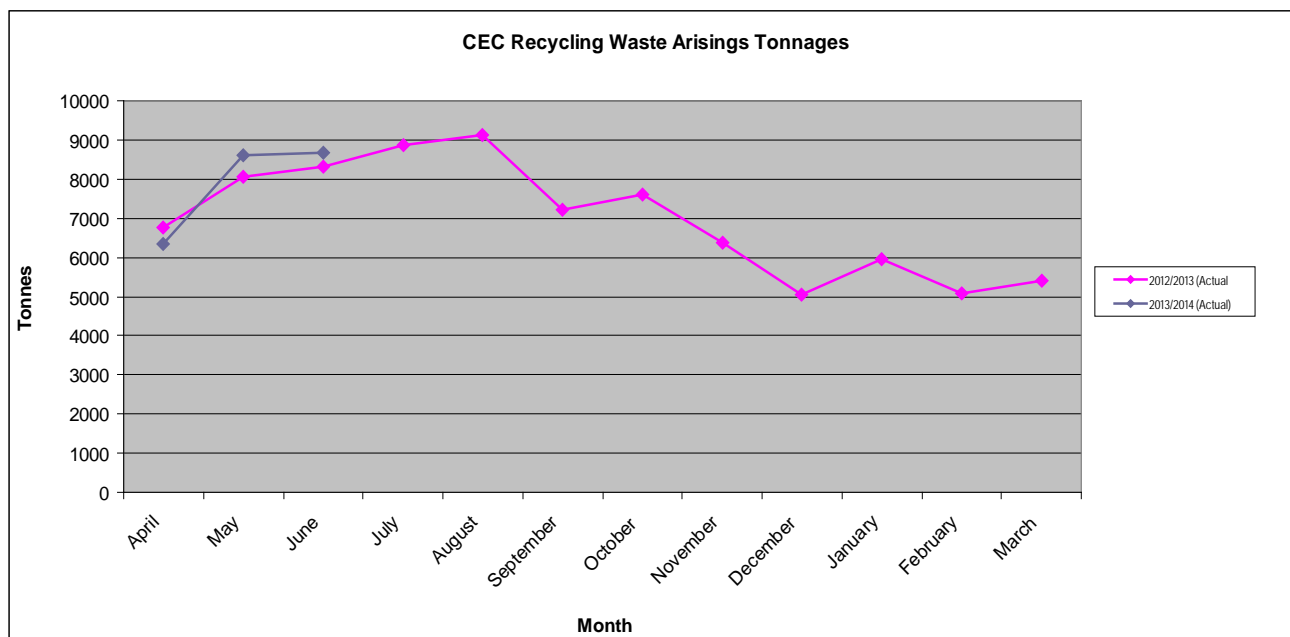
Recycling

2.4 The percentage of waste recycled (see table 1 below) including street sweepings between April 2013 and June 2013 is 44.4% compared to 40.9% for the same period in 2012/13.

Table 1: Percentage of waste recycled 2012/13 & 2013/14 YTD

	YTD June 2013		YTD June 2012		Difference	
	Tonnes	% Rate	Tonnes	% Rate	Tonnes	% Rate
Recycling	23,619	44.35%	23,128	40.88%	491	2.1%

Chart 2: Recycling Tonnages 12/13 & 13/14 (YTD)



- 2.5 The tonnage of food waste recycled to date in 2013/14 totals 1,233 tonnes; this is an increase of 237 tonnes (22.8%) on 2012/13.
- 2.6 The tonnage of kerbside box recycling for April to June 2013 combined is 3,572 tonnes, this is an increase of 237 tonnes (7%) on the corresponding period in 2012 (3,336 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.
- 2.7 The tonnage collected through garden waste collections, packaging banks and CRC sites has also increased (see Table 2 below).

Table 2: Year to date recycling by scheme 2012/13 & 2013/14

	YTD 2013/14	YTD 2012/13	Difference
Kerbside Blue/Red Boxes	3572	3336	237
Garden Waste	7028	7001	27
Food Waste	1233	1003	229
Recycling Banks	1744	1922	-178
Packaging Banks	791	667	124
Trade	1099	1223	-124
CRC	5256	4799	457
Special Uplifts	879	946	-67
Other(incl street sweepings)	2017	2231	-214
Total Recycling	23619	23128	491

- 2.8 Recycling rates tend to reduce during the winter months as garden waste tonnages reduce so further actions are required to drive up the amount of material being collected through other recycling services, such as the red and blue box scheme but particularly in food recycling, if the 50% target is to be achieved.

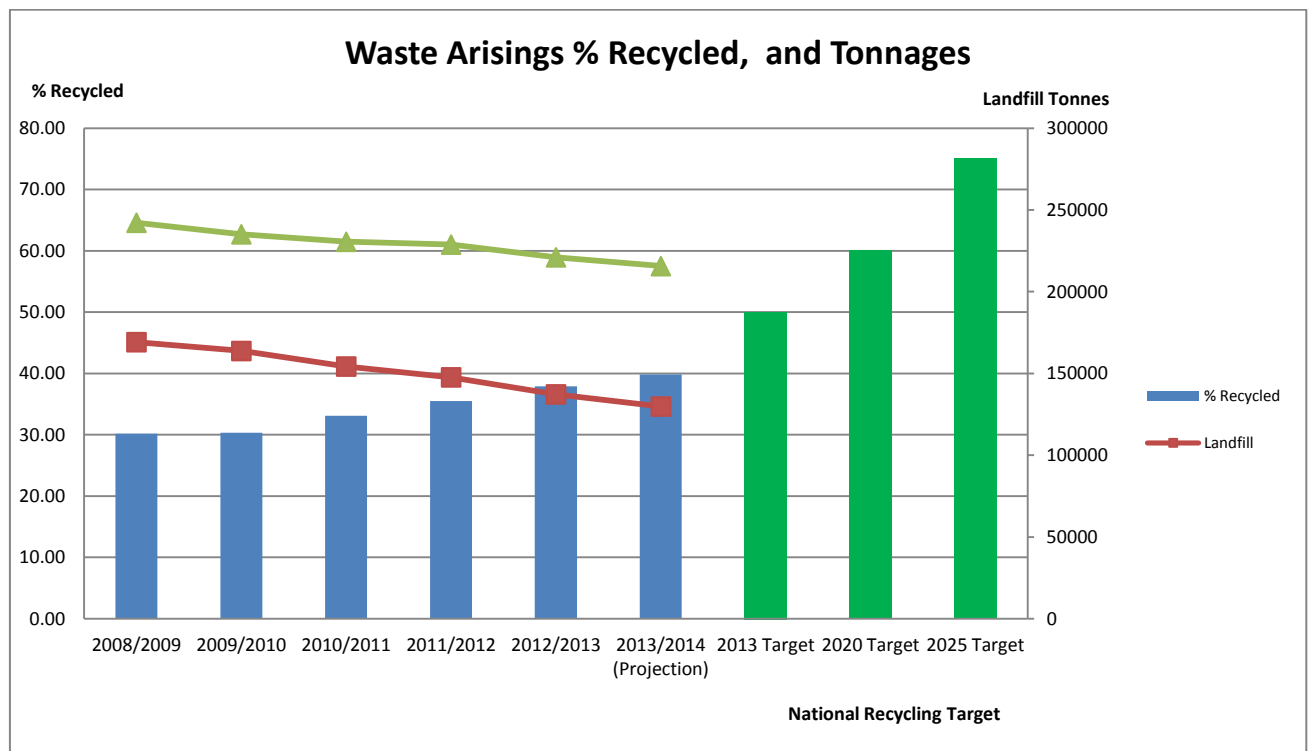
Action being taken

- 2.9 Promoting public behaviour change is at the heart of improving recycling performance and Appendix 1 outlines some of the communications and engagement activity that have taken place since March and planned activities for 2013/14. However given that current rates of recycling need to increase by 10% a more concerted and intense campaign of public engagement is being worked up as a matter of priority. It is intended that this will have a high impact in order to bring actual performance in line with recycling and landfill targets within the current financial year.
- 2.10 Further consideration is also being given to other innovative approaches that can be used to capture the public's imagination and increase participation. Segmentation data is now available that will allow different communication methods to be tailored for specific audiences. A compositional analysis of the waste which remains in residual bins is also planned. This will identify the recyclable materials which still find their way to landfill and allow communications to be targeted further.
- 2.11 Recent customer research has shown that residents are motivated by a dislike of waste, environmental messages, conforming with societal norms and doing their bit for Edinburgh. Providing increased capacity, increasing access to glass recycling, providing better service information and operating a high quality service were all felt to be factors that would increase participation. Whilst the redesigned recycling service will address a number of these points, where possible these issues will be progressed ahead of implementation of the new service.
- 2.12 There is also an opportunity to recycle or recover a proportion of the residual waste from community recycling centres and litter bins. Trial loads of residual waste from community recycling centres have been sent to a number of contractors and up to 74% of the waste has been diverted from landfill. Litter bin waste is expected to yield lower levels of diversion because of the amount of contamination present although further measures to reduce contamination are being explored. Documentation is now being prepared for the procurement of a processing contract.
- 2.13 Work is underway to redesign recycling services and to increase participation by simplifying the service and making it easier to use and increasing capacity. The business case for the redesigned recycling service is the subject of a separate report to this Committee and if approved will see the implementation of the new low density kerbside collections in the latter part of 2014. It is projected that these changes when implemented would lead to an 8% increase in recycling.

Long Term Trends

- 2.14 Between 2008/09 and 2012/13 the amount of waste landfilled has fallen by over 30,000 (18.8%). Whilst the overall reduction in waste arisings (8.7%) has contributed to this, the biggest factor has been the increase in recycling (14.8%) over the same period (see chart 3).
- 2.15 The number of properties in Edinburgh has increased by over 6000 (2.54%) in the last 2½ years. Based on 2013/14 forecasts the amount of waste landfill will have reduced by 17,839 tonnes (12%) in the same period.

Chart 3: Historical performance (waste arisings, recycling and landfill) and future targets



3. Recommendations

- 3.1 To note the contents of the report.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>P44 Prioritise keeping our streets clean and attractive.</p> <p>P49 Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill.</p> <p>P50 Meet greenhouse gas targets including the national target of 42% by 2020.</p>
Council outcomes	<p>CO17: Clean – Edinburgh’s streets and open spaces are clean and free of litter and graffiti.</p> <p>CO18: Green – We reduce the local environmental impact of our consumption and production.</p> <p>CO19: Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p>
Single Outcome Agreement	<p>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric</p>
Appendices	<p>Appendix 1 – Communications Activity</p>

Appendix 1 – Communications Activity

Project/subject	Detail	Communications activity	Key date
Complete			
Food waste recycling	Awareness raising campaign	Radio Print advert Bus sides Bus stop advertising Press (general feature set up) Social media Plasma screens Web updates Lamp post signs Mailing of all recycling services and caddy sticker to 140,000 Internal briefings	March – April
Food waste recycling	Support of communal roll out of 35,000 properties	Teaser letters sent Leaflet on how to use service Briefings to neighbourhoods, community councils and elected members. Letters to concierges, factors and developers sent Door-knocking in areas	March – July
Garden waste	Compost giveaways events across the city	3 external websites promoted 1500 flyers distributed 40 posters 14 tweets sent, 169 click throughs 2 facebook posts with 1001 likes Posted on two other local facebook sites	30 April – 29 May
Reduce, reuse, recycle	Community roadshows	8 roadshows carried out city-wide.	March, April, May
Modernising waste	Changes to waste collection in city centre	Leaflets on new service in Old Town Follow up letters and maps Community engagement	May
TEC	Residents thanked for their recycling	Press release Internal comms Web and social media updates	4 June
Recycle week	All recycling (17 – 23 June)	Social media campaign Recycling roadshow at Tesco, Hermiston Gait Neighbourhood updates	17 -23 June
Food waste recycling	Liners in libraries	Posters Press adverts Briefings for libraries Press and social media	June
Planned			
Food waste recycling	Awareness raising campaign	Bus stop, digital and radio advertising Community engagement and door knocking Caddies and instructional leaflets delivered with communal roll out	15 July ongoing

Transport and Environment Committee Policy Development and Review Sub-Committee

May 2013 to November 2013

Title / Description	Sub section	Category or type	Lead officer(s)	Starting point	Stakeholders	Progress updates	Start date	Due date
Urban Forestry Strategy	To provide a overview of the new policy		David Lyon		Public/Staff/ Councillors	Draft Strategy has been prepared	Jan 2013	Considered at PDR Sub-Committee 10 May 2013
“Alive After Five”	To assess the success of the campaign with Essential Edinburgh and Marketing Edinburgh		John Bury	Summer and Winter Festivals 2012. The success of the campaign would dictate if the promotion would run again	Public/Staff/ Councillors	Analysis of survey is ongoing	Jan 2013	Considered at PDR Sub-Committee 10 May 2013

Title / Description	Sub section	Category or type	Lead officer(s)	Starting point	Stakeholders	Progress updates	Start date	Due date
Local Transport Strategy - Update and Focus on Air Quality	To debate consultation results		John Bury Brian Sharkie Robbie Beattie		Public/Staff/ Councillors	Consultation underway, concludes 17 Mar 2013	May 2013	PDR Sub-Committee 1 Aug 2013
Street Design Guidance Workshop			John Bury Phil Noble Andrew McBride Reggie Tricker		Public/Staff/ Councillors			PDR Sub-Committee 23 Sept 2013
Community Accessible Transport			John Bury Steve Renwick		Public/Staff/ Councillors	Overarching review currently being scoped		PDR Sub-Committee 26 Nov 2013

Title / Description	Sub section	Category or type	Lead officer(s)	Starting point	Stakeholders	Progress updates	Start date	Due date
Customer Research into Recycling Behaviours	To discuss the outcome of the research into various options including high density area recycling solutions Existing measures taken by the Council to promote waste reduction and reuse and additional measures to be considered (action from T+E Committee 4 June 2013)		David Lyon		Public/Staff/Councillors	Research is currently underway	Jan 2013	PDR Sub-Committee 26 Nov 2013

Title / Description	Sub section	Category or type	Lead officer(s)	Starting point	Stakeholders	Progress updates	Start date	Due date
Nuclear Submarine Dismantling at Rosyth – Ministry of Defence Response to Consultation	To invite reps from Nuclear Free Local Authorities Scotland to provide a briefing (action from T+E Committee 4 June 2013)		David Lyon		Public/Staff/Councillors			To be confirmed
Bus/Tram Integration	To provide an overview of progress		John Bury					To be confirmed

Transport and Environment

Tuesday 27th August 2013

Cleanliness of the City

Item number	7.17
Report number	
Wards	All

Links

Coalition pledges	P44
Council outcomes	C07 , C017 , C019 , C025 , C026 and C027
Single Outcome Agreement	S04

Mark Turley

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Executive summary

Cleanliness of the City

Summary

In June 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 95% of the streets surveyed achieving the nationally recognised standard of cleanliness. Although the cleanliness index result is the same as the previous March assessment, the percentage of streets achieving the acceptable standard of cleanliness increased by 1%. Of the 491 transects surveyed during this assessment 461 achieved an A or a B grade.

Five out of six Neighbourhoods received a cleanliness index result of 67 or above achieving the national standard of cleanliness target. The City Centre and Leith Neighbourhood missed this by one point. Three out of six Neighbourhoods achieved a result of 72 or above meeting the Council target of 72.

Eleven out of 17 wards met or exceeded the Council target for the percentage of streets meeting the acceptable standard of cleanliness. This is an improvement from the previous survey where nine wards met this target. Five wards achieved a result of 100% clean compared to 2 wards achieving 100% clean in March.

The cleanliness index result for June 2012 was 72 with 95% of streets achieving the nationally recognised standard of cleanliness. The two point difference in cleanliness index result is due to the higher number of A grades awarded during June 2012. (See Appendix 1 'Edinburgh Street Cleanliness')

Recommendations

It is recommended that the Transport and Environment Committee note the content of this report.

Measures of success

To achieve a citywide CIMS score of 72.

Financial impact

There is no financial impact from this report.

Equalities impact

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

Sustainability impact

None.

Consultation and engagement

None.

Background reading / external references

www.keepsotlandbeautiful.org

Cleanliness of the City

1. Background

- 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 city's 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 indicate an unacceptable standard. 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 Cleanliness Index score out of 100. A Cleanliness Index 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). In addition to the Cleanliness Index score the CIMS assessment also shows the percentage of streets in the survey that achieved an acceptable standard of cleanliness. The same methodology is used for Local Environment Audit Management System (LEAMS), the statutory performance indication for street cleaning although a smaller sample of streets are assessed.
- 1.3 The Council has two performance targets for street cleanliness – a Cleanliness Index target score of 72 and a target of 95% of streets achieving the acceptable standard of cleanliness.

2. Main report

Cleanliness Standards

- 2.1 The number of unacceptable transects has again reduced from the previous assessment in March 2013. This assessment showed that 26 transects were noted as being of an unacceptable level of cleanliness. In March this figure was 29 and in December there were 55 unacceptable transects. This data shows that street cleaning teams are improving when responding to streets which fall below the acceptable level of cleanliness.

Dog fouling statistics have also improved from the previous assessment. Out of the 491 transects surveyed only 4% noted a small presence of dog fouling. This percentage has halved from the previous assessment.

The incidence of domestic waste litter remains the same as the previous assessment, a total of 1% of the transects noted a significant presence of domestic related litter. The predominant source of litter identified during this assessment was from pedestrians (91% of all litter).

Improvements from the previous June 2012 assessment are noted in weed growth and graffiti. Although graffiti and weed growth do not have an effect on the overall cleanliness index result, both have an adverse impact on the environment and are noted during all surveys. This assessment showed that only 3% of transects noted a presence of graffiti. This result was 6% in June 2012. Weed growth has improved from 47% noted in June 2012 (36% of which related to a small presence only) to 38% noted in June 2013 (30% of which related to a small presence only). The chemical treatment of weeds is being carried out by Task Force teams throughout the summer months.

