Notice of meeting and agenda

Transport and Environment Committee

10 am Tuesday 27 August 2013

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

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

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THE CITY OF EDINBURGH COUNCIL

1. Order of business

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

2. Declaration of interests

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

3. Deputations

If any

Minutes

4.1 Transport and Environment Committee 4 June 2013 (circulated) – submitted for approval as a correct record

5. Key decisions forward plan

5.1 Transport and Environment Key Decisions Forward Plan (circulated)

6. Business bulletin

6.1 Transport and Environment Committee Business Bulletin (circulated)

7. Executive decisions

7.1 Local Transport Strategy 2014-2019 - Consultation Version – report by the Director of Services for Communities (circulated)

7.2 5% Budget Commitment to Cycling – Summary of Expenditure – report by the Director of Services for Communities (circulated)

7.3 South Central Edinburgh 20mph Limit Pilot Evaluation – report by the Director of Services for Communities (circulated)

7.4 Active Travel Action Plan – Two Year Review – report by the Director of Services for Communities (circulated)

7.5 Public and Accessible Transport Action Plan – Report on Consultation – report by the Director of Services for Communities (circulated)

7.6 Public Utility Company Performance 2012/13 and First Quarter 2013/14 – report by the Director of Services for Communities (circulated)

7.7 Bus Regulation (Scotland) Bill - Council Response to Consultation by Iain Gray MSP – report by the Director of Services for Communities (circulated)

7.8 Dumbiedykes Public Transport Access - Update – report by the Director of Services for Communities (circulated)

7.9 Strategic Consultation on Works on Scottish Roads – report by the Director of Services for Communities (circulated)

7.10 Redesign of Recycling Services - Outline Business Case – report by the Director of Services for Communities (circulated)

7.11 Scotland's Climate Change Adaptation Programme – Council Response – report by the Director of Corporate Governance (circulated)

7.12 Energy Policy – joint report by the Directors of Corporate Governance and Services for Communities (circulated)

7.13 Air Quality Progress Report 2013 and Scottish Government Consultation on Review of Local Air Quality Management in Scotland – report by the Director of Services for Communities (circulated)

7.14 Interim report on the South West Edinburgh Legionnaires Disease Outbreak June 2012 - report by the Director of Services for Communities (circulated)

7.15 Waste and Recycling Update – report by the Director of Services for Communities (circulated)

7.16 Work Programme – Transport and Environment Policy Development and Review Sub-Committee (circulated)

7.17 Cleanliness of the City – report by the Director of Services for Communities (circulated)

7.18 Heritage Lottery Funding Approved - Saughton Park and Gardens – report by the Director of Services for Communities (circulated)

8. Routine decisions

8.1 Objections to Bus Stop Clearway – Clark Road - report by the Director of Services for Communities (circulated)

8.2 Parking Charges on Greenways within the Controlled Parking Zone – report by the Director of Services for Communities (circulated)

8.3 Proposed Waiting Restrictions - Comiston Rise at Comiston Road – report by the Director of Services for Communities (circulated)

8.4 Assembly Street at Constitution Street/Baltic Street, Prohibition of Motor Vehicles – Objections to Traffic Regulation Order – report by the Director of Services for Communities (circulated)

8.5 Request to Provide a Surface Crossing of the Calder Road at Parkhead – report by the Director of Services for Communities (circulated)

9. Motions

9.1 By Councillor Mowat – Gullies

Committee requests that Council works with Scottish Water to survey the drainage/sewerage system to ascertain where there are blockages, slow draining gullies and to detail what works needs to be done to reduce slow running drains and blocked gullies which lead to localised flooding during spells of heavy rain which we have seen increasing incidences of and to produce a report detailing these findings in two cycles.

Committee notes the recent High Court judgment against Barnet Council which stated they had misinterpreted the 1984 Road Traffic Act and could not use residents and visitors permits to subsidise other transport projects, and requests that the Council reviews the judgment to determine whether this has any implications in Scotland given that Transport is a devolved power, although the 1984 Road Traffic Act does apply, and to ensure that the Council cannot be subject to similar challenge and to report on whether this will have any impact on the introduction of further CPZs.

9.2 By Councillor Mowat – Seagulls

Committee is concerned that the reduction of accessible food waste as a result of changes introduced through Modernising Waste and Managed Weekly Collections, whilst welcomed, is leading to a concentration of seagulls around accessible waste and calls for the Waste Department to develop a plan of action so that where this is reported this can be put in place quickly to tackle the gulls and asks that the Department consider all possible options.

9.3 By Councillor Booth - A Tree for Every child

Committee:

1) Notes that tree planting has educational, health, well-being and environmental benefits;

2) Notes that every year many trees are lost due to development, disease and age;

3) Notes that according to information from the General Registers of Scotland and CEC Children and Families Directorate, around 5,600 children are born or adopted in Edinburgh each year;

4) Notes the success of "Plant a Tree for Every Child" schemes in many other parts of the world including in many towns and cities of the United States, as well as in towns and cities of Wales and England;

5) Agrees to receive a report on the costs, benefits and feasibility of establishing a city-wide scheme to plant a tree for every child born or adopted in Edinburgh each year, including the feasibility of partnership working to deliver this.

Carol Campbell

Head of Legal, Risk and Compliance

Committee Members

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

Information about the Transport and Environment Committee

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

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

Further information

If you have any questions about the agenda or meeting arrangements, please contact Lesley Birrell or Stuart McLean, Committee Services, City of Edinburgh Council, City Chambers, High Street, Edinburgh EH1 1YJ, Tel 0131 529 4240 / 0131 529 4106, email: lesley.birrell@edinburgh.gov.uk / stuart.mclean@edinburgh.gov.uk

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

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

Transport and Environment Committee

10.00 am, Tuesday, 4 June 2013

Present

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

Also Present

Councillor Day (for item 14 below).