City Centre and Leith Neighbourhood

CIMS 66

- 2.2 The City Centre and Leith Neighbourhood achieved a result of Cleanliness Index score of 66 with 92% of transects assessed meeting the acceptable standard of cleanliness. This Cleanliness Index score is one point lower than the previous survey result however the percentage of transects assessed as clean has increased by 1%. The overall cleanliness index result for June 2012 was 63 with 89% of transects noted as acceptable (see Appendix 4 'Cleanliness by Neighbourhood'). A total of 86 transects were surveyed during this assessment of which seven did not meet the acceptable standard of cleanliness.

Ward 11 (City Centre) received a cleanliness index result of 66 with 93% transects noted as clean. Ward 12 (Leith Walk) scored 68 with 95% of transects assessed as clean and Ward 13 (Leith) scored 65 with 88% of transects assessed as clean (see Appendix 5 'Cleanliness by Ward'). A notable improvement can be seen in Ward 12 where the percentage of transects noted as being of an acceptable level of cleanliness increased from 85% in March to 95% in this assessment.

Local partnership working continues to support the neighbourhood team to improve cleanliness throughout the City Centre and Leith area. The Clean Leith Forum designed their own poster to tackle the problem of dog fouling within the neighbourhood. As part of a two week campaign, 20 signs were erected, anti dog fouling stencils were sprayed on pavements, residents were visited and there was a dedicated Task Force barrow beat presence in the area. Positive feedback has been received from residents in relation to the reduction of instances of fouling being reported in the area. This initiative has now been

extended to target other known problem locations including Balfour Street and Bothwell Street.

Working to improve the appearance of their local community, 'ShipShape' volunteers held a series of fun day activities between 10th and 12th June to help improve the look of Leith Walk. Tasks included removing stickers, graffiti, fly posting and litter. Council staff, elected members, police and businesses joined volunteers on these days to help make Leith Walk 'Ship Shape'.

Further support for community clean up's has been provided for events including Friends of Parks groups. Successful events include Pilrig Park, Restalrig railway path and London Road Gardens.

The Greater Grassmarket Clean Up day, led by the Business Improvement District team, was held on the 28th June and also brought together a range of volunteers to help improve the appearance of the Grassmarket and surrounding streets.

North Neighbourhood

CIMS 72

- 2.3 A Cleanliness Index score of 72 was achieved in the North Neighbourhood with a result of 94% of transects meeting the acceptable standard of cleanliness. A total of 64 streets were surveyed during this assessment. The North Neighbourhood exceeded the national standard of cleanliness target and met the city wide target; however these results do show a slight decrease from the previous March assessment (see Appendix 4, Cleanliness by Neighbourhood).

Ward 4 and 5 both met the national standard of cleanliness target with Ward 5 (Inverleith) also exceeding the city wide target by receiving an impressive Cleanliness Index result of 75 with 97% of streets surveyed meeting the acceptable standard of cleanliness. This result for Ward 5 is the same as the March result. Ward 4 (Forth) saw a decrease in both percentage clean result and cleanliness index result (see Appendix 5, Cleanliness by Ward). This was due to two more unacceptable transects noted in this Ward one of which was a grade D as a result of fast food litter accumulations at West Pilton Green.

The incidence of dog fouling has significantly reduced from the previous assessment. The previous assessment showed dog fouling was noted in 46% of transects surveyed while this survey showed a result of only 2%. Increased patrols from Environmental Wardens together with street cleaning monitoring have hopefully contributed.

East Neighbourhood

CIMS

- 2.4 The East Neighbourhood received a Cleanliness Index score of 67 with 89% of 53 transects noted as meeting the acceptable standard of cleanliness. This

result is lower than the previous March cleanliness index result of 68 with 90% of transects surveyed noted as acceptable.

Ward 14 (Craigentinny/Duddingston) saw an increase in the number of transects graded as unacceptable. Out of 27 transects surveyed, six were noted as unacceptable during this survey. Two grade D's were given in this Ward (Seafield Way and Wishaw Terrace) for litter which related to fast food and 'significant accumulation of packaging material'. The overall cleanliness index score for this ward was a disappointing 62 (see Appendix 5, Cleanliness by Ward for details).

Smoking related litter increased in this assessment from 78% to 85% and accounted for a number of C grades recorded. The Environmental Wardens will continue to monitor the locations highlighted in the data results. Fly tipping issues have been noted at Seafield Way and this may have been the cause of the packaging waste which resulted in a D grade. Environmental Wardens and Task Force will be monitoring this location to take remedial action on any fly tipping and/or littering issues. The two grade D's noted during this survey has resulted in this lower score as well as having an impact in the overall result for the East Neighbourhood.

Ward 17 (Portobello and Craigmillar) achieved a higher cleanliness index result than the previous survey. This ward received a score of 75 with an impressive 100% clean result. A total of 27 transects were surveyed. This is the fourth consecutive increase in the cleanliness index result for this ward.

The East Environmental Wardens have been working closely with the local high schools on a project around lunchtime litter. The project 'Lose the Litter' is being run by Changeworks. Portobello High School was announced joint winners while Holyrood High School came second. Pupils at both schools worked hard to raise awareness about littering and made a start to changing behaviour and attitudes towards litter and the impact on street cleanliness around the schools. Further project work involving the Environmental Wardens and Task Force included working with Castlebrae High School on a citizen day, which included litter picking events. Throughout April and May the Task Force supported nine community clean up events working with local businesses, schools and Friends of Parks groups.

South West Neighbourhood

CIMS 72

- 2.4 During this assessment the South West Neighbourhood achieved a Cleanliness Index score of 72 with 96% of surveyed transects meeting the acceptable standard of cleanliness. The South West met both city wide targets during this survey. A total of 104 transects were surveyed of which only five did not meet the national standard of cleanliness.

Three out of four Wards exceeded both the national standard of cleanliness and the city wide target. Ward 7 (Sighthill/Gorgie) received a score of 66 which is the

same cleanliness index result as the previous assessment. A total of 26 transects were surveyed in Ward 7 of which two were noted as C grades.

Two out of four Wards (Ward 2 Pentland Hills and Ward 9 Fountainbridge/Craiglockhart) improved on the cleanliness index result while two Wards (Ward 7 Sighthill/Gorgie and Ward 8 Colinton Fairmilehead) remained the same as the previous assessment; (see Appendix 5, Cleanliness by Ward). Ward 8 received an impressive result of 100% of all transects being noted as an acceptable standard of cleanliness. The highest cleanliness index result (75) in the South West Neighbourhood was in Ward 9. This has increased six points from the previous assessment.

Further improvements can be seen in the presence of dog fouling noted. Only 2% of transects surveyed in this assessment noted a small presence of dog fouling. In March the presence of dog fouling noted was 8%. The Environmental Warden team are continuing to monitor those locations that are noted as problematic.

The South West Task Force are working closely with Environmental Wardens to tackle cigarette waste by concentrating on hot spot areas throughout the neighbourhood. The procurement exercise for the purchase of new litter bins which incorporate capture top ash trays is progressing and once installation takes place this should significantly assist in the reduction of this problem as cigarette waste is a significant feature in the lower scoring of ward 7.

South Neighbourhood

CIMS 69

- 2.5 The South Neighbourhood achieved a score of 69 during this assessment. A total of 84 transects were surveyed of which 98% were noted as being of an acceptable standard of cleanliness. Although the cleanliness index result is lower than the previous result of 71, improvements can be seen in the number of transects noted as being of an acceptable standard of cleanliness, from 94% in March 2012 to 98% in this survey.

The South Neighbourhood exceeded the national standard of cleanliness result and the city wide target of streets achieving an acceptable level of cleanliness result. The higher number of B grades than A grades achieved throughout the Neighbourhood has resulted in a score of 69 although only two transects were noted as C grades.

The South Task Force focused on achieving an acceptable standard of cleanliness standard throughout the Neighbourhood. Effort was given to monitoring and cleaning locations that did not meet the national standard of cleanliness (C or D grade). This focus showed a positive outcome with an overall result of 98% clean.

One C grade was noted in Ward 10 (Morningside) and one noted in Ward 15 (Southside/Newington).

All three Wards exceeded the national standard of cleanliness target with Ward 16 (Liberton/Gilmerton) reaching the city wide target of 72. Again all three Wards exceeded the city wide target for percentage of transects graded as being acceptable with Ward 16 receiving a 100% clean result, (see Appendix 5 Cleanliness by Ward for detail). These results show that all three Wards improved in this survey from the previous survey.

The continued spell of hot weather leading up to and during this assessment led to South Task Force street cleaning teams prioritising the cleaning of the Meadows and Bruntsfield Links area. These locations needed to be cleaned prior to 8.30 am and continuously throughout the day and night due to the high number of visitors. The South team encourage visitors to dispose of their litter responsibly by handing out bags for litter.

West

CIMS 73

- 2.6 In this assessment the West Neighbourhood received a score of 73 with 98% of transects surveyed being graded as being of an acceptable standard of cleanliness. A total of 99 transects were surveyed during this assessment.

The two locations which did not meet the standard noted a presence of fast food litter near to a fast food restaurant in Newbridge Industrial Estate and what may have been spillage from domestic waste in a Kirliston housing area.

All three Wards exceeded the national standard of cleanliness target with Ward 1 (Almond) and Ward 3 (Drum Brae/Gyle) exceeding the Council target of 72. Ward 6 (Corstorphine/Murrayfield) missed this target by only one point. Two out of the three Wards achieved an impressive 100% acceptable standard of cleanliness result (see Appendix 5 'Cleanliness by Ward').

In the lead up to this assessment Environmental Wardens have continued to carry out focused work in relation to dog fouling and enforcement in the Clermiston and South Queensferry areas. A small presence of dog fouling was noted in only two out of the 99 transects were surveyed. 'Dish the Dirt', the city wide dog fouling hotline was launched in the West Neighbourhood in early June and the team are receiving specific information which is helping to use available resources effectively.

The West Task Force Team Leaders have recently started to inspect a daily sample of completed work. This will assist street cleaning teams to meet the statutory performance levels and maintain positive street cleanliness standards.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee note the content of the report.

Mark Turley

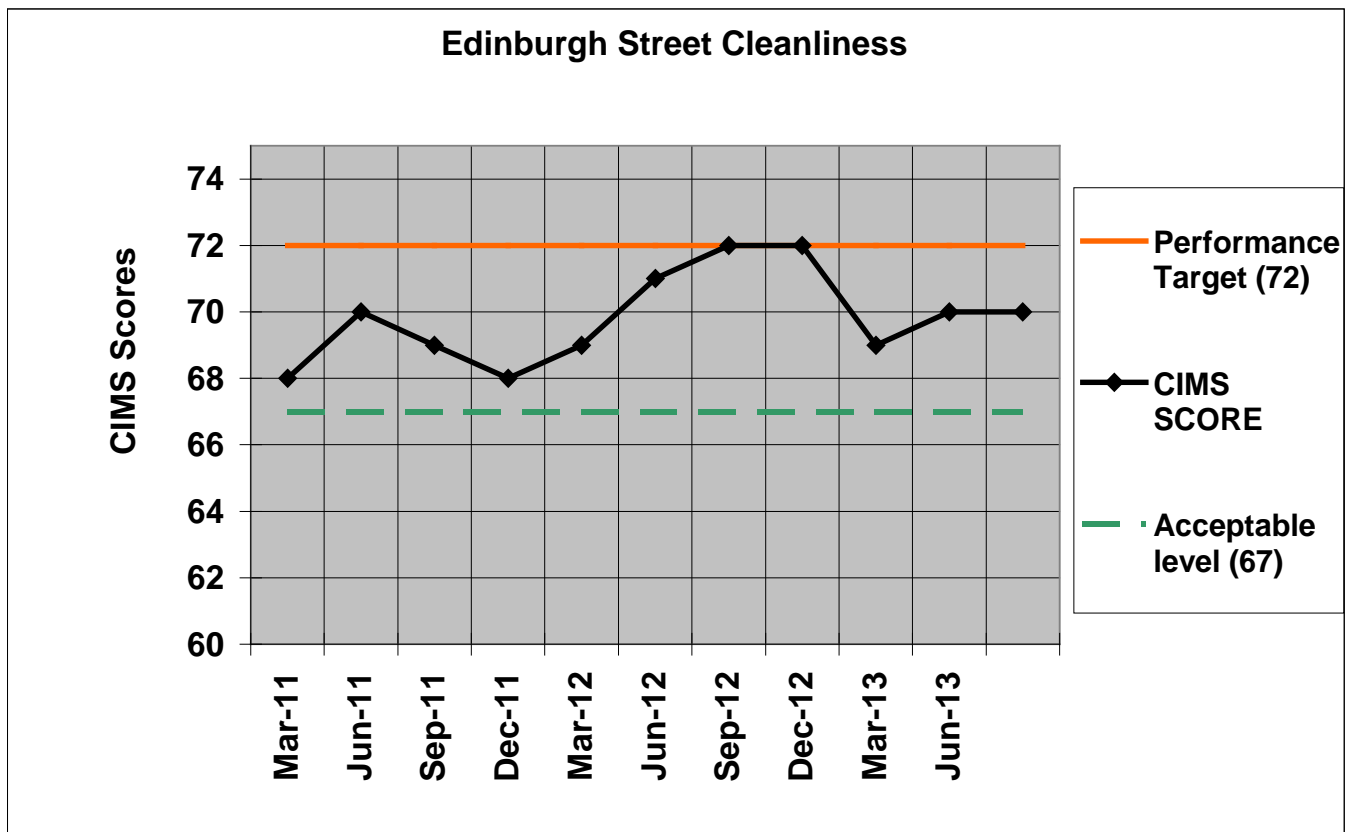
Director of Services for Communities

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive.
Council outcomes	C07 – Edinburgh draws new investment in development and regeneration. C017 – Clean – Edinburgh’s streets and open spaces are free from litter and graffiti. 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. C025 – The Council has efficient and effective services that deliver on objectives. C026 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives. C027 – The Council supports, invests and develops our people.
Single Outcome Agreement	S04 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 - Edinburgh Street Cleanliness CIMS Score Jun 11-Jun 13. Appendix 2 - Percentage of Streets Clean Score Set 11-Jun 13. Appendix 3 - Cleanliness by Neighbourhood Area Jun 11-Jun 13. Appendix 4 - Cleanliness by Neighbourhood Area Jun 12-Jun 13. Appendix 5 - Cleanliness by Ward Jun 12-Jun 13.

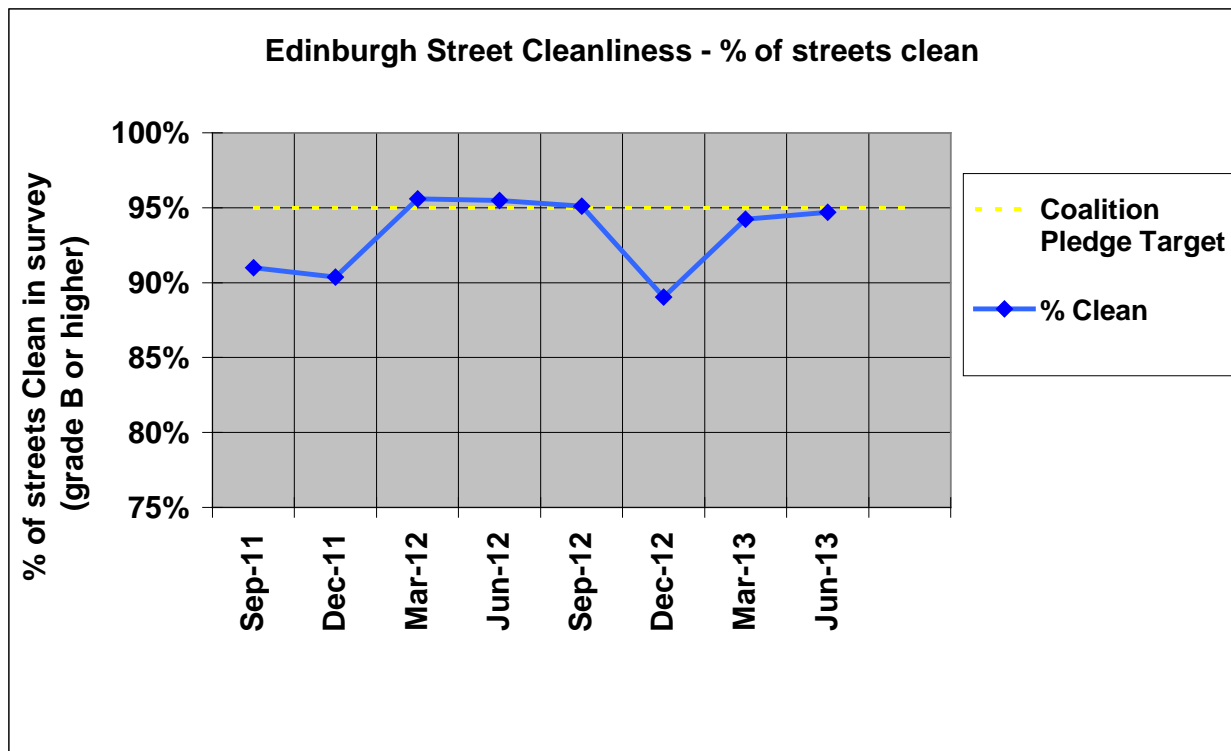
Appendix 1

Edinburgh Street Cleanliness – CIMS Score (Jun 11 – Jun 13)



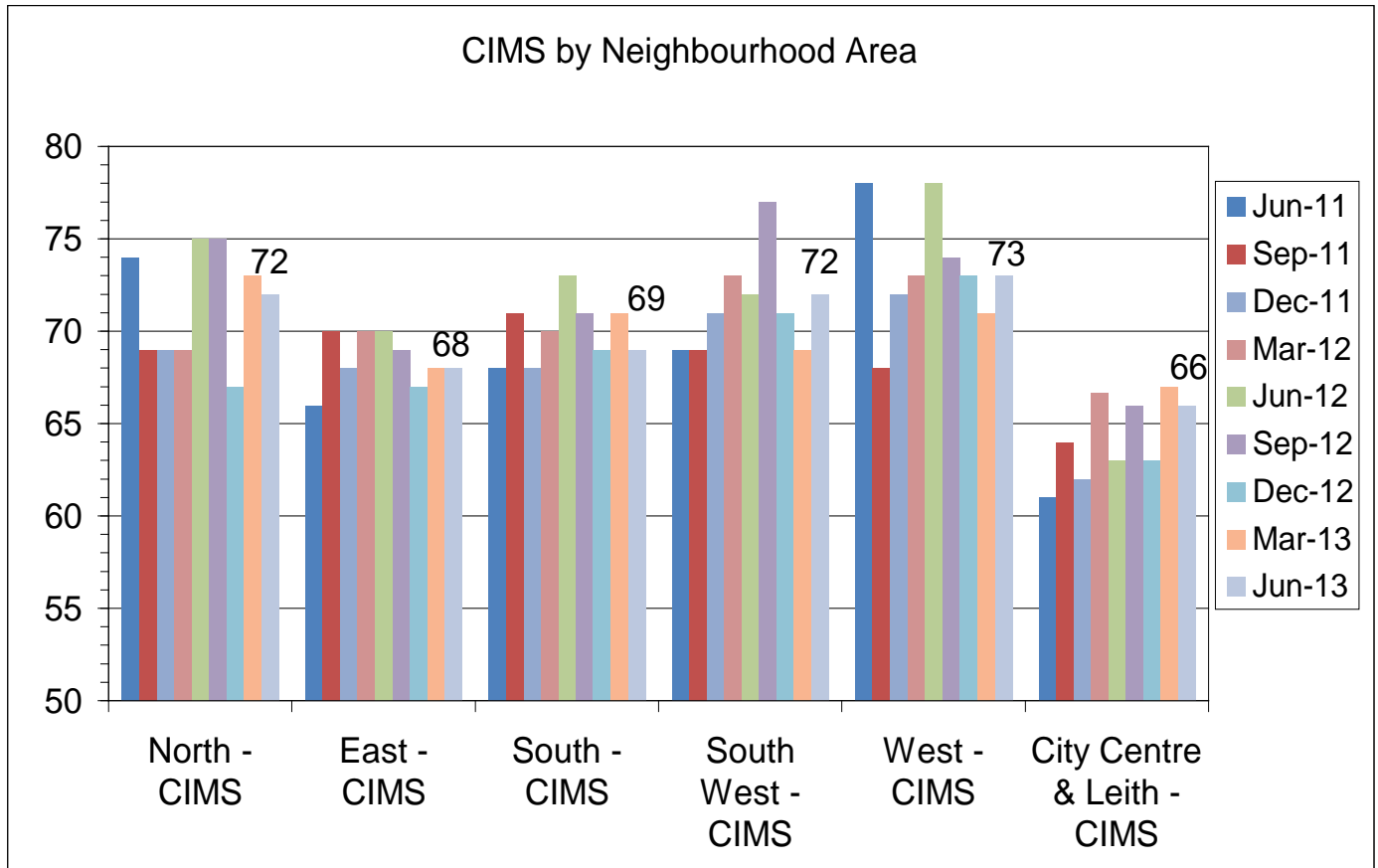
Appendix 2

Edinburgh Street Cleanliness - % Clean Score



Appendix 3

Cleanliness by Neighbourhood Area – CIMS (Jun 11 – Jun 13)



Appendix 4

Cleanliness by Neighbourhood area (Jun 12 – Jun 13)

Area	Jun-12 CIMS	Jun-12 % Clean	Mar-13 CIMS	Mar-13 % Clean	Jun-13 CIMS	Jun-13 % Clean	Comparison with previous survey	Comparison Year on Year	Mtg coalition target (95%) (Y/N)
North	75	99%	73	97%	72	94%	↓	↓	N
East	70	96%	68	96%	68	89%	↓	↓	N
South	73	100%	71	94%	69	98%	↑	↓	Y
South West	72	94%	69	96%	72	95%	↓	↑	Y
West	78	97%	71	92%	73	98%	↑	↑	Y
City Centre	63	89%	67	91%	66	92%	↑	↑	N
CITYWIDE	72	95%	70	94%	70	95%	↑	↓	Y

Appendix 5

Cleanliness by Ward (Jun 12 - Jun13)

Ward	Area	Jun-12	Jun-12	Mar-13	Mar-13	Jun-13	Jun-13	Comparison with previous survey	Comparison Year on Year	Mtg coalition target (95%) (Y/N)
		CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	% Clean	% Clean	% Clean
1. Almond	W	82	98%	71	90%	75	96%	↑	↓	Y
2. Pentland Hills	SW	76	100%	68	93%	74	94%	↑	↓	N
3. Drum Brae / Gyle	W	74	95%	69	95%	72	100%	↑	↑	Y
4. Forth	N	74	96%	71	96%	68	90%	↓	↓	N
5. Inverleith	N	76	100%	75	97%	75	97%	↑	↓	Y
6. Corstorphine / Murrayfield	W	74	96%	71	94%	71	100%	↑	↑	Y
7. Sighthill / Gorgie	SW	67	88%	66	96%	66	92%	↓	↑	N
8. Colinton / Fairmilehead	SW	73	92%	74	100%	74	100%	→	↑	Y
9. Fountainbridge / Craiglockhart	SW	72	95%	69	96%	75	95%	↓	↓	Y
10. Meadows/ Morningside	S	71	100%	68	93%	68	96%	↑	↓	Y
11. City Centre	CC	66	95%	67	95%	66	93%	↓	↓	N
12. Leith Walk	CC	64	86%	65	85%	68	95%	↑	↑	Y
13. Leith	CC	58	79%	67	89%	65	88%	↓	↑	N
14. Craigmillar / Duddingston	E	72	96%	65	89%	62	78%	↓	↓	N
15. Southside / Newington	S	79	100%	71	93%	68	96%	↑	↓	Y
16. Liberton / Gilmerton	S	70	100%	73	97%	72	100%	↑	→	Y
17. Portobello / Craigmillar	E	68	96%	71	100%	75	100%	→	↑	Y
Overall		72	95%	70	94%	70	95%	↑(9/17)	↓(9/17)	(11/17)

Transport & Environment Committee

27 August 2013

Heritage Lottery Funding Approved Saughton Park & Gardens

Item number	7.18
Report number	
Wards	Sighthill/Gorgie

Links

Coalition pledges	P23 P29 P31 P40 P42 P43 P48
Council outcomes	CO7 CO8 CO10 CO17 CO19 CO20 CO23 CO24 CO27
Single Outcome Agreement	SO1 and SO4

Mark Turley

Director of Services for Communities

Contact: David Jamieson

E-mail: david.jamieson@edinburgh.gov.uk | Tel: 0131 529 7055

Executive summary

Heritage Lottery Fund Application Approved Saughton Park & Gardens

Summary

As detailed in the report presented and approved by the Transport and Environment Committee on 19 March 2013, the City of Edinburgh Council submitted an application to the Heritage Lottery Fund (HLF) on 28 February 2013 to fund the restoration and regeneration of the historic Saughton Park and Gardens.

This report confirms that a Development Grant was awarded to City of Edinburgh Council on the 2 July 2013. This grant secures funding for up to two years for the Council and community to undertake further consultation, research and design work and prepare a more financially detailed second stage submission in 2015.

HLF will supply the grant of £392k in July 2013, the Council will be expected to contribute £141k of its project contribution to the Development Stage, which will allow the appointment of a Project Manager and Development Officer to manage the project and more fully engage with users and the wider community. These staff would report to a Project Board and an associated Project Team of professional staff and community representatives.

Partnership with The Royal Caledonian Horticultural Society (“The Caley”) who supported the Council’s bid will be an important element of the development phase. The Caley will base their operations from Saughton Gardens, will work closely with the Council to plan the renovation and development of the gardens and will also be involved in supporting the Council raise third party funds and lead the development of a horticultural volunteer programme and community outreach initiative

Recommendations

1. To note that the first stage application for funding to the Heritage Lottery Fund for restoration of Saughton Park and Gardens has been successful and that the two year Development Phase of the project will commence this summer.

Transport & Environment Committee, 27 August 2013

v1.0

- b) Note the intention to submit a further more detailed report at the end of the Development Phase in 2015.

Measures of success

- Securing the Delivery Stage funding of £3.7m from the HLF and third parties to renovate an historic park and gardens in urgent need of restoration.
- Securing a Green Flag Award for this Premier Park once restoration works have been completed.
- Evidence of increased visitor numbers to the park and gardens.

Financial impact

The total estimated project cost is £5.83m. Funding of £4.09m is sought from the HLF and £233k from third party sources. There is an expectation of £1.25m capital from the Council, phased over a six year period from July 2013. This includes an already approved £250k from Corporate Governance to install a micro-hydro turbine (originally championed by the Lord Provost) to generate power for the proposed garden café and community facility. The Council will be required to contribute £141,233 over the two year development stage and then a contribution of £1,108,766 (inclusive of the £250k for the micro-turbine) over the following four years to complete the Delivery Phase.

Equalities impact

No equalities impact at this stage.

Sustainability impact

The restoration works will ensure the sustainable future of these historic gardens and park. The creation of a community café and community space within the restored stable block, along with a partnership with the Royal Caledonian Horticultural Society and establishment of a Friend's Group, will significantly improve the likelihood of sustaining the long-term future of this Premier Park.

Transport & Environment Committee, 27 August 2013

v1.0

All works will be undertaken to BREEAM “Very Good” standards, and future energy will be generated through a micro-hydro scheme on the adjacent Water of Leith.

Consultation and engagement

An on-going programme of consultation with park user groups and community group representatives is in place. During the Development Phase of the project the appointment of a Project Manager and Development Officer to manage the project will allow a more fully engaged consultation with users and the wider community, ensuring that community involvement is embedded and that all ideas and requirements are considered prior to the Delivery Phase.

Background reading / external references

Transport & Environment Committee Report - Heritage Lottery Fund Application Saughton Park & Gardens 17 March 2013.

A draft copy of the application is available on request.

For further information regarding the BREEAM standards: <http://www.breeam.org>

Mark Turley

Director Services for Communities

Links

Coalition pledges	P31 Maintain our City’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure P48 Use Green Flag and other strategies to preserve our green spaces
Council outcomes	C07 Edinburgh draws new investment in development and regeneration

Transport & Environment Committee, 27 August 2013

v1.0

	CO19 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
	CO23 Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community
Single Outcome Agreement	SO4 Edinburgh's communities are safer and have improved physical and social fabric
Appendices	N/A

Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Objection to Bus Stop Clearway – Clark Road

Item number	8.1
Report number	
Wards	Forth

Links

Coalition pledges	P19
Council outcomes	CO22
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

Objection to Bus Stop Clearway – Clark Road

Summary

A report by the Director of City Development, detailing a change in legislation, concerning the provision of bus stop road carriageway markings was noted by the executive of the Council, on 4 May 2004. These markings are now mandatory and include a “Clearway” marking, to assist enforcement, which would prevent general vehicles parking or stopping at bus stops.

The Council has a rolling programme to introduce bus stop boxes and Clearway markings at all bus stops under its control, including bus stops on Clark Road.

Recommendations

It is recommended that the Committee approves the proposal to provide new bus stop box markings, with associated Clearway marking and time-plate, at the existing bus stop number 206680, outside 50 Clark Road.

Measures of success

Expansion of bus stop boxes, and associated Clearway markings, will enhance the effective operation of bus services and assist in maintaining a high quality and reliable public transport system.

Financial impact

Should the Committee decide to approve the alternative option of providing a bus stop boarder, this will cost approximately £10,000. This cost will be met from the Bus stops and shelters Capital allocation this financial year.

Equalities impact

Reliable bus services, through improved access, 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

An attractive public transport network will help achieve a sustainable Edinburgh. 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

On-street notices were attached to the affected bus stops for 30 days and letters were sent to householders directly affected by the markings. These provided details of the proposed markings and information about how to object.

Councillors Cardownie, Day, Jackson and Redpath were consulted on 29 July 2013 on this report and all indicated their support for the proposal.

Background reading/external references

None.

Objection to Bus Stop Clearway – Clark Road

1. Background

- 1.1 The Road Traffic (1998) Act and the Traffic Signs Regulations and General Directions 2002: Statutory Instrument, in respect of bus stop markings, notes that yellow bus stop box road markings are no longer advisory but become mandatory, reinforced by a wide, yellow, kerb side “Clearway” marking and associated time-plate signage.
- 1.2 The Clearway marking makes it an offence for a general vehicle to stop, park or load within a marked bus stop. This produces benefits in allowing buses to draw into the kerbside in all circumstances. This helps buses to access bus stops, assisting passengers to board or alight more easily and safely. Without Clearway markings it is not possible to realise the full benefits of low floor buses for disabled passengers and parents with buggies.
- 1.3 The introduction of such markings is not subject to a Traffic Regulation Order process, therefore, there is no requirement for formal consultation. However, informal consultation is undertaken in order to notify the public of the Council’s intentions.
- 1.4 It is agreed Council policy (4 May 2004) that bus stops should be signed with a pole, flag, bus stop box and Clearway marking with minimum length 25 metres. In addition, it is Council policy that Clearway markings should be operational 24 hours, seven days a week, in the interests of consistency and to avoid enforcement difficulties.
- 1.5 While there is no statutory obligation to consult on the introduction of bus stop Clearway markings, it is Council policy to inform frontagers through the erection of street-bill type notices at, or near, the affected bus stops. It has previously been agreed that any representations received, which could not be resolved, would be reported to the appropriate Committee for consideration.

2. Main report

- 2.1 The Council has a rolling programme to introduce bus stop boxes and Clearway markings to bus stops throughout the City. Currently there are around 1,400 bus stops with Clearway markings, with approximately 800 still to have markings installed.
- 2.2 The most recent phase targeted 80 bus stops throughout the City. This phase included bus stops on Clark Road. Stops here were prioritised as a result of a request from a bus passenger who was having difficulty boarding and alighting the bus due to parked cars restricting access to the bus stops.
- 2.3 Representations were received relating to three of the locations on Clark Road. Two of the representations have been addressed, leaving one representation, relating to bus stop number 206680, outstanding and unresolved.

Bus Stop No. 206680 – 50 Clark Road

- 2.4 A representation was received from the resident of 49 Clark Road who objects to the new bus box and associated Clearway marking having a 24-hour, seven-day restriction, on the grounds that it will restrict parking and prohibit vehicles parking on-street directly outside the property as well as a possible reduction in the value of their house.
- 2.5 It is national and Council policy to sign bus stops with a pole, flag, bus box and Clearway marking which prohibits parking 24-hours, seven days a week. It is accepted that the introduction of the Clearway markings will result in their provision at some bus stops that currently do not suffer from parking problems. However, the Council is obliged to provide them if a bus stop box is provided. A consistent 24-hour restriction at each location is considered to be the most appropriate in terms of enforcement and for motorists to clearly understand their operation.
- 2.6 The bus stop box will be 19 metres in length, a reduction from the standard 25 metre length, in order to minimise the loss of on-street parking. While there is no automatic right to park a vehicle on-street directly outside a property, there would still be space to park vehicles either side of the bus stop marking and it should be noted that there are no other parking restrictions on Clark Road. Although there appears to be quite a high demand for on-street parking on Clark Road, both by residents and informal park and ride commuters, numerous visits to the location have confirmed that kerb side parking is often available within a short distance of 49 Clark Road.
- 2.7 The bus stop concerned has been in its current location for a number of years, is well established and ideally located to serve local residents, those visiting St Serf's Church and as an interchange point with bus services on Ferry Road.

- 2.8 Bus stop boxes, with Clearway markings, will be introduced at all other bus stops in Clark Road and not providing such markings at bus stop 206680 would make it inconsistent with the others. It is considered that the overall benefits outweigh the outstanding objection.
- 2.9 An alternative to the bus stop clearway marking would be to install a bus stop boarder. This would be a new extended area of footway built out in to the carriageway and would result in the loss of approximately six metres of on-street parking. This solution would cost approximately £10,000. Given the availability of free on –street parking within the vicinity, it is not considered that this expenditure is justified.