1. Deputation: Wojtek Memorial Trust – Wojtek "the Soldier Bear" – Commemorative Statue for West Princes Street Gardens

The Committee agreed to hear a deputation from Krystyna Szumelukowa, Aileen Orr and Raymond Muszynski, Wojtek Memorial Trust, in support of the recommendations in the report being considered by the Committee, Wojtek "the Soldier Bear".

The deputation provided some background to the story of Wojtek, "the Soldier Bear":

- Wojtek was rescued by Polish troops as an orphan bear cub in Persia in 1942. Wojtek travelled through the Middle East into Europe where at the battle of Monte Cassino in 1944 he assisted the allied troops by carrying heavy munitions for the front line.

- After the war Wojtek was evacuated to Scotland with the soldiers and was housed in the resettlement camp at Sunwick Farm in Berwickshire. He eventually went into the protection of Edinburgh Zoo until he died in 1963.

- The Memorial Trust had been looking to erect a commemorative statue at an appropriate location in Edinburgh for a number of years.

- The deputation fully supported the recommendations in the Director's report to erect a commemorative statue in West Princes Street Gardens.

- It was hoped to erect future memorials to Wojtek in Warsaw, Poland and Monte Cassino, Italy to highlight the connections between Scotland, Poland and Italy.

Decision

The Convener thanked the Deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Director of Services for Communities at item 9 below.

(Reference – e-mail dated 31 May 2013, submitted.)

2. Deputation: Moray Feu Residents Association – Heavy Goods Vehicle (HGV) Bans and Monitoring of Air Quality in Great Stuart Street

The Committee agreed to hear a deputation from Ashley Lloyd, Moray Feu Residents Association, on the issues with HGV bans and monitoring of air quality in Great Stuart Street.

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

- There had been a mass displacement of traffic from the City Centre to residential areas.

- There had also been a significant increase in accident statistics in areas affected by traffic displacement such as Stockbridge.

- Road traffic was reported to be down by 5% yet pollution was up by 14% in the City Centre. This raised concerns about the validity of the Council data.

- There had been a rapid rise in air pollution levels in Great Stuart Street.

- The City of Edinburgh Council had consistently underestimated levels of pollution, and there had been a lack of data on pollution available from the Council in 2010, 2012 and 2013.

- The Council was suggesting that monitoring and measuring noise levels in Great Stuart Street was not required, despite having little evidence to back this up.

- He asked the Committee to request: (i) that noise levels be measured on Randolph Cescent; (ii) a further report on differential health impacts; and (iii) an independent assessment of air and noise pollution.

Decision

The Convener thanked the Deputation for his presentation and invited him to remain for the Committee's consideration of the report by the Director of Services for Communities at item 10 below.

3. Deputations: Building a Vision for the City Centre: Consultation Outcome

Decision

To note that deputation requests from The George Street Association, Essential Edinburgh and George Hotel on the report on Building a Vision for the City Centre had been withdrawn as the report had been continued until the next meeting of the Committee (see item 11 below).

(References – e-mails dated 4 June, 3 June, and 31 May 2013, submitted.)

4. Deputation: Trinity Community Council, Wardie Primary School Parents Association – Pedestrian Facilities, Ferry Road/Granton Road – Motion by Councillor Jackson

The Committee agreed to hear a deputation from Tricia Brindle, Sarah Broadley and Lindsay Brindle on pedestrian facilities at the junction of Ferry Road/Granton Road.

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

- The local community was seriously concerned about safety at the junction at Ferry Road/Granton Road due to an increased volume of traffic over the last 5 - 10 years.

- There had been pressure to upgrade the crossing due to the lollipop lady being advised that she could not escort children across the road as it would disrupt the flow of traffic. A petition containing 600 signatures in support of upgrading the crossing was presented to the Committee.

- Pedestrians used the junction to access Inverleith Parish Church, Wardie Primary School, and a number of pre-school nurseries, amongst other amenities in the area.

- The refurbishment of the junction would help to promote walking as a safe and healthy mode of transport.

Decision

The Convener thanked the Deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Director of Services for Communities at item 14 below.

(Reference – e-mail dated 31 May 2013, submitted.)

5. Deputation: City Cycling Edinburgh – Road and Footway Additional Capital Investment Budget Allocation 2013/14

The Committee agreed to hear a deputation from Henry Whaley on behalf of City Cycling Edinburgh on the road and footway additional capital investment budget allocation for 2013/14.

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

- Gogar Station Road was in a poor condition and was not safe for cyclists – the current road surface needed to be improved and the road contingency budget should pay for these improvements.

- He queried why some of the roads listed in the Appendix to the Director's report had been identified for priority funding.

- Potholes regularly formed near pavements and this was a safety issue for cyclists.

- Utility companies often did not return roads to their previous condition and he suggested they should be fined for leaving roads in a poor condition.

- Cyclists should be afforded more consideration as road users – only 6% of the budget would be committed by the Council to deliver a new cycling infrastructure.

- The Methodology used for prioritising roads and footways for capital investment was required to be more cycle focused and less car centric.

Decision

The Convener thanked the Deputation for his presentation and invited him to remain for the Committee's consideration of the report by the Director of Services for Communities at item 18 below.

 (Reference – e-mail dated 3 June 2013, submitted.)

6. Minutes

Decision

1)   To approve the Minutes of the Transport and Environment Committee of 19 March 2013 as a correct record.

2)   To note the minute of the Edinburgh Access Forum of 8 April 2013.

7.   Key Decisions Forward Plan

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

Decision

To note the Key Decisions Forward Plan for July to September 2013.

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

8.   Business Bulletin

The Transport and Environment Committee Business Bulletin for 4 June 2013 was presented.

Decision

1)   To note the Business Bulletin.

2)   To note that Councillor Keil should be added to the list of Committee members in place of Councillor Lunn.

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

9.   Wojtek "the Soldier Bear" Commemorative Statue for West Princes Street Gardens

Details were provided of a proposal to erect a commemorative statue to Wojtek "the Soldier Bear" in West Princes Street Gardens.