3. Recommendations

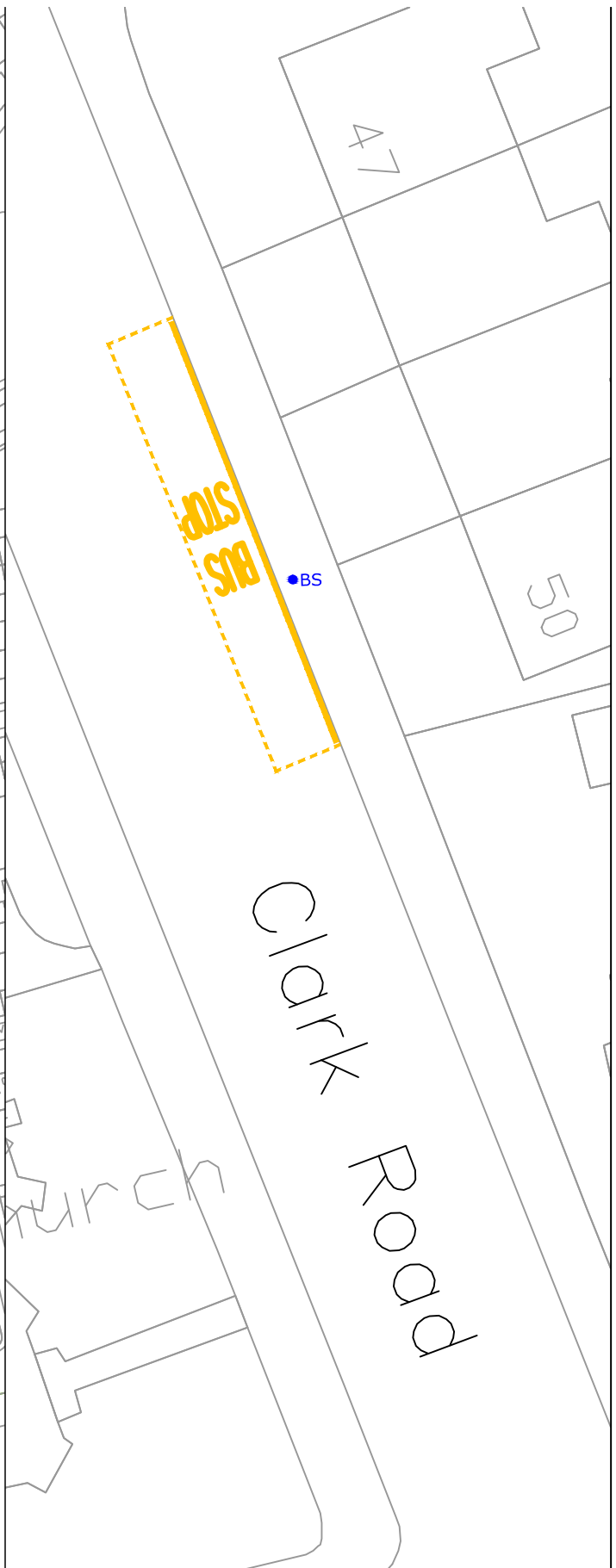
- 3.1 It is recommended that the Committee approves the proposal to provide new bus stop box markings, with associated Clearway marking and time-plate, at the existing bus stop number 206680, outside 50 Clark Road

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.
Council outcomes	CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1, plan of Clark Road, bus stop box and clearway Appendix 2, plan of proposed boarder



Appendix 1: Bus Stop Box with Clearway marking - 50 Clark Road

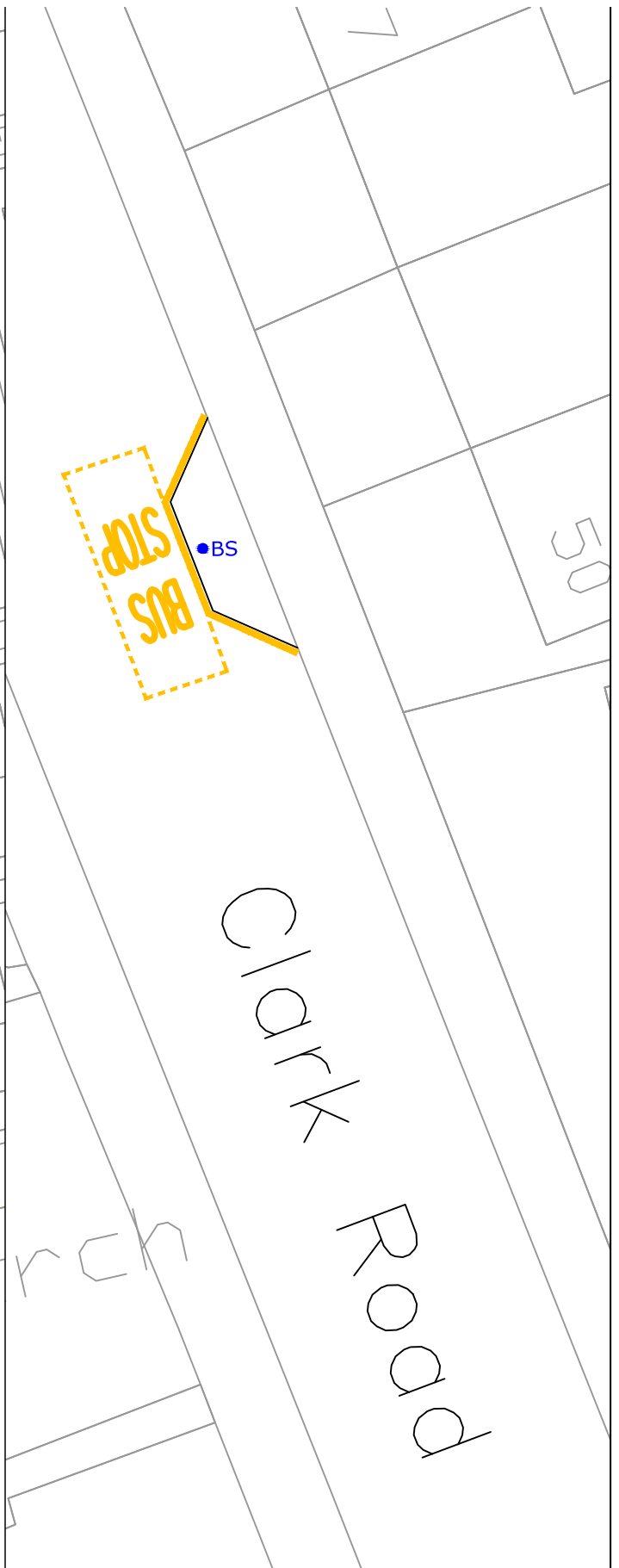
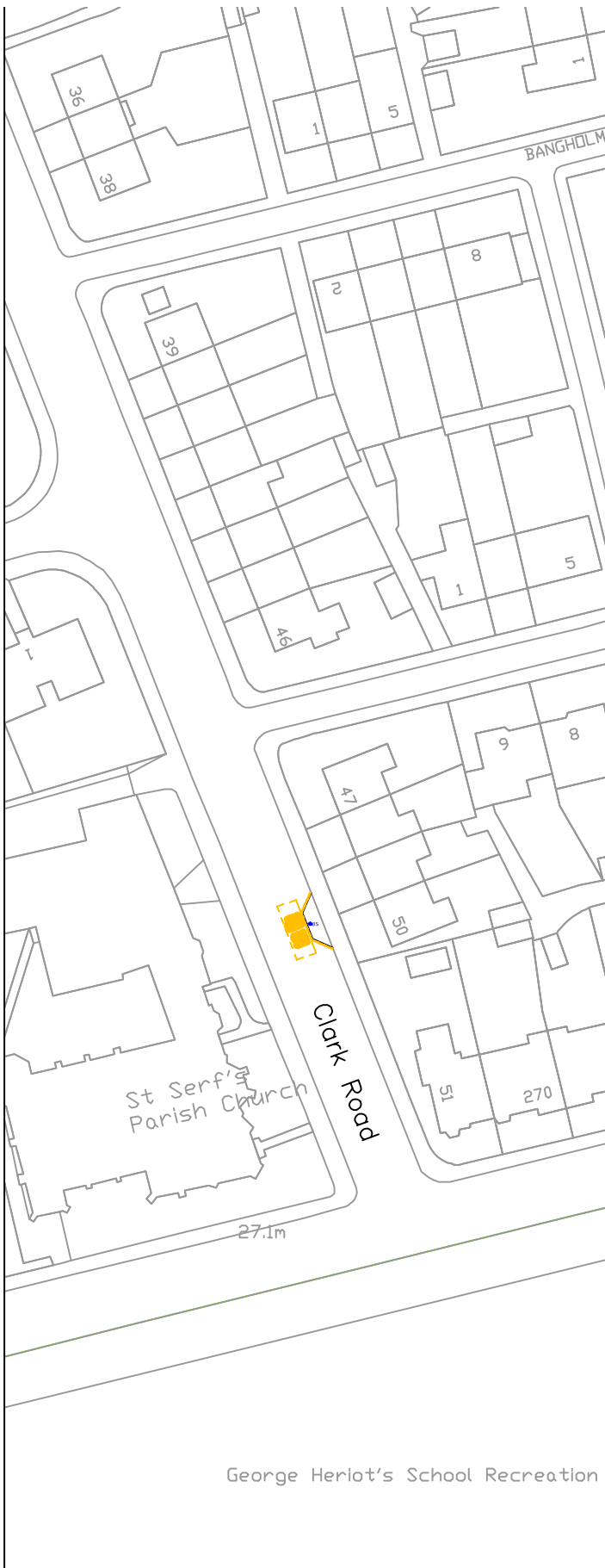
SERVICES FOR COMMUNITIES
 The City of Edinburgh Council
 Level C2, 4 East Market Street
 Edinburgh, EH8 8BG
 Tel. No. 0131 - 200 2000

TRANSPORT
 Public Transport & Accessibility

Date: 17 July 2013
 Scale: Varies

Drawn by: G Wilson
 Checked by: S Lowrie

DRG. NO. TP / PT / GW / 0



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Appendix 2: Bus Stop with Boarder, Bus Stop Box and Clearway marking - 50 Clark Road

SERVICES FOR COMMUNITIES
The City of Edinburgh Council
Level C2, 4 East Market Street
Edinburgh, EH8 8BG
Tel. No. 0131 - 200 2000

TRANSPORT
Public Transport & Accessibility

Date: 17 July 2013
Scale: Varies

Drawn by: G Wilson
Checked by: S Lowrie

DRG. NO. TP / PT / GW / 0

Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Parking Charges on Greenways within the Controlled Parking Zone

Item number	8.2
Report number	
Wards	6, 7, 9, 10, 11 and 12

Links

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

Parking Charges on Greenways within the Controlled Parking Zone

Summary

The main aim of [Greenways](#) in Edinburgh is to ensure fast and reliable bus services to and from the city centre during peak times. This helps to encourage more people to use buses in Edinburgh, thereby reducing congestion and pollution, improving road safety and providing better links for cyclists.

Outwith peak times many Greenways are also used for parking or loading purposes. However, throughout the Controlled Parking Zone (CPZ) parking charges apply on side streets along Greenways routes. It is proposed to address the issue where Greenways parking places within the CPZ are available to use free of charge, while customers need to pay to park in surrounding streets, these areas include; Dalry Road, Glasgow Road (Wester Coates), Gorgie Road, Leith Walk, Lothian Road, Leven Street and Haymarket Terrace.

Recommendations

It is recommended that Committee:

- 1 approves the commencement of the statutory process to change the existing traffic regulation orders and to introduce parking charges as detailed in this report in all Greenways parking places located within the CPZ; and
- 2 approves a pilot of a cashless only parking service for Greenways parking places.

Measures of success

The introduction of parking charges is intended to manage better the use of Greenway parking places in the city centre and make parking charges fairer and easier to understand for all road users.

The changes will help increase turnover in the parking places, provide better parking opportunities around shops and businesses, allow for easier enforcement and ensure better compliance with the regulations.

Financial impact

It is expected that the introduction of parking charges at the locations concerned may cost around £10K. This includes advertising the amendments to the Traffic Regulation Order, the possible relocation of ticket machines and introducing new signs. These costs will be met from within the 2013/14 parking revenue budget.

It is projected that charging for parking on Greenways may result in income of approximately £150K per annum. This estimate is based on the consideration of parking demand in surrounding streets. However, it is difficult to predict driver behaviour when new charges are introduced, meaning utilisation and income cannot be guaranteed.

Equalities impact

Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and there are no direct equalities impacts arising from this report.

The aim of this proposal is to manage demand for the current free of charge limited waiting parking places on Greenways more effectively. Enforcement of these parking places is difficult. The same Parking Attendant must log a vehicle, then return to the parking place after the permitted waiting time has elapsed, to carry out any required enforcement action. This is extremely labour intensive and means a Parking Attendant may not return to a location if there is no recognisable pattern of contraventions occurring or if enforcement is required in other areas of the city.

This has led to a number of complaints, in various areas of the city, about vehicles staying for longer periods than are permitted. Introducing charges will make it easier to ensure compliance with the regulations and make sure that parking opportunities are available for all motorists including disabled persons' blue badge holders who will continue to be able to park free of charge in these areas.

When considering the pilot of a cashless only parking service, there is potential for a negative impact on people with disabilities who do not hold a disabled persons' blue badge and people who have difficulty reading. There are also issues concerning people who do not have bank accounts, mobile phones or where English is not their first language. These issues can be resolved and the pilot will help to assess this measure and any further action that may be required prior to considering any changes in other parts of the CPZ.

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 any member of the public will have the opportunity to comment on or object to the proposals at this time.

All elected members representing wards which include Greenways parking places where the parking charges may be introduced were informed of this report.

Six councillors (Councillors Balfour, Brock, Corbett, Fullerton, Ross and Wilson) requested more information on the locations of the Greenways public parking places in their wards. The plans that were provided are included within Appendix Two. Furthermore, one Councillor indicated that they would inform the Leith Business Association about the proposals.

There were no further comments from any Councillors regarding the proposals contained within this report.

Background reading / external references

None.

Parking Charges on Greenways within the Controlled Parking Zone

1. Background

- 1.1 [Greenways](#) were introduced in Edinburgh in 1997 to improve bus journey times to and from the city centre during times of peak traffic flow.
- 1.2 There are five Greenways routes in Edinburgh, these include:
 - Lothian Road and Tollcross;
 - Dalry Road, Gorgie Road and Calder Road;
 - Glasgow Road and Corstorphine Road (A8);
 - Leith Walk and Leith Street; and
 - Slateford Road.
- 1.3 There are maps of the Greenways public parking places in question contained within Appendix Two.
- 1.4 There are other bus lanes in Edinburgh, however, this report will not affect them. Parking charges are already present in many public parking places in bus lanes.
- 1.5 The main difference between Greenways and bus lanes is the use of red and yellow lines. Red lines along Greenways routes indicate that no stopping is allowed during the hours of restriction. In bus lanes single yellow lines indicate that waiting is not allowed but vehicles may load and unload during the restricted times.
- 1.6 Along some Greenways routes, outwith the times of peak traffic flow the kerbside space can be used for parking or loading and unloading activities.
- 1.7 While motorists can park for free in Greenways parking places during the day they need to pay to park when using public parking places in adjacent streets, such areas include; Dalry Road, Glasgow Road (Wester Coates), Gorgie Road, Leith Walk, Lothian Road, Leven Street and Haymarket Terrace.

2. Main report

- 2.1 The main aim of Greenways is to encourage the use of public transport instead of private vehicles in Edinburgh. It is not considered appropriate to retain free of charge parking places, within the CPZ, during the general hours of restriction.
- 2.2 Parking charges are a necessary demand management tool, helping to control the numbers of vehicles entering the city centre each day. Free parking undermines the objectives of Greenways and inconsistent parking regulations are difficult for customers to understand.
- 2.3 It is proposed to address this issue by introducing parking charges in Greenways parking places where they are located within the CPZ and at the same charge as adjacent streets in order to simplify regulations for customers.
- 2.4 These parking places will operate in a similar fashion to public parking places on main traffic routes. As a result, parking would continue to be prohibited during times of peak traffic flow and would only be permitted during restricted hours after payment of the appropriate charge.
- 2.5 There are a number of Greenways parking places located in adjacent side streets to Greenways routes and it is also proposed to introduce parking charges in these areas.
- 2.6 Parking in Greenways parking places in side streets is not subject to peak hour restrictions. Therefore, parking charges would apply for the duration of the controlled hours.
- 2.7 The intended approach is to move all the side street parking places from the Greenways Traffic Regulation Order into the CPZ Order. This will enable parking charges to be introduced.
- 2.8 Parking charges and hours of restriction will be determined by the current [parking charge area](#) the parking place is located within.
- 2.9 It is proposed that the payment of the parking charge will be piloted through a mainly [cashless parking service](#).
- 2.10 Pay and display vouchers will be available from ticket machines on side streets and will still be valid in all Greenways parking places, but the aim is to encourage customers to consider using the cashless service.
- 2.11 Disabled persons' blue badge holders will continue to be able to park free of charge at times when parking is permitted.

- 2.12 Parking Attendants will monitor the parking places and any vehicle not parked in accordance with the regulations will be liable to be issued with a parking ticket and may be removed.
- 2.13 There are no proposed changes to Greenways loading places as a result of this report.

3. Recommendations

- 3.1 It is recommended that Committee:
- 3.1.1 approves the commencement of the statutory process to change the existing traffic regulation orders and to introduce parking charges as detailed in this report in all Greenways parking places located within the CPZ; and
 - 3.1.2 approves a pilot of a cashless only parking service for Greenways parking places.

Mark Turley

Director of Services for Communities

Links

Coalition pledges

Council outcomes CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
CO23 – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.
CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

Single Outcome Agreement

SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.

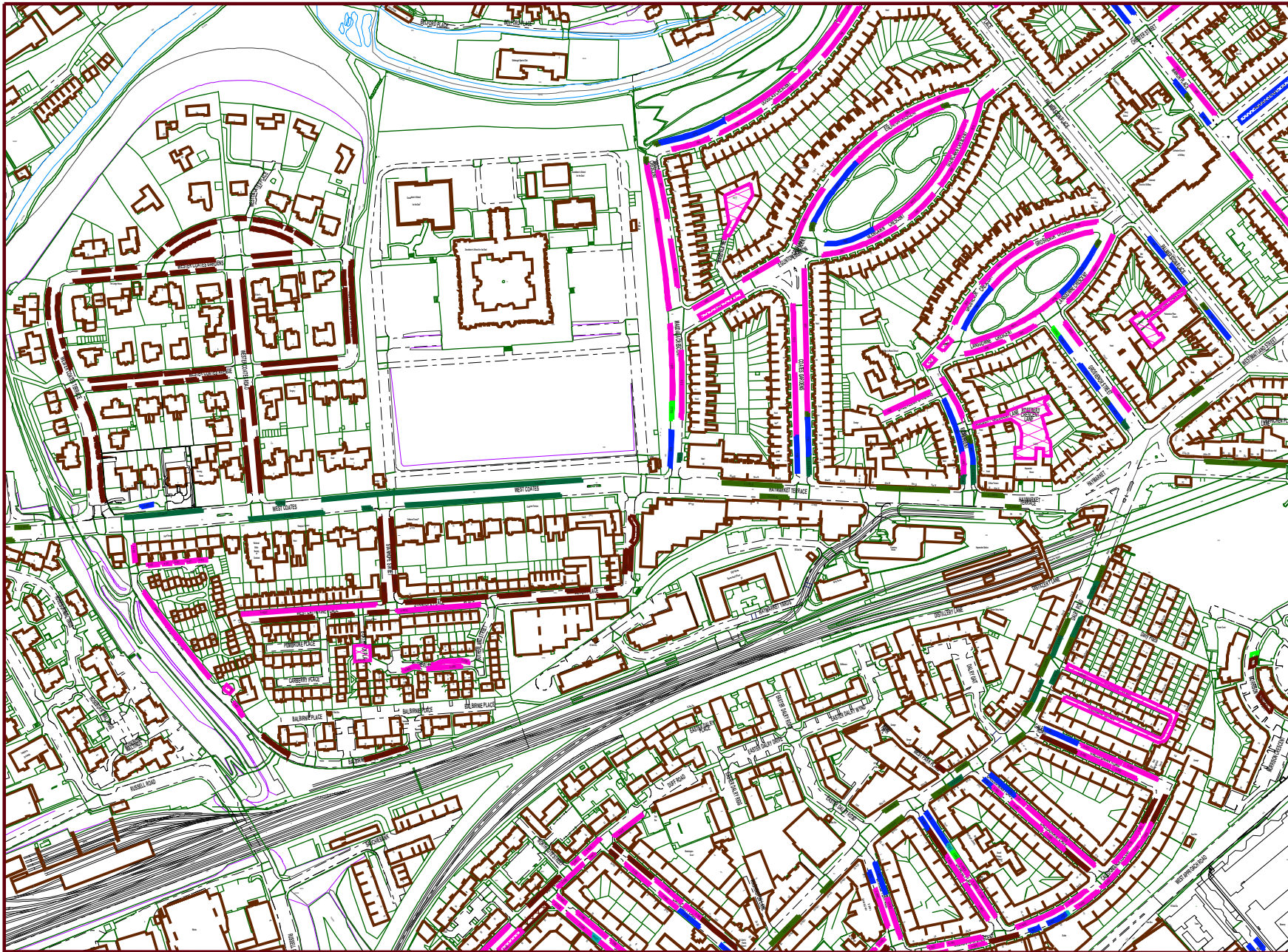
Appendices

One: Greenways Parking Places within the Controlled Parking Zone.
Two: Maps of the Greenways Public Parking Places.

Appendix One: Greenways Parking Places in the Controlled Parking Zone

Greenways Route	Total Spaces (Parking/Loading)	Spaces within CPZ	Zone	Parking Places	Loading Places	Estimated Parking Spaces	Estimated Loading Spaces	Related Parking Charge p/hr
Princess Street	0	0	1	0	0	0	0	£3.00
Leith Walk	68 (33/35)	24	2 2 6 N1	0 2 1 9	2 4 0 6	0 10 5 45	10 20 0 30	£2.40 £2.00 £2.00 £1.00
Lothian Road - Gillespie Place	33 (9/24)	33	4 4 8	8 0 1	18 5 1	40 0 5	90 25 5	£2.00 £2.40 £1.50
Gorgie Road - Calder Road	51 (22/29)	3	S4	0	3	0 0	15 0	£1.00
Dalry Road - Lanark Road	79 (39/40)	41	S4	14	27	70 0	135 0	£1.00
Shandwick Place - Glasgow Road	138 (72/66)	26	1 1 N5	5 0 7	7 7 0	25 0 35	35 35 0	£2.00 £2.40 £1.00
Total	369	127	-	47	80	235	400	-

Notes: The Greenway Traffic Regulation Order does not specify the capacity of each parking place. Therefore, it is considered that the average parking space is 5 metres in length.



NOTES

Dark green: Greenways public parking places.

Public parking places are located on: West Coates along with parts of Coates Gardens, Magdala Crescent, Rosebery Crescent and Grosvenor Street.



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EDINBURGH

THE CITY OF EDINBURGH COUNCIL
 Services for Communities,
 4 East Market Street, Edinburgh EH8 8DN
 Tel: 0131 200 2000

Greenways Public Parking Places A8

1:5000

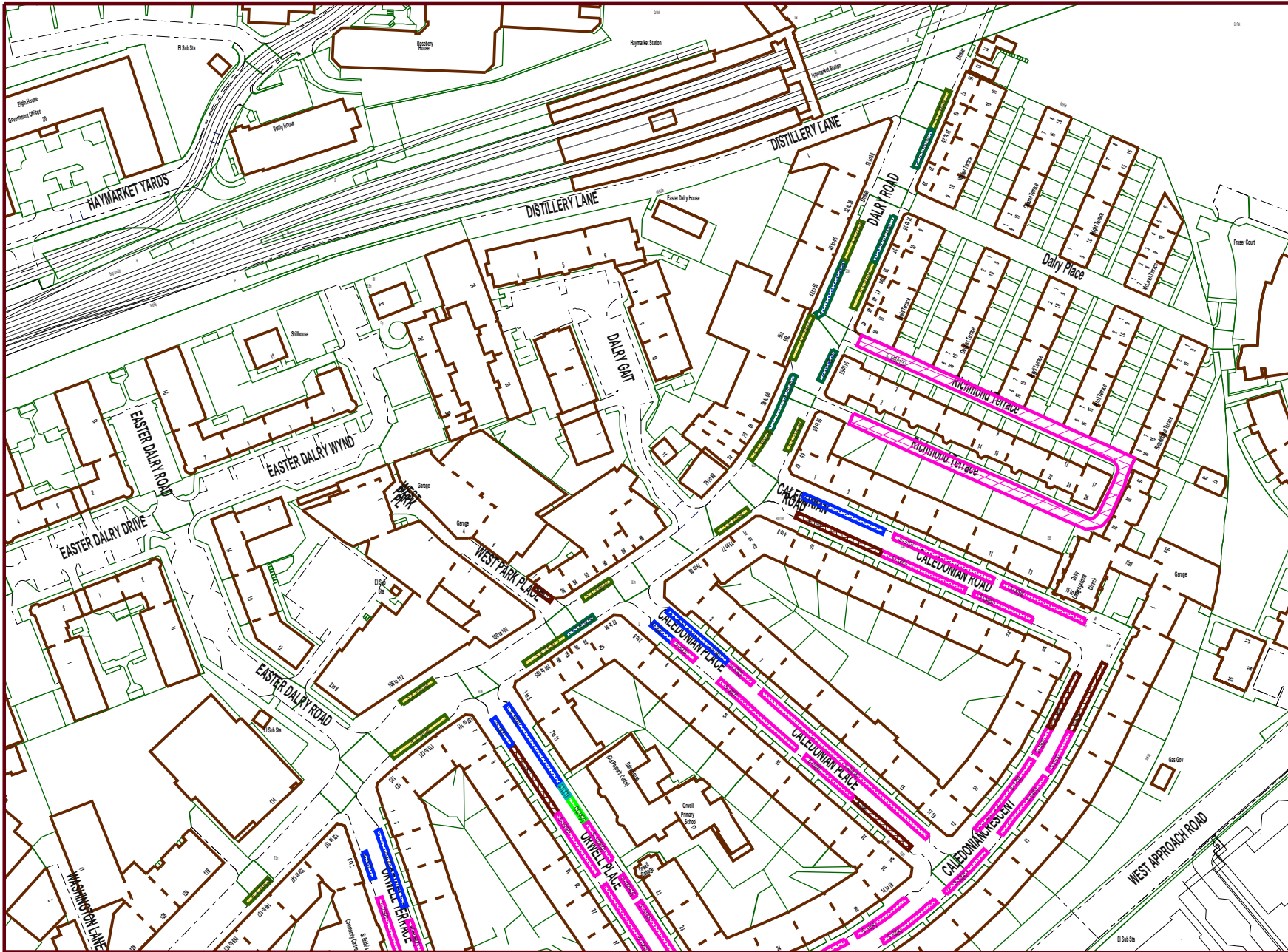


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Date: 26/06/2013

Drawn By:

Dwg No:



NOTES

Dark green: Greenways public parking places.

Streets included: Dalry Road.



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 Services for Communities,
 4 East Market Street, Edinburgh EH8 8DN
 Tel: 0131 200 2000

Greenways Gorgie Dalry Public Parking Places 1

1:2000



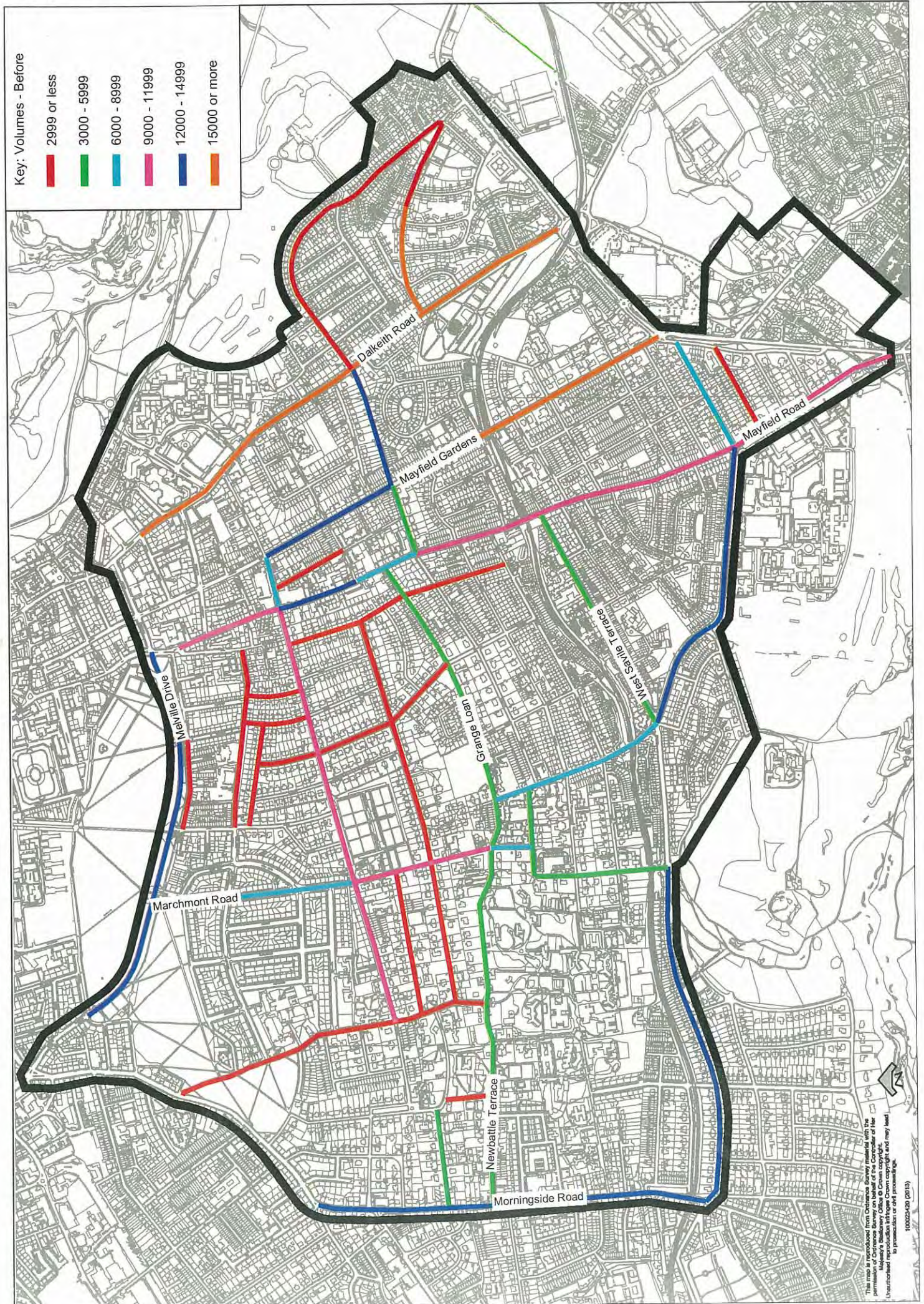
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Date: 26/06/2013

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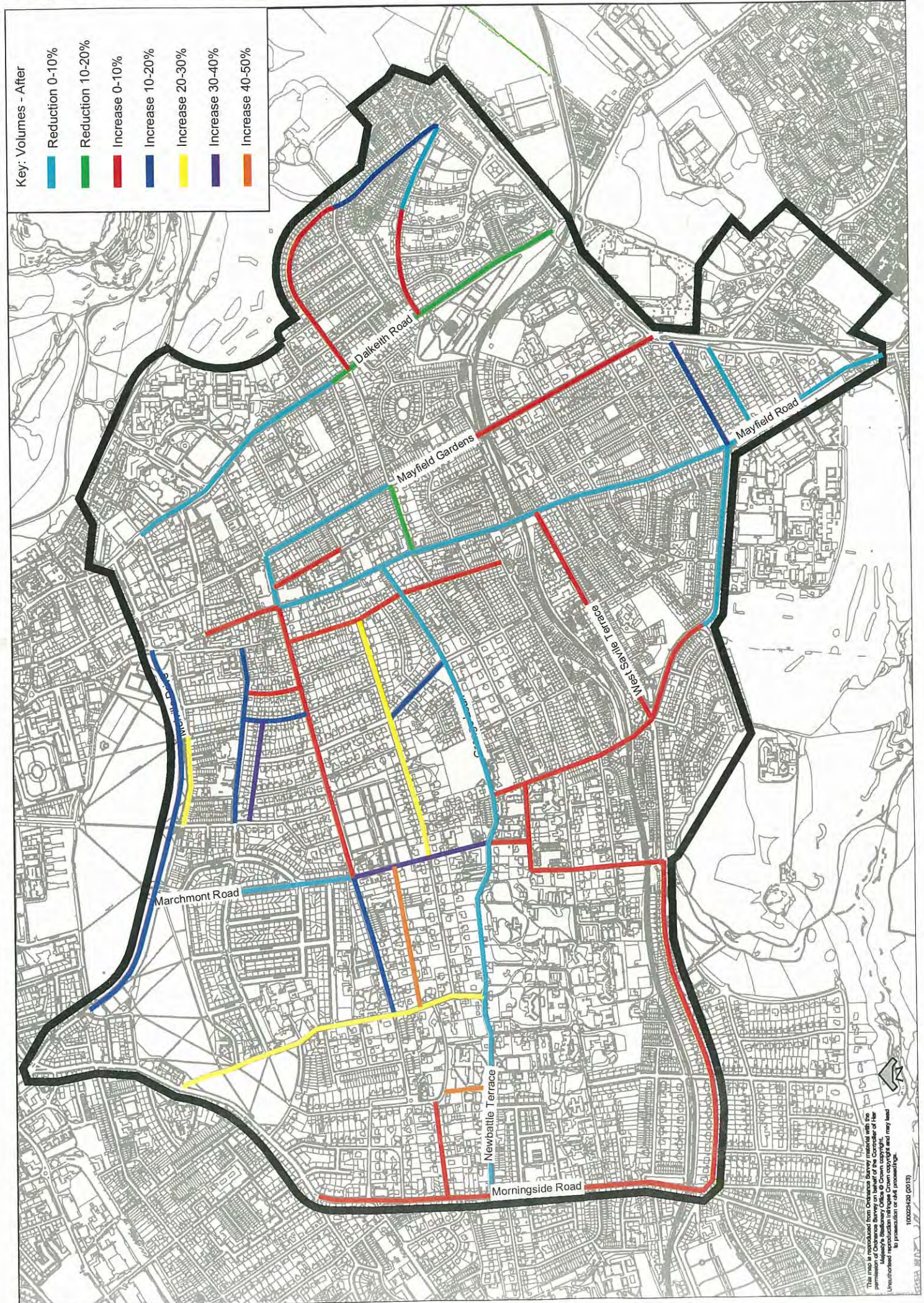
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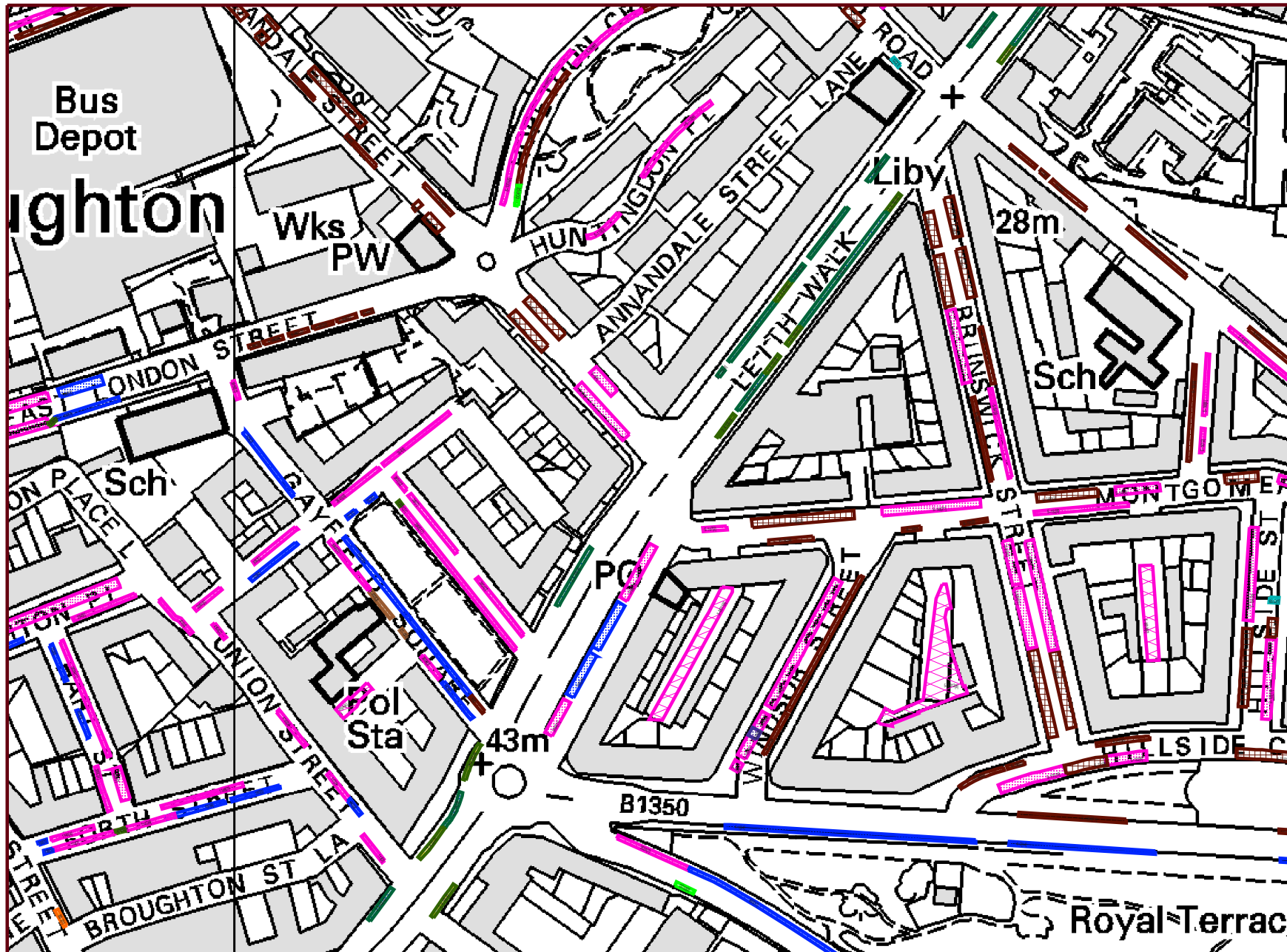
Appendix 4 - Volume changes