Decision

1)   To agree to support the proposal to erect a Wojtek "the Soldier Bear" statue in West Princes Street Gardens, at the location described in the Director's report.

2)   To agree that the Committee would accept responsibility for the ongoing care and maintenance of the statue, as determined in a maintenance agreement with the Wojtek Memorial Trust.

3)   To refer the report to the Culture and Sport Committee.

4)   To thank the individuals, organisations and the Parks and Greenspace officials involved in the project.

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

10. Heavy Goods Vehicle (HGV) Bans and Monitoring Air Quality in Great Stuart Street

As previously requested by the Committee, an update was provided on the enforcement of Heavy Goods Vehicle (HGV) bans, and on concerns raised by the Moray Feu Residents Association on a reduction in air quality and an increase in noise pollution in Great Stuart Street.

Decision

1) To note the contents of the Director's report.

2) To note that nitrogen dioxide levels in Great Stuart Street were below the Annual Air Quality Objective.

3) To agree that air monitoring was carried out in accordance with Defra technical guidance.

4) To note that the Council's air monitoring procedures were considered acceptable following independent review in 2011, and were independently assessed annually by the Scottish Environment Protection Agency (SEPA) and Transport and Travel Research (TTR) on behalf of the UK/Scottish Government; in consequence, further independent assessment of monitoring procedures was unnecessary.

5) To note that monitoring directly at building façades in Great Stuart Street had replaced kerbside monitoring, providing a more accurate measure of nitrogen dioxide concentrations.

6) To note that the project to monitor nitrogen dioxide in basement areas in Great Stuart Street had demonstrated that no accumulation occurs; that nitrogen dioxide levels were substantially below the Annual Air Quality Objective; and that the project had now been concluded.

7) To note that noise levels had been assessed in accordance with Central Government guidance and noise measurements in Great Stuart Street were not required.

8) To note the advice from NHS Lothian that there was no evidence of adverse impacts on health from current levels of noise and air quality and no long term adverse effects were likely.

9) To note that air monitoring in Great Stuart Street was continuing as part of the city-wide air monitoring programme.

10) To note the position with regard to Heavy Goods Vehicle (HGV) bans and agree that temporary signs be erected on the approaches to the Randolph Crescent route to advise drivers that the route was not suitable for HGV traffic. The situation was to be reviewed in twelve months time.

11) To agree that the Convener and the Vice Convener of the Transport and Environment Committee and officials would meet with the Police to discuss the issue of enforcement of HGV bans and raise this issue with the Scottish Government.

12) To note that Councillor Orr would raise air quality issues across the City at the Sustainability Forum.

(References – Transport and Environment Committee, 19 March 2013 (minute item 10); report by the Director of Services for Communities, submitted.)

11. Building a Vision for the City Centre: Consultation Outcome

Decision

To continue the report to the next meeting of the Transport and Environment Committee.

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

12. Public Realm Strategy – Annual Review 2012 - 2013

The annual review of the Council's Public Realm Strategy was presented including details of the progress made to date.

Decision

1) To note the progress that had been made over the past year in delivering the actions of the Public Realm Strategy.

2) To agree the future actions and priorities identified in Appendix 1 of the Director's report.

3) To agree to a review of the Public Realm Strategy.

(References – Planning Committee, 1 March 2012 (minute item 13); report by the Director of Services for Communities, submitted.)

13. Water of Leith Flood Prevention Scheme – Phase 2 Update

An update was provided on Phase 2 of the Water of Leith Flood Prevention Scheme that comprised flood defences at Murrayfield/Roseburn, Coltbridge, Damside, Belford and Edinburgh Sports Club.

Decision

1) To note that an initial review of the scope of Phase 2 was carried out by the design consultants which reconfigured the proposals at an estimated cost of £25.5m. A budget of £19.916m was available following completion of Phase 1. Capital budgets were being reviewed to ascertain how the shortfall in funding could be made available.

2) To approve the formation of a working group, comprising elected members, community councils, major stakeholders and Council officers to explore and investigate fully the reconfigured Phase 2 to ensure that it was fit for purpose.

3) To agree that the elected member composition of the working group would be the Convener and Vice-Convener of the Transport and Environment Committee and the local elected members for Ward 6 (Corstorphine/Murrayfield), Ward 7 (Sighthill/Gorgie) and Ward 9 (Fountainbridge/Craiglockhart).

4) To note that in order to achieve greater cost certainty on Phase 2, it was proposed to carry out an independent review of the design, risk allocation and contract documentation carried out to date.

5) To note that a report on the project would be submitted to the Governance, Risk and Best Value Committee in Summer 2013.

6) To note the update on the position on the provision of flood insurance.

7) To refer the report to the Finance and Budget Committee for approval of the grant of servitude for the diversion of the gas main related to Council land ownership associated with Phase 2 of the Water of Leith Flood Prevention Scheme.

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

14. Pedestrian Facilities, Ferry Road/Granton Road – Motion by Councillor Jackson

The Committee had previously considered a motion by Councillor Jackson in relation to the installation of an additional east/west pedestrian phase on the pedestrian crossing at the junction of Ferry Road/Granton Road.

Details were provided of an opportunity to utilise surplus traffic signal equipment from the tram project to allow a limited cost refurbishment of the pedestrian facilities at the junction.

Councillor Day was heard as a local ward member.

Decision

1) To note the report and discharge Councillor Jackson's motion.

2)   To approve a limited cost refurbishment of the junction to provide additional pedestrian facilities.

(References – Transport, Infrastructure and Environment Committee, 18 June 2012 (minute item 3.5); report by the Director of Services for Communities, submitted.)

15. Controlled Parking Zone – Amendments to Residents' Permit Eligibility

Approval was sought to amend the policy relating to the eligibility criteria for residents' permits following new developments within the Controlled Parking Zone.

Motion

To approve the amendment of the policy relating to the eligibility criteria for residents' permits for new developments as set out in Appendix 1 to the Director's report.

- moved by Councillor Hinds, seconded by Councillor Orr.

Amendment

1)   To recognise that the number of residents' permits already exceed the number of spaces available and any further provision would lead to greater parking pressure.

2)   To consider that the effect of discouraging further car ownership in over-subscribed urban areas was desirable and outweighed any alleged knock-on effects on developers' ability to convert large dwellings or offices to flats.

3)   To agree that the policy on eligibility criteria for residents' permits for new developments remained unchanged.

- moved by Councillor Bagshaw, seconded by Councillor Booth.

Voting

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

Decision

To approve the motion by Councillor Hinds.

(References – Transport, Infrastructure and Environment Committee, 9 February 2010 (minute item 46); report by the Director of Services for Communities, submitted.)

16. Bus Lane Camera Enforcement Expansion and Bus Lane Network Review

Details were provided of proposals to expand the bus lane camera enforcement system to cover all main public transport corridors, and on progress with the bus lane network review.

Decision

1) To approve the strategy for expanding the bus lane camera enforcement system.

2) To note that the bus lane network review would be completed by late summer 2013 and that any recommended changes to bus lane hours or permitted vehicle classes would be reported to a future meeting of the Committee.

3) To note that a bus lane network review was ongoing and that a first tranche of bus lane adjustments/removals would be completed by the end of 2013.

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

17. Pedestrian Crossings Prioritisation 2013/14

An update was provided on the new pedestrian crossing priority list for 2013/14.

Decision

1) To approve the updated pedestrian crossing priority list as detailed in Appendix 1 to the Director's report.

2) To note the locations removed from the priority list and those constructed in 2012/13 as detailed in Appendices 2 and 3 of the report, respectively.

3) To note the stakeholder consultation carried out for schemes detailed in Appendix 4 to the report.

4) To approve the construction list for the locations detailed in Appendix 5 to the report.

5) To approve an amendment to the current pedestrian priority list scoring system which would add weighting to rural locations.

6) To set aside the objections at Peffermill Road and proceed with the scheme, as advertised, to improve public safety and promote active travel.

7) To note that Item 11 in Appendix 1 to the report should read "Summerhall" Crescent, not "Summerside" Crescent.

(References – Transport, Infrastructure and Environment Committee, 29 July 2009 (minute item 25); report by the Director of Services for Communities, submitted.)

18. Road and Footway Additional Capital Investment Budget Allocation 2013/14

Approval was sought for the proposed allocation of an additional £12m capital funding for road and footway investment in 2013/14. The additional investment would be allocated across the following seven work streams: Carriageways and Footways; City Centre Improvements, Neighbourhoods, Local Carriageway Surface Enhancement, Other Asset Management, Miscellaneous and Cycling Improvements.

Decision

1)   To approve the allocation of the additional capital budget for 2013/14 as detailed in Appendix B to the Director's report.

2)   To approve the list of carriageway and footway schemes as detailed in Appendix C to the report.

3)   To approve the allocation of the Local Shopping Area Pavements as detailed in Appendix E to the report.

4)   To note that the total cost of the proposed scheme may exceed £12m. In this case any projects not completed in the current financial year would be rolled forward and funded through the 2014/15 capital allocation.

5)   To request a further report later in the year on progress with expenditure on local and city-wide projects.

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

19. Street Lighting – Replacement of Test Failed Columns

Approval was sought to allocate an additional £1m capital funding in 2013/14 to accelerate the replacement programme for Test Failed Street Lighting Columns.

Decision

1)   To note the content of the Director's report.

2)   To approve the proposal for a £1m capital spend in 2013/14 to accelerate the Street Lighting Failed Test stock replacement, subject to agreement by Full Council.

3)   To refer the proposal to Council for approval as it was not currently contained within the Capital Investment Programme for 2013/14.

4)   To consider this funding requirement when setting future years' budgets

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

20.   Dropped Kerb Access in Edinburgh

In response to a Motion by Councillor Bagshaw, details were provided of the estimated costs of introducing parking restrictions at all dropped kerbs across Edinburgh. An update on the Responsible Parking (Scotland) Bill was also provided.

Decision

1)   To discharge the Motion by Councillor Bagshaw.

2)   To instruct the Neighbourhood Managers to commence surveying all roads within their areas and note the location of each dropped kerb as well as noting streets where footway parking could be allowed.

3)   To approve Option 3 as detailed in Appendix 1 to the Director's report as the preferred option to ensure all dropped kerbs were kept clear and accessible at all times (to await the making of the Responsible Parking (Scotland) Bill).

(References – Transport and Environment Committee, 19 March 2013 (minute item 40); report by the Director of Services for Communities, submitted.)

21.   Achieving Excellence Performance Report to January 2013 – referral from Governance, Risk and Best Value Committee

The Governance, Risk and Best Value Committee had considered a report on performance against specified targets and outcomes across the Council's performance framework for the period to January 2013. The report was referred to the Transport and Environment Committee for further scrutiny and, in particular, to request a further explanation on trends in waste to landfill and recycling indicators.

Decision

1)   To note the report.

2)   To note that the trends in waste to landfill and recycling indicators had been addressed in the Waste and Recycling Update report, at item 22 below.

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

22.   Waste and Recycling Update

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

Decision

1) To note the contents of the Director's report.

2) To refer the report to the next Governance, Risk and Best Value Committee.

3) To agree that the existing measures taken by the council to promote waste reduction and reuse, and the additional measures that may be taken in this regard be referred for consideration to the Committee's Policy Development and Review Sub-Committee.

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

Declaration of Interest

Councillor Booth declared a non-financial interest in the above item as a Director of Recycle to Cycle (trading as "the Bike Station").

23. Trees in the City – Draft Policies and Action Plan

Approval was sought to commence a public consultation on a draft set of policies intended to guide the management of trees and woodlands in the city, and an action plan designed to prioritise resources towards key actions relating to trees and woodlands.

Decision

1) To note the content of the draft policies and action plan and approve them for public consultation.