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Appendix 4 - Volume changes





NOTES

Dark green: Greenways public parking places

Streets included: Leith Walk

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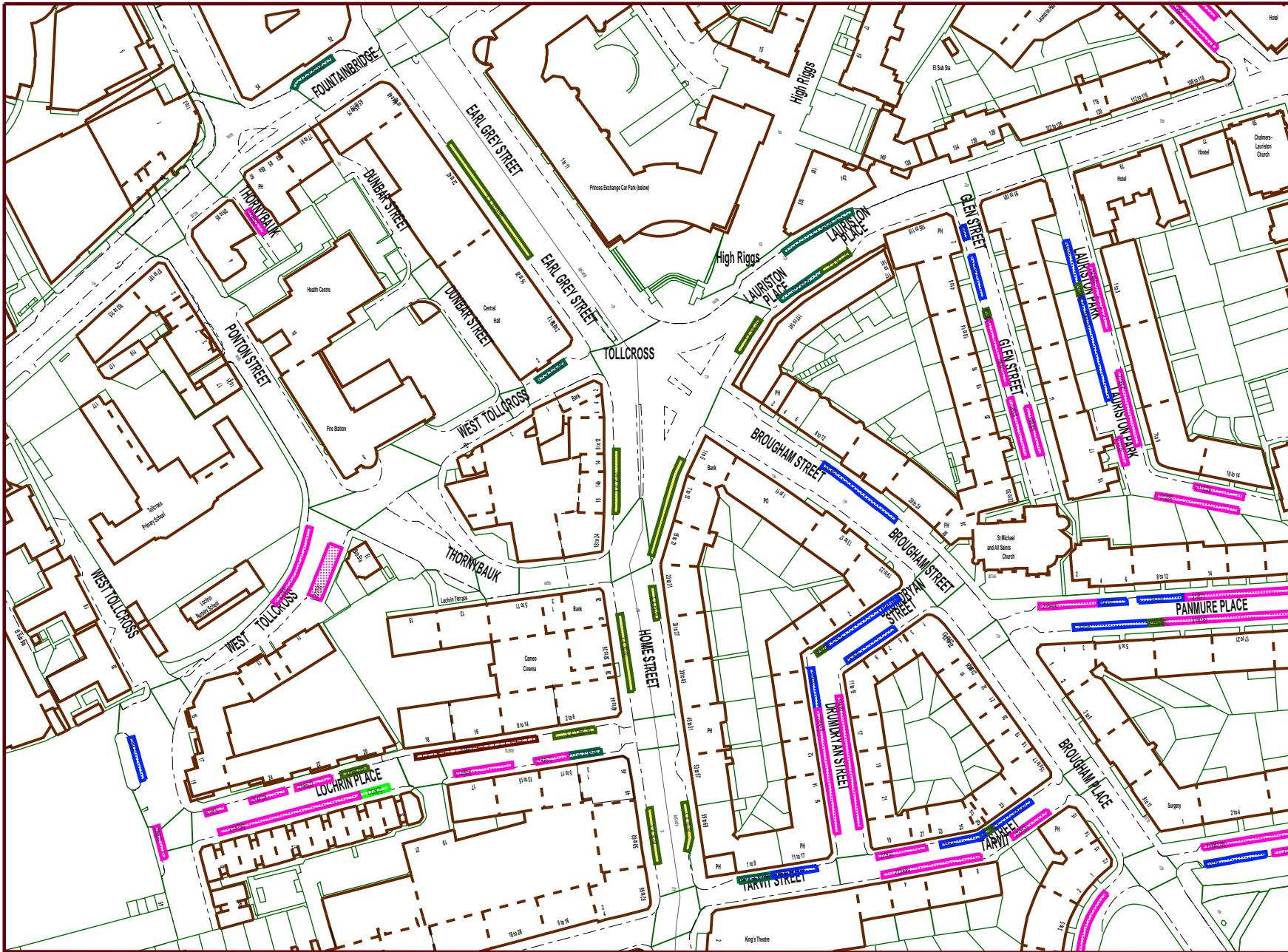
• EDINBURGH •
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Greenways Leith Walk Public Parking Places

1:3000 N ▲

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NOTES

Dark green: Greenways public parking places.

Streets included: Fountainbridge, West Tollcross, Lauriston Place, Lochrin Place and Tarvit Street.



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Greenways Lothian Road and Tollcross Public Parking
 Places 1

1:2000

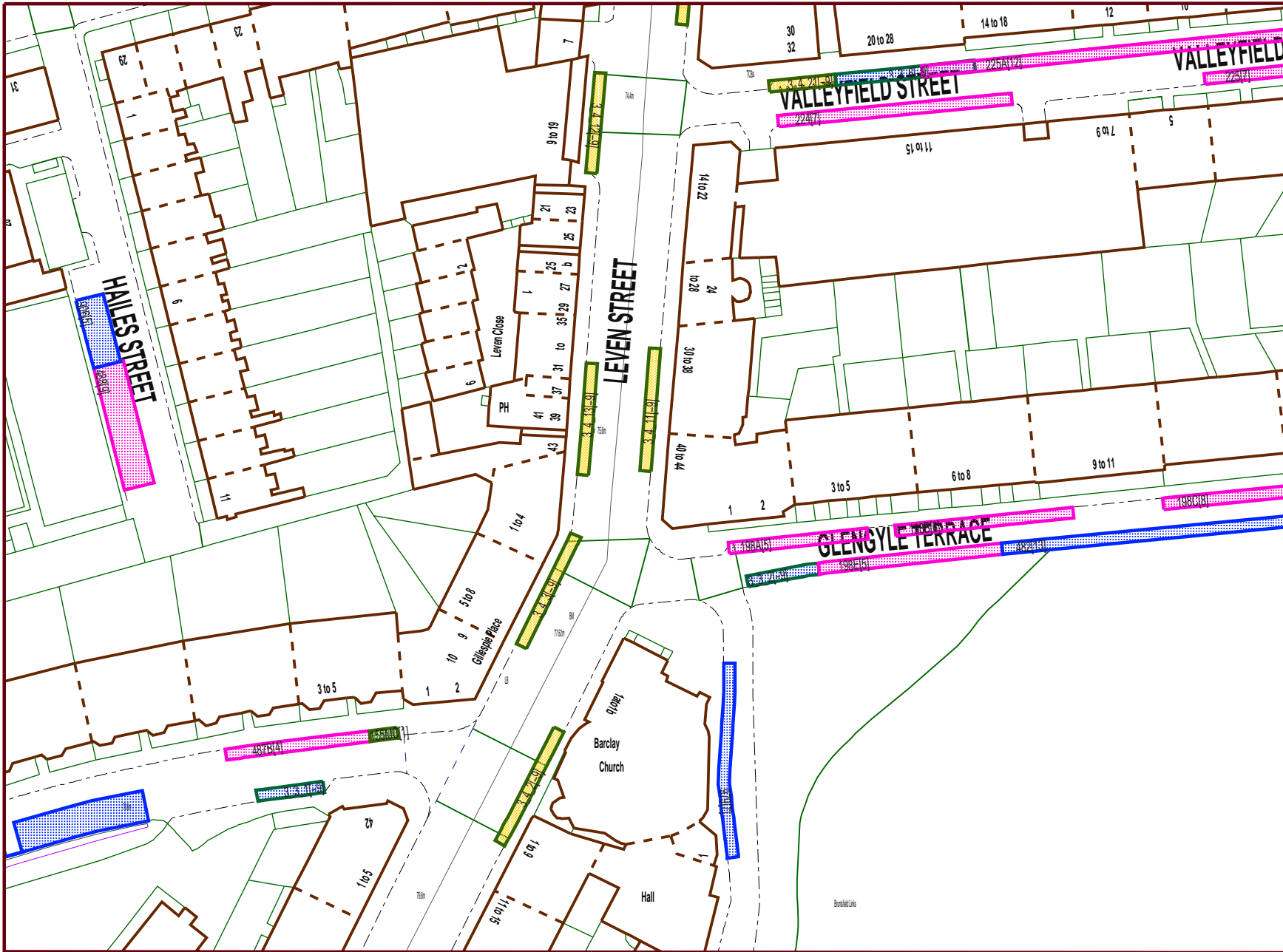
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Date: 26/06/2013

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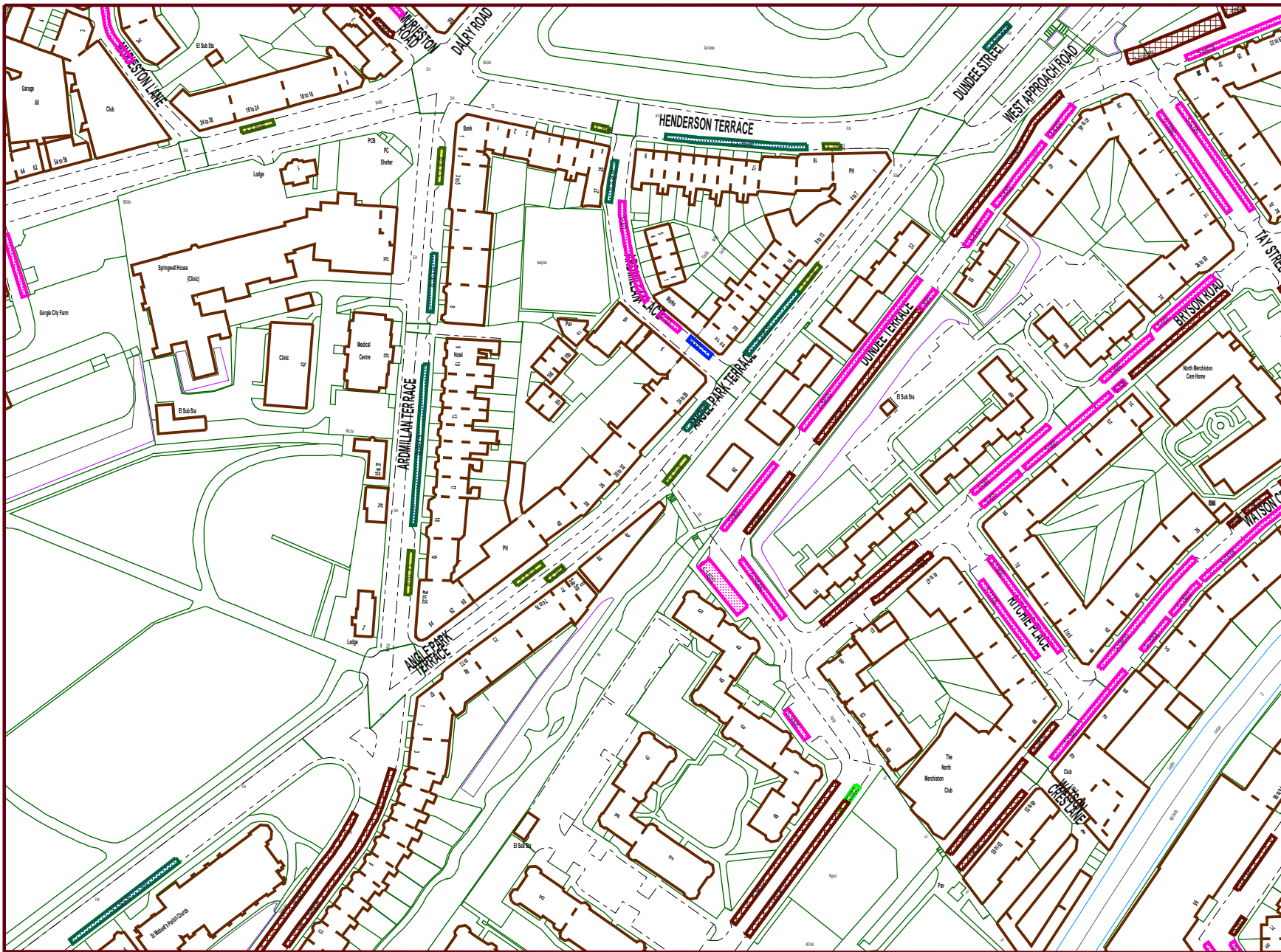


NOTES

Dark green: Greenways public parking places.

Streets included: Valleyfield Street, Glengyle Street and Gillespie Crescent.


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NOTES

Dark green: Greenways public parking places.

Streets included: Slateford Road, Angle Park Terrace and Dundee Street.

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Greenways Slateford Road Public Parking Places

1:2000



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Date: 26/06/2013

Drawn By:

Dwg No:

Transport and Environment Committee

10:00am, Tuesday, 27 August 2013

Proposed Waiting Restrictions – Comiston Rise at Comiston Road

Item number	8.3
Report number	
Wards	8 – Fairmilehead/Colinton

Links

Coalition pledges	P33
Council outcomes	CO21 and CO22
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Dr Andy Edwards, Area Roads Manager

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

Executive summary

Proposed Waiting Restrictions – Comiston Rise at Comiston Road

Summary

Proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in Comiston Rise at its junction with Comiston Road. (See Appendix 1 for location plan).

Recommendations

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

Measures of success

Reduction in accident numbers due to improved visibility.

Reduction in complaints from the public.

Improved traffic flow.

Financial impact

Financial implications include the cost of making the order, installing double yellow lines and signage at the location described. This cost can be met from the existing revenue budget and it is anticipated to be in the region of £2,000.

Equalities impact

An Equality and Rights Impact Assessment has been carried out indicating that the proposed improvements protect the right to live in a safe environment, and agrees with the recommendations contained within this report.

Sustainability impact

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

Consultation and engagement

Feedback was received through the statutory consultation process and engagement with local Elected Members and steered our recommendations regarding the future of the TRO.

Background reading / external references

None.

Proposed Waiting Restrictions – Comiston Rise at Comiston Road

1. Background

- 1.1 Representation was made to Services for Communities regarding the negative impact on safety caused by the obstruction of sightlines when exiting Comiston Rise onto the busy Comiston Road. Following assessment, proposals were drawn up to introduce double yellow line waiting restrictions at the junction.
- 1.2 The purpose of the Traffic Regulation Order (TRO) is to facilitate safe egress from Comiston Rise onto Comiston Road by preventing obstruction of sightlines by vehicles parked at both sides of the bell-mouth of the junction.

2. Main report

- 2.1 Concerns were raised by residents with a local Councillor who passed the matter to the South West Neighbourhood. The sightlines at this junction were assessed by the local Roads Team and proposals were drawn up to introduce waiting and loading restrictions at the bell-mouth of Comiston Rise.
- 2.2 Only one objection was received to the proposed restrictions, citing a lack of necessity for such restrictions due to the relatively small number of residents of Comiston Rise.
- 2.3 The objector also proffered an alternative solution through the extension of the bus-box to the north of the junction. It was considered that allowing buses to potentially stop immediately in front of the junction would be a greater visual obstruction and therefore not appropriate.
- 2.4 It was also suggested that the Council consider yellow lines as the solution to all perceived parking problems. It is to be noted that each set of circumstances are assessed individually and the most appropriate solution devised. The application of yellow line waiting and loading restrictions is felt to be the most cost-effective and least intrusive solution to parking issues at junctions.
- 2.5 The current local Elected Members for ward 8 were notified in writing of our intention to introduce double yellow line parking restrictions and no objections to this course of action have been received. Significant local support for these restrictions was cited by one Councillor.
- 2.6 It is not considered by this department that the objection to the proposed waiting restrictions is sufficient to ignore the safety implication of allowing restricted

sightlines to continue to exist at this junction with Comiston Road, a main arterial route.