2) To agree that the consultation period be extended by four weeks.

(References – Transport, Infrastructure and Environment Committee, 13 September 2012 (minute item 5(b)); Planning Committee, 4 October 2012 (minute item 7); report by the Director of Services for Communities, submitted.)

24. Nuclear Submarine Dismantling at Rosyth – Ministry of Defence Response to Consultation

Details were provided of the UK Government decision, through the Ministry of Defence, that Rosyth Dockyard and Devonport Dockyard would be used to dismantle the decommissioned nuclear powered submarines stored afloat at these locations.

Decision

1) To note the Director's report.

2) To invite representatives of the Nuclear Free Local Authorities Scotland to provide a briefing to a future meeting of the Committee's Policy Development and Review Sub-Committee.

(References – Transport, Infrastructure and Environment Committee, 21 February 2012 (minute item 20); report by the Director of Services for Communities, submitted.)

25. Cleanliness in the City

Details were provided of the latest Cleanliness Index Monitoring System (CIMS) assessment of Edinburgh's streets that was carried out in March 2013 by Keep Scotland Beautiful (KSB).

Decision

To note the Director's report.

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

26. Bike Lease Scheme and Promotion of Cycling (response to Motion by former Councillor Gordon Mackenzie)

In response to a Motion by former Councillor Gordon Mackenzie, details were provided of the outcome of a costing exercise to implement a bike leasing scheme, and a market research exercise carried out to gauge the level of interest in sponsorship opportunities related to a possible scheme.

Decision

1) To discharge the Motion by former Councillor Mackenzie.

2) To note the outcome of the feasibility study and other work undertaken to date and approve further investigatory work into the viability of the scheme. This would include engaging with potential operators to improve understanding of the level of financial risk to the Council.

3) To note that a further report would be made to the Committee following completion of the investigatory work and prior to appointing any operator.

4) To note the extensive public interest in the potential for a cycle hire scheme, and to request a briefing for members of the Committee on past work on this subject and an update on lessons learned from similar schemes elsewhere.

(References – Act of Council, No.11 of 15 March 2012; report by the Director of Services for Communities, submitted.)

27.   Appointments to Sub-Committees and Working Groups 2013/14

The Committee was invited to appoint the membership of its Sub-Committees and working Groups for 2013/14.

Decision

1)   To agree that Councillor Mowat would replace Councillor McInnes on the Zero Waste Cross Party Working Group.

2)   To approve the appointments as detailed in the Appendix to this minute.

3)   To note that the Committee Terms of Reference and Delegated Functions specifies that the membership of the Committee's Policy Development and Review Sub-Committee would be the same as the parent Committee, and that the Vice-Convener of the parent Committee would be the Convener of the Sub-Committee.

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

28.   Policy Development and Review Sub-Committee Work Programme

The Convener ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency in order that it be considered timeously.

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

Decision

To approve the Work Programme.

 (References – Policy Development and Review Work Programme, submitted.)

29.   Survey for Demand for Taxis within Edinburgh – referral from the Regulatory Committee

The Regulatory Committee on 3 May 2013 considered a report on the results of

research carried by consultants Halcrow Ltd reviewing the level of demand for taxis in the city. The report was referred to the Transport and Environment Committee for information.

Decision

To note the Director's report.

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

30. Withdrawal of the Proposed Double Yellow Line Markings – Circus Lane

Details were provided of a request received from the Circus Lane Residents' Association to promote a Traffic Regulation Order (TRO) to place double yellow line markings on Circus Lane. When the proposals were advertised to the public in February 2013, a large number of objections were received from the residents. The individual who made the request on behalf of the Residents' Association had now agreed that Circus Lane should be removed from the TRO process.

Decision

To authorise the withdrawal of Circus Lane from the Proposed City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) (Variation No) Order 201-TRO/12/18A).

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

31. Church Hill – Amendments to Parking Places

Details were provided of ten objections received against the proposal to amend two parking places in Church Hill from residents' parking places to shared-use parking places. The Church Hill proposals had been advertised alongside a group of other proposed changes. No objections had been received in relation to any of the other locations.

Decision

1) To uphold the ten objections, but proceed to make the remainder of the Order after removing the Church Hill proposal.

2) To approve the investigation of additional parking opportunities for residents in the local area.

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

32. Objections to Proposed Waiting Restrictions – Craiglockhart Primary School – Traffic Regulation Order

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

Decision

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

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

33.   Conference Attendance – 8th Annual UK Light Rail Conference

Decision

1)   To note the action taken by the Director of Services for Communities, in consultation with the Convener with the Convener of the Transport and Environment Committee, under the Committee Terms of Reference and Delegated Functions, in authorising the attendance of elected members and officers at the 8th Annual UK Light Rail Conference held in Manchester on 15016 May 2013.

2)   To note the feedback from officers and Councillors in attendance.

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

Appendix

Item 27 – Appointments to Working Groups etc 2013/14

Working Groups etc

Zero Waste Cross Party Working Group – 5 Members – 1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD	
Councillor Hinds Councillor Orr Councillor Aldridge	Councillor Booth Councillor Mowat
Transport Forum – 5 Members – 1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD	
Councillor Hinds, Councillor Orr Councillor Aldridge	Councillor Bagshaw Councillor Mowat
Local Access Forum – 1 Member – Convener of the Transport and Environment Committee	
Cycle Forum – 1 Member – Vice-Convener of the Transport and Environment Committee	
Duddingston Village Traffic Working Group - 5 Members – 1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD and the all members for the Craigentinny/Duddingston Ward	

Transport and Environment Committee

[Period October 2013 to December 2013]

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1.	Public Bowling Greens	29 Oct 2013	All	Mark Turley, Director of Services for Communities David Jamieson, Parks and Greenspace Manager	
2.	Objections to Proposed Waiting Restrictions - Coltbridge Avenue & Coltbridge Vale TRO	29 Oct 2013		Director: Mark Turley Lead officer: Cathy King 0131 529 7383 cathy.king@edinburgh.gov.uk	
3.	Report on Transport Review	29 Oct 2013	All	Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
4.	Trade Waste - Improvement Options	29 Oct 2013	All	Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
5.	Parking in Central Edinburgh During the Winter Festival	29 Oct 2013		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
6.	Broughton/Stockbridge – Amendment to Parking Charges	29 Oct 2013		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
7.	Annual Review of Supported Bus Services	29 Oct 2013	All	Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
8.	Vehicle Activated Speed Signs – Update on Priority List	29 Oct 2013	All	Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
9.	Building a Vision for the City Centre - Consultation Outcome	29 Oct 2013		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
10.	Winter Weather Preparations 2013/14	29 Oct 2013	All	Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
11.	Temporary Pedestrian Crossings - Motion by Councillor Bagshaw	29 Oct 2013		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	

Business Bulletin

Item No 6.1

Transport and Environment Committee

10:00 am, Tuesday, 27 August 2013

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

·EDINBVRGH·
THE CITY OF EDINBURGH COUNCIL

Transport and Environment Committee

Convener:	Members:	Contacts
Convener Cllr Lesley Hinds Vice- Convener Cllr Jim Orr	• Cllr Robert Aldridge • Cllr Nigel Bagshaw • Cllr Gavin Barrie • Cllr Chas Booth • Councillor Deidre Brock • Cllr Karen Doran • Cllr Nick Gardner • Cllr Bill Henderson • Cllr Allan Jackson • Cllr Karen Keil • Cllr Mark McInnes • Cllr Joanna Mowat • Cllr Ian Perry • Cllr Andrew Burns (ex officio) • Cllr Steve Cardownie (ex officio)	Louise Wood ☎ 0131 469 5583 Marie Craig ☎ 0131 529 7739

Recent news	Background
Scottish Government Consultation: The Legislative Framework Governing Allotments On 15 April 2013 the Scottish Government sought consultation responses to proposals to change the legislative framework governing allotments. This arose from feedback received from the earlier consultation on the Community Empowerment and renewal Bill. The consultation exercise ran until 24 May 2013, seeking specific feedback on how allotments should be legally defined, what current duties and powers should be changed, whether the provision of an allotment should be time-bound, whether provision should reflect local authority population numbers, and should there be a requirement for a food growing strategic plan at local authority level. Because the period of consultation did not allow for a report for Committee consideration the views of the Convenor and Vice Convenor of the Transport & Environment Committee were elicited, and formed the basis of the Council's response to the Scottish Government. The consultation paper can be found at: www.scotland.gov.uk/Publications/2013/04/5940/0 The City of Edinburgh Council response to the consultation can be found at: http://www.edinburgh.gov.uk/downloads/file/10861/response_to_scottish_government_consultation_on_legislation_governing_allotments	The principal legislation governing allotments is the Allotments (Scotland) Act 1892 as amended by the Land Settlement (Scotland) Act 1919 and the Allotment (Scotland) Acts of 1922 and 1950. These collectively place a duty on Local Authorities to provide land for allotments and powers to purchase or lease suitable land to enable them to provide sufficient allotments to service demand. They also have powers to manage allotments effectively and promote and improve well-being. The City of Edinburgh currently manages 1387 allotment plots across 24 allotment sites. The plot waiting list presently numbers 2756. Four new allotment sites have been created over the first three years of the current Allotment Strategy, and a further one should be completed at Kirkliston by August 2013.

Scottish Government Litter Strategy Consultations

The Scottish Government is consulting on two strategies aimed at tackling the problems caused by litter on land and at sea.

"Towards a Litter Free Scotland" is a national strategy aimed at creating cleaner, safer communities through a package of measures which seek to challenge people who litter and fly-tip, support those who already dispose of their waste responsibly and encourage more recycling. The consultation outlines support for practitioners and stakeholders through to 2020, with a focus on influencing individuals to take more responsibility. Actions are set out under three strategic directions:

•Information: communication, education and support for business

•Infrastructure: providing/servicing bins, product design, guidance and future funding

•Enforcement: improving the effectiveness of legislation and training

The Scottish Government has also produced a draft Marine Litter Strategy which aims to address the levels of litter present in Scotland's marine and coastal environment

The closing date for both consultations is 27th September 2013 and work is underway to prepare a response. Elected Members wishing to contribute can send their comments to julie.fahey@edinburgh.gov.uk (tel: 529 7153). The response will be reported to the October meeting of the Transport and Environment Executive Committee.

The National Litter Strategy can be found at:

Towards a Litter-Free Scotland: Consultation on a strategy to tackle and prevent litter and flytipping

The Marine Litter Strategy can be found at:

Draft Scottish Marine Litter Strategy Consultation

Play Strategy

"The Play Area Action Plan was approved in June 2012 and sets out a 5 year plan for raising the standard of the City's play areas. Completed actions in 2012-13 are listed below.

 Upgraded play areas were installed at:

- St Margaret's Park (Corstorphine)
- Admiralty Street (Leith)
- Craigievar Square (Craigmount)
- Marytree House (Craigour) (WREN co-funded)
- Straiton Place (Portobello).

A brand new play area was installed at Gracemount, funded through the 21st Century Homes project. A new ball court was installed at Rosefield Park, co funded by Waste, Recycling and Environment (WREN) a funding partner specialising in the distribution of landfill tax. The former play area at Brown Street was removed after consultation with the South Neighbourhood.

 The project list for 2013-14 has yet to be finalised.

Forthcoming activities:

The Policy Development and Review Sub-Committee will meet on 23 September 2013. Papers for this meeting will be available online from 17 September 2013.

The next meeting of the Transport and Environment Committee will be at 10 am on 29 October 2013 in the Dean of Guild Court Room, City Chambers, High Street, Edinburgh. Papers for this meeting will be available online from 23 October 2013.