3. Recommendations

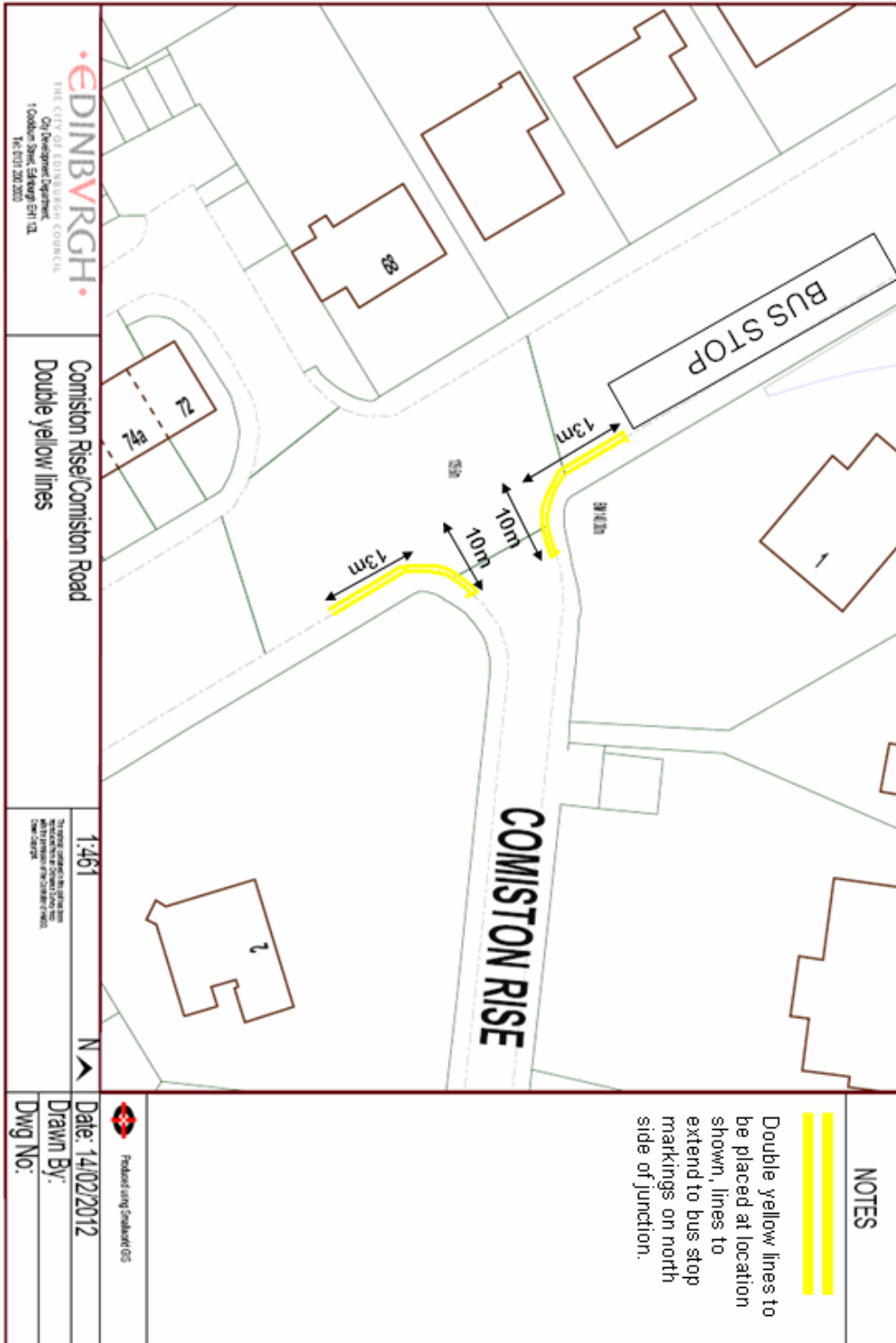
- 3.1 The Transport and Environment Committee set aside the remaining objection to the TRO and approve the implementation of the parking restrictions.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.
Council outcomes	CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city. CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 – Plan of proposed restrictions.



NOTES

Double yellow lines to be placed at location shown, lines to extend to bus stop markings on north side of junction.

Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Assembly Street at Constitution Street/Baltic Street, Prohibition of Motor Vehicles – Objections to Traffic Regulation Order

Item number	8.4
Report number	
Wards	13 - Leith

Links

Coalition pledges	P44
Council outcomes	CO22
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Andrew Easson, Projects Development Manager

E-mail: andrew.easson@edinburgh.gov.uk | Tel: 0131 469 3643

Executive summary

Assembly Street at Constitution Street/Baltic Street, Prohibition of Motor Vehicles – Objections to Traffic Regulation Order

Summary

The Leith Programme is a package of road, footway and environmental improvements to Leith Walk and Constitution Street. As part of the Programme, it is proposed to upgrade the Constitution Street/Baltic Street/Bernard Street/Assembly Street junction by installing additional pedestrian crossing facilities across junction approaches where they do not currently exist.

To allow pedestrian crossing facilities to be installed across Baltic Street, in a location that suits pedestrian movements, it is necessary to close Assembly Street to motor vehicles at its junction with Constitution Street/Baltic Street and to revoke an existing one way restriction by the promotion of a Traffic Regulation Order.

The statutory Traffic Regulation Order process includes a formal consultation, where any interested party can comment on or object to an Order. All objections received during this time must either be addressed or considered by a Council Committee.

The Traffic Regulation Order was advertised between 28 June and 21 July 2013 and one objection was received (see Appendix 1 for details). This report will consider this objection and recommend a proposed course of action in response to the comments made.

A separate Traffic Regulation Order is being promoted to alter waiting restrictions at the junction and elsewhere on Constitution Street. The Order was advertised over the same period and no objections were received.

Recommendations

It is recommended that the Committee:

- repels the one objection received; and
- makes the Traffic Regulation Order as advertised.

Measures of success

The upgraded junction will be safer, particularly for pedestrians, and will result in an improved environment and sense of place.

Financial impact

The cost of the upgrade to the junction is estimated at £250,000. This can be accommodated within the funding currently allocated to the Leith Programme within the Roads and Transport Capital programme.

Equalities impact

An Equalities and Rights Impact Assessment (ERIA) has been carried out for the Leith Programme. Improvements to pavements and pedestrian crossing facilities will have a positive impact on the safety, freedom of movement and access for users of the junction. This will include many people whose characteristics are protected under the Equalities Act 2010.

Sustainability impact

This report will not impact on the three elements of the Climate Change (Scotland) Act 2009 Public Bodies.

Consultation and engagement

A major non-statutory consultation was carried out for the Leith Programme in late 2012 and early 2013 and the feedback from this has been used to inform the subsequent development of the design.

The Traffic Regulation Order to close Assembly Street to motor vehicles and to revoke an existing one way restriction was advertised between 28 June and 21 July 2013. An additional letter drop was carried out to properties in Assembly Street during week commencing 1 July 2013 to highlight this to local people. Local members have been consulted on this report. One comment has been received, in which the local member expressed strong support for the Traffic Regulation Order. The design team also discussed the proposals on site with the objector following receipt of the objection letter.

Background reading/external references

Proposed Amendments to Waiting Restrictions on Constitution Street and the Prohibition of Motor Vehicles at the Junction with Assembly Street, Edinburgh, Report authorised by Transport Policy and Planning Manager under Delegated Powers (27 March 2013).

Appendix 1 – Details of the objection received

Appendix 2 – Plan of the proposed junction upgrade

Appendix 3 – Letter distributed to properties in Assembly Street

Assembly Street at Constitution Street/Baltic Street, Prohibition of Motor Vehicles – Objections to Traffic Regulation Order

1. Background

- 1.1 The Leith Programme is a package of road, footway and environmental improvements to Leith Walk and Constitution Street. A major non-statutory consultation was carried out for the Leith Programme in late 2012 and early 2013 and the feedback from this has been used to inform the subsequent development of the design.
- 1.2 Feedback from the consultation and a proposed way forward for the design process were reported to the Committee on the 19 March 2013 and the detailed design for Constitution Street, including the upgrade to the junction of Constitution Street/Baltic Street/Bernard Street/Assembly Street, was approved.

2. Main report

- 2.1 Constitution Street runs from the foot of Leith Walk, northwards to Leith docks and is around 800 metres in length. It is within the Leith Conservation Area, covering the core of historic Leith. For most of its length it is a relatively narrow, single carriageway street with unrestricted parking on both sides of the road. It has signalised junctions at Queen Charlotte Street and at Baltic Street/Bernard Street/Assembly Street.
- 2.2 A programme of improvements is currently underway along Constitution Street as part of the Leith Programme and it is also proposed to upgrade the Constitution Street/Baltic Street/Bernard Street/Assembly Street junction to install pedestrian crossing facilities across all four approaches. These currently only exist on the Bernard Street approach.
- 2.3 To allow pedestrian crossing facilities to be installed across Baltic Street, in a location that suits pedestrian movements, it is necessary to close Assembly Street to motor vehicles at its junction with Constitution Street/Baltic Street and to construct a new area of footway at this location. The footway will be designed in such a way that access is maintained for cyclists.

- 2.4 It is also necessary to revoke an existing one way restriction on this section of Assembly Street to provide an alternative means of access for motor vehicles from the other end of the street.
- 2.5 The closure of Assembly Street to motor vehicles at this location and the revocation of the one way restriction were previously approved as part of the Traffic Regulation Order for the Edinburgh Tram. This Order has since been revoked, due to the curtailment of the current phase of the Tram at York Place. A new Traffic Regulation Order is therefore required to allow the proposed upgrade of the junction to proceed.
- 2.6 The statutory Traffic Regulation Order process includes a formal consultation, where any interested party can comment on or object to an Order. All objections received during this time must either be addressed or considered by a Council Committee.
- 2.7 The new Traffic Regulation Order was advertised between 28 June and 21 July 2013 and one objection was received. An additional letter drop was carried out to properties in Assembly Street during week commencing 1 July 2013 to highlight this proposal to local people.
- 2.8 The one objection received was from a business on Assembly Street. They felt that restricting access into Assembly Street would have a detrimental effect on their business. The proposal, as put forward in the TRO, however is to revoke the one way order and allow two way vehicle movement into and out of Assembly Street from its eastern end. This will not restrict access into Assembly Street and therefore is unlikely to have a detrimental effect on their business.
- 2.9 The other point of concern raised in the objection was that the business's yard could become a turning area for vehicles. It should be noted that adequate signage would be put in place to indicate that the road was not a through road and thus the number of vehicles actually performing this manoeuvre would be very low and would not cause a particular traffic management problem.
- 2.10 It should be noted that the overall proposals for the junction are in line with the Council's Local Transport Strategy – Walk 6 policy states that pedestrian phases should be provided on all arms of traffic controlled signal junctions. The closure of Assembly Street facilitates the inclusion of a pedestrian phase across Baltic Street.
- 2.11 Further details of the objection and the Council's comments in response are provided in Appendix 1.
- 2.12 This report recommends repelling the objection and making the Traffic Regulation Order as advertised.

2.13 A separate Traffic Regulation Order is being promoted to alter waiting restrictions at the junction and elsewhere on Constitution Street. The Order was advertised over the same period and no objections were received

3. Recommendations

3.1 It is recommended that the Committee:

- repels the one objection received; and
- makes the Traffic Regulation Order as advertised.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive
Council outcomes	CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Details of the objection Appendix 2 – Plan of the proposed junction upgrade Appendix 3 – Letter distributed to properties in Assembly Street

22nd July 2013

The Head of Transport
Services for Communities
City Chambers
High Street
Edinburgh
EH1 1YJ

Dear Sirs

TRAFFIC REGULATION ORDER: TRO/13/21A

Regarding the above TRO, we as a company would like to raise the following points

We have been trading in Assembly Street since 1996, and one of the reasons for us relocating to this street was the availability of access to the premises for both our customers and our suppliers. As a wholesaler to the key and lock industry, on a daily basis we receive deliveries throughout the day and also despatch to customers all over the UK and worldwide. Customers also use this road as access to our premises and park in our yard whilst being served. If access to Assembly Street was blocked as you propose it is obvious that people will come into Assembly Street and use our yard as a turning point to exit again.


Restricting the access into Assembly Street as you propose will be not just inconvenient but, we believe have a detrimental effect on our business.

Are you able to confirm if the road end has been monitored to establish how many people use this as a crossing point and how many vehicles use it for access to local businesses? As far as we can observe, pedestrians use Bernard Street to Constitution Street or Bernard Street to Baltic Street as their main crossing points.

Over the years Assembly Street has been closed or has had restricted access and the effect on our business during these periods was noticeable. We can only be apprehensive about the effect that your proposed changes will have on our business.

I would appreciate your response to the issues that we have raised.

Yours sincerely



Date: 6th August 2013

**Your
Ref:**

Our Ref: TP/16/001/1/MT

Corr No:

Dear

**OBJECTION TO TRO/13/21A – PROHIBITION OF MOTOR VEHICLES
ASSEMBLY STREET**

Thank you for your letter dated 22nd July 2013 stating your objection to the above Traffic Regulation Order.

A report on the Traffic Regulation Order will be made to the Council's Transport and Environment Committee on 27 August 2013, and your objection will be considered as part of this.

The provision of additional pedestrian crossing facilities at the Constitution Street/Baltic Street/Bernard Street junction is in line with Policy Walk 6 "in the Council's Local Transport Strategy, which states "Pedestrian phases should be provided on all arms of traffic signal controlled road junctions, except where no pedestrian crossing demand is likely."

A number of requests have been received by the Council in recent years to provide additional pedestrian crossings at this junction. To allow pedestrian crossing facilities to be installed across Baltic Street, in a location that suits pedestrian movements, it is necessary to close Assembly Street to motor vehicles at its junction with Constitution Street/Baltic Street.

Vehicle and pedestrian counts have been undertaken at the main Constitution Street/Baltic Street/Bernard Street junction. Observations have also been undertaken of vehicle movements into Assembly Street from the junction. This has shown that there is a substantial pedestrian crossing demand in the north - south direction and a relatively low number of vehicle movements into Assembly Street.

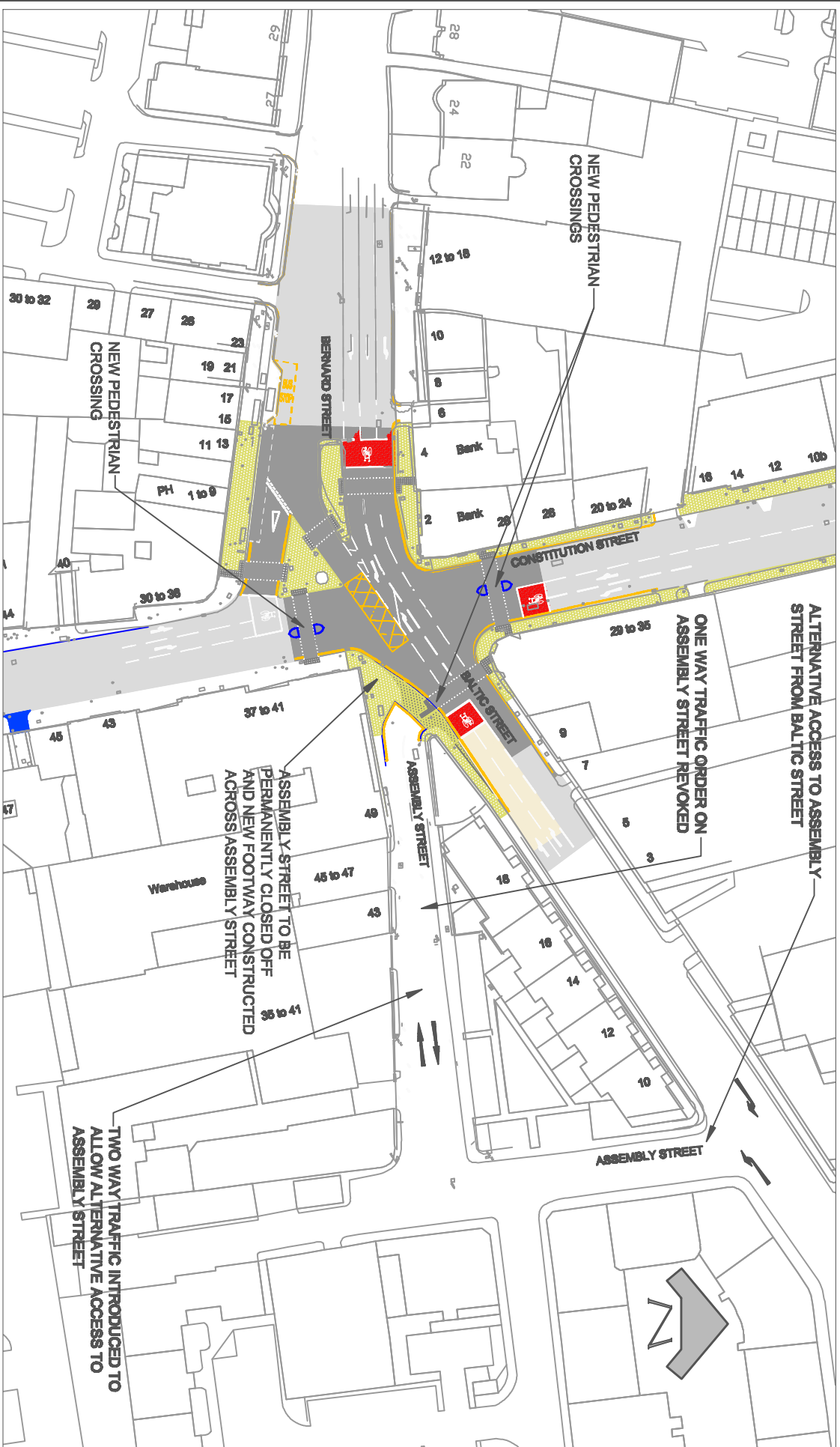
I note your concerns about the effect closing the entry to Assembly Street at the junction might have on your business. However, an alternative means of access would be available from the other end of Assembly Street, approximately 100 metres further along Baltic Street. Temporary signs would be erected to direct traffic to use this route and these would remain in place for several months to ensure that drivers would be aware of the new access arrangements. There are low numbers of vehicles entering Assembly Street at the junction and the street does not really function as a through route so there is unlikely to be any significant level of passing trade that could be affected.

Permanent signing will also be erected within Assembly Street in advance of your business to inform drivers that the road ahead is not a through route. There are a number of opportunities within the street for traffic to turn around prior to reaching your business. Therefore, while we cannot guarantee that no vehicles will use the entrance to your yard to assist in turning around, this is not likely to be a serious problem.

Should you wish to discuss the matter further, please contact Mr Mike Trotter on 0131 469 3628 or mike.trotter@edinburgh.gov.uk.