Transport and Environment Committee

1000 hrs, Tuesday, 27 August 2013

Local Transport Strategy 2014-2019: Consultation Version

Item number	7.1
Report number	
Wards	All

Links

Coalition pledges	P18, P19, P45, P46, P50
Council outcomes	CO9, CO19, CO22
Single Outcome Agreement	All

Mark Turley

Director of Services for Communities

Contact: Clive Brown, Project Officer, Strategic Planning

E-mail: clive.brown@edinburgh.gov.uk | Tel: 0131 469 3630

Executive summary

Local Transport Strategy 2014-2019: Consultation Version

Summary

At its meeting on 15 January 2013, Committee considered a report on "*Developing a new Local Transport Strategy: Issues for Review*" and authorised a consultation with the public and stakeholders on an Issues for Review report.

This report:

- sets out the main policy changes in the draft Local Transport Strategy for the 2014-19 period;

- describes the overall content of the Local Transport Strategy; and

- reports on the findings of the stakeholder and public consultation and describes how these have been incorporated into the draft Local Transport Strategy.

Recommendations

1. To approve the draft Local Transport Strategy to be issued for comment.

2. To authorise the Head of Transport to make minor editorial changes to the draft Local Transport Strategy, prior to it being issued for comment.

3. To note that a short Executive Summary will be prepared for consultation purposes.

Measures of success

Approval by Committee of a new Local Transport Strategy 2014–2019, that has been subject to a second phase of stakeholder and public feedback, as well as equalities and human rights and environmental impact assessments.

Financial impact

It is estimated that the Phase 2 stakeholder and public comment collection and collation activities, further drafting, printing and preparation of the new Local Transport Strategy document will cost up to £20,000. This will be met from the Transport revenue budget for 2013-2014.

Equalities impact

The 10 Issues for Review have been the subject of an Equalities and Human Rights Impact Assessment.

This indicated that:

- the Issues consulted on, together with the options recommended, generally have a positive impact; and

- the Issues for Review option of introducing additional restrictions and/or charging for Sunday parking did result in concerns being expressed by churchgoers. Any future proposal relating to Sunday Parking will be subject to further detailed consultation.

The full draft Local Transport Strategy covered by this report will be subject to an Equalities and Human Rights Impact Assessment.

Sustainability impact

A Strategic Environmental Assessment has been carried out, firstly on the 10 Issues for Review covered in this report, and then encompassing the full draft Local Transport Strategy document. This indicates an overall positive impact in respect of the options recommended.

Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.

The proposals in this report will:

- reduce carbon emissions because they are intended to support low emission forms of transport;

- help achieve a sustainable Edinburgh because they are intended to support active travel with its health benefits, and public transport with its social inclusion benefits;

- help achieve a sustainable Edinburgh because they are intended to improve access to employment for those without access to cars, benefiting potential employers and local communities; and

- achieve a sustainable Edinburgh because they are intended to reduce the overall environmental impact of travel.

Consultation and engagement

This report covers the consultation on the 10 Issues for Review that have been the subject of a public and stakeholder consultation during February and March 2013.

The Strategic Environmental Assessment has been the subject of a consultation with the SEA Gateway consultation authorities.

Background reading/external references

Consultation documents on:

- "*Developing a new Local Transport Strategy 2014–2019: Issues for Review*"; and

- Paper questionnaire used during the consultation on "Developing a new Local Transport Strategy 2014–2019: Issues for Review".

Department for Transport publication:

- "Setting Local Speed Limits", January 2013.

Council policies and plans:

Climate Change Framework:

https://orb.edinburgh.gov.uk/info/200893/climate_change_and_carbon_management/246/climate_change_strategies_policies_and_reports

Local and Strategic Development Plans:

http://www.edinburgh.gov.uk/info/178/local_and_strategic_development_plans

Public Realm Strategy

http://www.edinburgh.gov.uk/info/207/planning-policies/1096/public_spaces/1

Sustainable Travel Plan:

http://www.edinburgh.gov.uk/downloads/file/802/city_of_edinburgh_council_sustainable_travel_plan

Transport 2030 Vision:

http://www.edinburgh.gov.uk/downloads/file/411/transport_2030_vision

Report on Results of the Issues for Review Consultation.

Report

Local Transport Strategy 2014-2019: Consultation version

1. Background

1.1 At its meeting on 15 January 2013, Committee considered a report on "*Developing a new Local Transport Strategy: Issues for Review*" and authorised a consultation with the public and stakeholders on an Issues for Review report.

1.2 This report:

- covers how the outputs from the public and stakeholder consultation could be carried forward in the draft new Local Transport Strategy document; and

- seeks authority to proceed with collecting stakeholder and public comments on a draft Local Transport Strategy 2014–2019.

2. Main report

2.1 The main policy changes in the new draft Local Transport Strategy for the 2014-2019 period will focus on 10 Issues for Review.

2.2 The current Local Transport Strategy 2007–2012 contains a number of policy areas that will remain unaltered in their approach. These include Active Travel, Road Safety and Tram policy. Other policies are being developed in other workstreams. These include the City Centre Vision work, Road Maintenance and Renewal, and Community and Accessible Travel.

2.3 A stakeholder and public consultation on the "*Developing a new Local Transport Strategy 2014–2019: Issues for Review*" report took place between 4 February and 24 March 2013. The findings and responses from the workshops are included in the Consultation report, given as Appendix 1.

Consultation Results and Recommendations

2.4   The resultant recommendations for inclusion in the draft Local Transport Strategy are the product of the consultation, together with the Strategic Environmental Assessment (SEA) and an Equalities and Human Rights Impact Assessment (ERIA).

2.5   The recommended approaches for which Option to take forward for each of the 10 Issues are covered by Appendix 2. In summary these are:

Issue 1 Integrated Transport

2.6   Work towards an integrated transport system, where the different types of transport operate as one seamless system, and using public transport is as easy as possible.

Issue 2 Supported Bus Services

2.7   Investigate a budget proposal for increasing funding for supported bus services; to maintain or enhance bus services where commercial provision would be non–existent, or low frequency, allied to a package of changes eg pump-priming new services.