Yours faithfully

Mike Trotter
Consultant, Projects Development



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<h1>EDINBURGH</h1> <p>THE CITY OF EDINBURGH COUNCIL</p>		<h2>ASSEMBLY STREET</h2> <h3>PROPOSED LAYOUT</h3>	
<p>SERVICES FOR COMMUNITIES The City of Edinburgh Council City Chambers, High Street Edinburgh EH1 1YJ Tel No 0131 200 2000</p>	<p>TRANSPORT TRAFFIC & ENGINEERING NEW WORKS Roads & Transport Design</p>	<p>Date: Aug 2013 Scale: 1:1000</p>	<p>Drawn by: SCM Checked by: DW</p>
<p>DRG NO. RTD/636045/C1 CLOSE</p>			

Transport and Environment Committee

10:00am, Tuesday, 27 August 2013

Request to Provide a Surface Crossing of the Calder Road at Parkhead

Item number	8.5
Report number	
Wards	7 – Sighthill/Gorgie

Links

Coalition pledges	P33
Council outcomes	CO15 , CO21 , CO22 and CO26
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Mike Avery, Neighbourhood Manager

E-mail: mike.avery@edinburgh.gov.uk | Tel: 0131 527 3801

Executive summary

Request to Provide a Surface Crossing of the Calder Road at Parkhead

Summary

To report to the Committee that although the proposed pedestrian surface crossing at Parkhead remains a high priority to the Neighbourhood Partnership, they are unable to meet the potential costs. Therefore the Neighbourhood Partnership seeks to refer this matter back to the Committee for consideration at a later date as part of any capital investment review.

Recommendations

To agree to have this scheme referred back to the Transport and Environment Committee to commit to consider funding for the installation of a crossing during the current Budget Review.

Measures of success

Neighbourhood Partnership satisfaction that while not currently deliverable, local desire is such that this scheme remains open for consideration subject to suitable future budget availability.

Financial impact

None.

Equalities impact

Consideration has been given to both the positive and negative impacts of the proposed surface crossing and it is felt that without the results of a full feasibility study it would not be appropriate to make a conclusive recommendation regarding the suitability of the surface crossing. However, interim recommendations include the installation of extra street-lighting and CCTV which has now been carried out. The underpass is also monitored regularly by our Community Safety and Street Cleansing teams to enhance the safe perception of the underpass.

Sustainability impact

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

Consultation and engagement

As detailed later in the report, lengthy engagement has been undertaken with the South West Neighbourhood Partnership and affiliated stakeholders to ensure that any decisions made are based on local priorities. As part of prior investigations and

feasibility assessments, the emergency services and Napier University were involved in discussions of both positive and negative implications of the proposed surface crossing. Local Elected Members within Ward 7 have been consulted though no comments have yet been received.

Background reading / external references

[27 July 2010 Report - Calder Road Underpass Feasibility of Alternative Surface Crossing](#)

Request to Provide a Surface Crossing of the Calder Road at Parkhead

1. Background

- 1.1 At the meeting on 28 July 2009, the Transport and Environment Committee (T&EC) instructed the then Director of City Development to provide a report on the feasibility of an additional surface crossing on the Calder Road in the Parkhead area.
- 1.2 A Road Safety Assessment was undertaken during the day and evening of Monday, 28 September 2009. The assessment and findings were prepared by independent consultants and included the views of Lothian and Borders Police (L&BP) with regard to community safety aspects of the existing underpass. These findings subsequently formed the basis of a report which was presented to the T&EC on 27 July 2010 (Appendix 1).
- 1.3 The T&EC of 27 July 2010 recognised the strong community support for the surface crossing. However, they concluded that the matter had competing road safety and community safety issues. It was difficult to justify expenditure on a feasibility study as no capital funding was available at that time. It therefore recommended referring the report to the South West Neighbourhood Partnership for their consideration of the issues and a suggested way forward.
- 1.4 The matter was subsequently discussed at the South West Neighbourhood Partnership business meeting on 1 February 2011 and referred to the meeting of the South West Neighbourhood Partnership Transport and Environment Forum on 11 February 2011. At this meeting, it was reluctantly accepted and agreed by the Partnership that without the availability of capital funding, that the installation of a surface crossing at the desired location could not be progressed at that time.
- 1.5 However, running in parallel with the above discussions, unique funding had been secured by the South West Neighbourhood Manager which allowed the installation of a voice activated CCTV system in the Parkhead underpass in July 2011.

2. Main report

- 2.1 A full site-survey and preliminary design is required in order to develop an accurate cost estimate for the installation of a surface crossing. However, an indicative estimate in 2010 put the costs well in excess of £150,000. Following recommendations made by Road Safety and Lothian and Borders Police, the cost approximation included costs for a staggered pedestrian crossing with a

central island, associated anti-skid surfacing, the re-positioning of the bus lay-by and the infilling of the existing underpass with its ramped accesses.

- 2.2 From a road safety perspective, the underpass represents the safest means of crossing as it reduces the potential for conflict between vehicles and pedestrians by separating them. In addition, installing an at-grade crossing at this location may introduce a road safety hazard where there is no history of collisions at present.
- 2.3 The 2010 report drew attention to the fact that this location was not eligible for assessment for inclusion on the existing priority list for surface crossings, maintained by the Road Safety Team as this project does not meet the standard criteria for the creation of a new surface crossing.
- 2.4 Safety concerns regarding the use of the underpass at this location (and others on the Calder Road) continue to be voiced by the public and this matter was raised again by local Elected Members when they met with the Director of Services for Communities in February 2013 where the matter was further discussed.
- 2.5 It is recognised that there continues to be a strong desire from the local community (which is supported by the South West Neighbourhood Partnership) to have a surface crossing installed at this location. However, there is no capital budget availability to allow this project to proceed at this time.

3. Recommendations

- 3.1 To agree to have this scheme referred back to the Transport and Environment Committee to commit to consider funding for the installation of a crossing during the current Budget Review.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.
Council outcomes	CO15 – The public are protected. CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city. CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO26 – The Council engages with stakeholders and works in partnership to improve services and how we deliver on agreed objectives.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 – 27 July 2010 Report - Calder Road Underpass Feasibility of Alternative Surface Crossing.

Calder Road Underpass – Feasibility of Alternative Surface Crossing

Transport, Infrastructure and Environment Committee

27 July 2010

1 Purpose of report

- 1.1 To report to the Committee the outcome of the feasibility study undertaken on Calder Road to assess the potential for a surface pedestrian crossing (see location plan in Appendix 1).
- 1.2 To seek approval to refer the report to the South West Neighbourhood Partnership to consider how best to reconcile the competing road safety and community safety issues.

2 Summary

- 2.1 At its meeting on 28 July 2009 the Committee instructed the Director of City Development 'to provide a report on the feasibility of an additional surface crossing on Calder Road'. A Road Safety Assessment was undertaken during the day and evening of Monday 28 September 2009. The assessment and findings were prepared by independent consultants and include the views of Lothian and Borders Police (L&BP) with regards to security issues at the existing underpass.
- 2.2 The scope of the assessment was to:
 - a) Identify the *existing site conditions* through day and night time surveys;
 - b) Identify the *road safety implications and concerns of providing a surface crossing*;
 - c) Identify the *impact of the proposed crossing on the local infrastructure environment* of Calder Road;
 - d) Investigate *safety concerns inherent in the existing underpass arrangements*; and
 - e) Provide *recommendation on the provision of a surface crossing* based on both road safety and community safety grounds.

- 2.3 The report makes comment only on observations made during the site surveys by the study team.
- 2.4 There is strong community desire for a surface crossing based largely on community safety concerns regarding the underpass. However, road safety concerns exist over the creation of a surface crossing. This report suggests a problem solving approach through the Neighbourhood Partnership.

3 Main report

Existing infrastructure

- 3.1 Calder Road is part of the A71 dual carriageway east-west route serving Edinburgh. The carriageways are separated by a central reserve that contains continuous metal fencing and posts. A bus lane runs along both carriageways within the study area, whilst bus lay-bys are located immediately east of the underpass on both carriageways. At this location (refer to Appendix 1), the crossing of Calder Road is by way of the pedestrian underpass.
- 3.2 Approaches on Calder Road to/from the two roundabouts due east (serving Saughton Road) and west (serving Bankhead Avenue) are for the most part straight and level, providing good forward visibility.
- 3.3 Calder Road underpass is well lit internally, but is without permanent CCTV coverage. The underpass is used by cyclists, even though it has prohibition signs and a low roof. The approaches and general layout of the ramped areas on both sides of the underpass are adequately lit and easily identified. A side opening leads east to a stairway that serves the westbound bus lay-by on Calder Road.
- 3.4 The underpass connects West Fairbrae Drive to the north with Parkhead Gardens to the south, providing direct access between the two areas for pedestrians. These streets form part of wider residential areas, comprising of traffic calmed streets with terraced properties, as well as schools, eg St Joseph's Primary School, and other local services, which are busy throughout the day. A number of shops and a public house are accessed via Parkhead Gardens.
- 3.5 A new junction incorporating traffic lights with a pedestrian phase is planned as part of the Napier University campus redevelopment. Planning permission has been granted for this work. However, this junction is located some distance from the underpass concerned.

Calder Road traffic flow and incident analysis

- 3.6 Calder Road experiences high levels of commuter traffic, low to mid levels of residential traffic and numerous bus services throughout the day. This section of road is subject to a 40mph speed restriction.

3.7 Generally hourly daytime flows are high, comprising of:

- Eastbound (to city centre) – 1050 vehicles/hour
- Westbound (from city centre) – 810 vehicles/hour

Traffic speeds are for the most part acceptable and generally fall within the advertised speed limit, although they are higher in the evening.

3.8 All 2004-2008 incident data within a 100m radius of the underpass was analysed to identify existing incident patterns and trends. There were three recorded injury collisions, none of which involved pedestrians crossing the carriageway. All were slight casualties, two of which involved passengers boarding/exiting buses, whilst the other was a car-to-car collision involving a lane-change manoeuvre. This analysis does not indicate an incident pattern.

Driver behaviour

3.9 The driver behaviour observed during the site visits included:

- a) Vehicles tended to be driven too close to one another, which was particularly prevalent during the evening/night;
- b) Higher speeds were recorded during the night time visit;
- c) Behaviour was generally adequate and considerate; and
- d) No sudden stop or lane change manoeuvres were observed.

Other behaviours

3.10 A total of 837 pedestrians utilised the underpass during the site visit (8am-10pm). Key observations were that throughout the day the gender split was approximately 50/50; with more females earlier in the day and more males at the end of the day. Parents accompanying children were notable during the daytime; so were users with specific mobility requirements, especially in the early afternoon. Cyclists tended to be prominent towards the end of the day.

3.11 In addition to the 837 pedestrians that utilised the underpass during the site visit, 7 pedestrians elected to cross the surface of Calder Road by negotiating the central reservation and fence. All pedestrians were male, generally in the 17 to 24 age group and all seemed to be aware of the dangers as they waited for adequate gaps in traffic before crossing.

3.12 The arrival of the westbound bus services and the disembarking of passengers coincided with pedestrians progressing across the carriageway of Calder Road via the central reservation.

Location of proposed at-grade surface crossing

- 3.13 Two sites were considered for locating the proposed crossing, one to the west and the other to the east of the existing underpass. A location to the east is preferred since:
- a) It is already served by existing footways on either side of Calder Road;
 - b) The central reserve is wide enough to accommodate a pedestrian refuge essential for a staggered two stage crossing;
 - c) The proposed location is already well lit by a double headed light column;
 - d) On the west side there is significant on-street parking servicing the local amenities which would need to be removed to ensure the crossing is kept visible to oncoming drivers; and
 - e) A west side crossing would be sited very close to the junction of Parkhead Gardens/Calder Road, which would add additional pedestrian movements into this T-junction.
- 3.14 This recommended position would need to be confirmed through a detailed feasibility study. Regardless of the final position, the following works would be required to enable a surface crossing to be installed safely:
- a) Due to a level difference between the central reserve and the carriageway, significant engineering works would be required to accommodate the requirements of the Disability Discrimination Act;
 - b) The bus lay-by would need to be relocated;
 - c) A review of street lighting to ensure the crossing is adequately lit; and
 - d) Measures such as anti-skid surfacing and advanced warning signs to ensure that current traffic behaviours where drivers drive too close to one another do not increase the likelihood of additional nose-tail collisions. This could also increase the risk of vehicles being shunted into pedestrians on the crossing.
- 3.15 Additional safety concerns also need to be noted:
- a) Additional delays experienced by drivers may impact upon driver behaviour potentially increasing driver frustration;
 - b) Potential tailbacks from the roundabout may encourage pedestrians to cross on red so increasing the risk of an incident; and
 - c) It is possible that potential tailbacks from the crossing may extend back onto the roundabouts causing delays on the approaches.

Road safety position

- 3.16 From a road safety perspective, it is recommended that the existing underpass continues to function as the main crossing point since:
- a) The introduction of a surface crossing may increase the risk of vehicle and pedestrian collisions occurring on Calder Road;
 - b) The existing underpass separates vehicles and pedestrians, thereby significantly reducing the potential for vehicle/pedestrian collisions;
 - c) There is no significant incident record and no pedestrian incidents at this location;
 - d) The incident analysis did not identify any trends; and
 - e) The potential increase in incident rate could be particularly significant to the elderly as 8.5% of pedestrians recorded during the site visit were in the 60+ age group.
- 3.17 A new at-grade crossing may result in an increase in road collisions against the low-level of current incidents.

Community safety aspects

- 3.18 There is a strong community desire for an alternative crossing. Evidence from a 2005 workshop held by the Older Persons Service Forum, the Sighthill, Broomhouse and Parkhead Community Council, a 2008 community petition and a recent Needs Assessment carried out on behalf of the local Community Health Partnership all indicate that for some parts of the community, fear of crime prevents use of the underpasses. For older people in particular, this can seriously restrict their freedom of movement within the community and access to facilities, particularly movements between the communities of Broomhouse and Parkhead. The carriageway of Calder Road effectively splits these two communities.
- 3.19 Crime reports from Lothian & Borders Police indicate no particular pattern of attacks within the underpasses. Twenty-six incidents occurred in the 16 months between 1 May 2007 and 20 August 2008, the majority of which were assault and/or robbery.
- 3.20 Short term measures have already been implemented to improve the safety and perception of safety within the underpasses. These include improvements to lighting, repainting with anti-graffiti paint, cutting back of vegetation to improve sightlines, installation of temporary CCTV and increased patrols by Police and community safety wardens.

- 3.21 Discussion with Lothian & Borders Police established that the underpass was currently not being used to full capacity due to one or more of the following:
- a) Pedestrians' desire to seek a more direct route;
 - b) A perception that the underpass or the area in the immediate vicinity is unsafe, due to knowledge that incidents do take place and consist mainly of crimes against persons; or
- 3.22 Lothian and Borders Police support an alternative means of crossing Calder Road. However, if a surface crossing is introduced without closing the underpass, it is likely to significantly reduce the number of people using the underpass. This in turn is likely to increase the perception of the underpass as being unsafe or give additional opportunity for crimes against persons due to the overall decreased usage. If a surface crossing were to be provided, it is the Police's recommendation, from a personal safety perspective, that the underpass be closed at this same time. It should be noted, however, that this sentiment is not entirely reflected by the community, who would prefer a choice of options.

4 Financial Implications

- 4.1 The cost of the road safety study was £3,450 met from the Transport revenue road safety budget.
- 4.2 A full site-survey and preliminary design would be required in order to develop an accurate cost estimate for the installation of a surface crossing. As a guide to the costs, an indicative estimate would be in excess of £150,000. This would include costs for the staggered pedestrian crossing with a central island and associated anti-skid surfacing as well as costs for the re-positioning of the bus lay-by, the ramped accesses and the potential closure and in-filling of the existing underpass. No funding source exists for such a crossing – from a road safety perspective, the underpass represents the safest means of crossing. There is in any case a priority list for new surface crossings but this location is not eligible.
- 4.3 It is estimated that a detailed site survey and preliminary design would cost approximately £30,000. Given that no funding is available for the crossing itself, it is highly questionable whether it is worth spending such a sum on a design study. It should be noted that, because no funding exists for the crossing, the design study would require to be funded from revenue. The only budget for which this design study could therefore be funded from is the local roads revenue repairs budget. The consequence of this would be that fewer potholes could be repaired.

5 Environmental Impact

- 5.1 There is no environmental impact from this report.

6 Equalities Impact

- 6.1 The current crossing provision has a negative impact on peoples' quality of life through the perceived or real risk of becoming a victim of opportunistic crime when using the underpass. The provision of a surface crossing could alleviate these fears through the removal of the need to use the underpass. However, there are safety concerns relating to a surface crossing and, in any case, funding for a surface crossing is not available.

7 Conclusions

- 7.1 It is recognised that there are potential community benefits to a surface crossing and that there is a strong community desire to have this option. It should be noted however, that by installing an at-grade crossing at this location it may introduce a road safety hazard where there is no history of collisions at present. Also to be considered are other concerns related to traffic management and the Chief Constable's concerns.
- 7.2 It is questionable whether the expenditure of £30,000 on a Feasibility Study for a project which does not meet road safety concerns, and for which no implementation funding is available, is reasonable. However there is clear community support for the project.
- 7.3 There is no immediate solution which reconciles the community safety and road safety concerns. It is therefore recommended that this issue be referred back to the South West Neighbourhood Partnership for consideration through a problem solving approach, involving relevant partners.

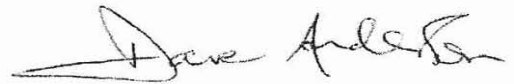
8 Recommendations

- 8.1 To note the conclusions of this report.
- 8.2 To refer the report to the South West Neighbourhood Partnership for consideration of the issues and a suggested way forward.
- 8.3 To discharge the remit.



Mark Turley
Director of Services for Communities

16/7/10



Dave Anderson
Director of City Development

Appendices	1 – Location Plan
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Wards affected	Ward 7 – Sighthill/Gorgie
Single Outcome Agreement	Supports National Outcomes: LO9 The number of casualties resulting from road traffic collisions is reduced.
Background Papers	Calder Road, Road Safety Study

Appendix 1 – Location Plan showing the Calder Road underpass