Issue 3 Speed Limits 20mph

2.8   Implement a phased programme of extending 20mph limits to all residential streets, shopping areas and main roads with large numbers of pedestrians, using signs, with limited traffic calming such as road humps where necessary.

Issue 4 Speed Limits 30mph +

2.9   Proceed with a programme of reducing speed limits on the urban road network to 30mph combined with road markings, eg cycle lanes and physical measures, such as pedestrian islands, aimed at encouraging drivers to proceed more slowly.

Issue 5 School Streets

2.10   Proceed with pilot School Streets, where a road outside a school entrance would be closed at school opening and closing times, on request from School Councils and monitor the results.

Issue 6 City Centre Parking

2.11   No significant changes are proposed to this policy area. Proceed with approach as set out in the Issues for Review report, shown in more detail in Appendix 1.

Issue 7 Sunday Parking

2.12   Proceed, subject to further detailed consultation, with introduction of a parking and loading controls regime, to tailor a traffic management response to demand on road network, introduce parking and loading restrictions on main road network and consider ways to increase the turnover of parking spaces.

Issue 8 Residents Parking

2.13   Establish an easy and accessible means of requesting extensions in controlled parking. Retain the option of acting strategically in special circumstances, for example when new pressures are foreseeable, such as around tram stops.

Issue 9 Air Quality

2.14   Continue the current range of actions to alleviate air quality problems in Edinburgh. Undertake further work to develop proposals to improve air quality. The Director of Services for Communities will report back to Committee with an initial report outlining current progress and the way forward.

Issue 10 Travel Planning

2.15   Travel Planning is a process which encourages employees, residents, students and others generally to travel less or travel more by walking, cycling and public transport. Prepare a business case for employing a Travel Planning/Marketing Officer to work with major employers and other organisations on travel planning. If positive, proceed with appointing a Travel Planning/Marketing Officer.

New draft Local Transport Strategy 2014–2019

2.16   The recommendations from the 10 Issues for Review, together with the updated policies have been used as an input to the preparation of a new draft Local Transport Strategy document.

2.17   The new draft Local Transport Strategy 2014–2019 is attached as an Appendix 3 to this report.

Consultation on new draft Local Transport Strategy 2014 – 2019 document

2.18   The second phase of consultation will be on the new draft Local Transport Strategy 2014-2019. During September and October 2013 draft strategy documents will be distributed to stakeholders who contributed to the first phase of this process. The public will be involved in the second phase of consultation through the Council making the draft document available electronically on the Local Transport Strategy web pages. Paper copies will be made available for reference at libraries, Council offices, Neighbourhood Centres and by post on request. The results of this consultation will be reported to Committee at the same meeting when approval is sought for the draft final Local Transport Strategy 2014–2019, in January 2014.

3.   Recommendations

3.1   To approve the draft Local Transport Strategy to be issued for comment.

3.2   To authorise the Head of Transport to make minor editorial changes to the draft Local Transport Strategy, prior to it being issued for comment.

3.3   To note that a short Executive Summary will be prepared for consultation purposes.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P18 – Complete the Tram in accordance with current plans.
	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.
	P45 – Spend five per cent of the transport budget on provision for cyclists.
	P46 – Consult with a view to extending current 20mph zones.
	P50 – Meet greenhouse gas targets, including the national target of a 42 per cent reduction by 2020.
Council outcomes	CO9 – Edinburgh residents are able to access job opportunities.
	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.
	CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	All
Appendices	1 Recommended Approaches to Local Transport Strategy 2014–2019: Issues for Review.
	2 Summary of Report on the results of the Issues for Review Consultation.
	3 Draft new Local Transport Strategy 2014–2019.

Appendix 1

Recommended Approaches to Local Transport Strategy 2014 - 2019: Issues for Review

1.   Background

1.3   At its meeting on 15 January 2013, Committee considered a report on "*Developing a new Local Transport Strategy: Issues for Review*" and authorised a consultation with the public and stakeholders on an Issues for Review report.

1.4   The consultation was part of the process of gaining input from customers, on the future policy direction on the 10 Issues for Review where decisions are needed. For most of the issues, a series of alternative options were provided for consideration in the consultation with the public and stakeholders.

1.5   The current Local Transport Strategy 2007–2012 contains a number of policies that remain valid and only need updating in the new draft Local Transport Strategy document. Consequently they were not part of the consultation. These policies are:

- Street Design and Strategic Transport Network Management.

- Active Travel, about walking and cycling.

- Road Safety.

- Longer Distance Connectivity.

- Park and Ride.

- Transport and Planning policy integration.

- Edinburgh Tram.

1.6   In addition, there are activities being carried out as part of existing plans and strategies, which were not considered in the consultation. These are:

- Active Travel Action Plan

- Road Maintenance and Renewals.

- The City Centre.

- Community and Accessible Transport

- Forth Replacement Crossing Public Transport Strategy.

1.7   The principal changes included in the new draft Local Transport Strategy
        document will be around the 10 Issues for Review where choices and decisions
        over future policy direction were needed.

2.   Consultation Process and Results

2.1   The stakeholder and public consultation on the "*Developing a new Local
        Transport Strategy 2014–2019: Issues for Review*" report took place between
        4 February and 24 March 2013.

2.2   The consultation process initially involved a series of eight internal themed
        workshops involving Council officers and managers, held in March 2012. The
        outcome of these workshops identified options for taking eight issues forward. A
        further two issues emerged following this initial sift, bringing the total of issues to
        10.

2.3   The public consultation on the 10 Issues for Review involved promotional
        activities, with the production of around 56,000 leaflets and 300 A4 posters.
        These were distributed to community locations such as libraries, Neighbourhood
        offices, doctors' surgeries, transport providers, supermarkets and petrol stations.
        Six thousand questionnaires were printed and also distributed to community
        locations. Lothian Buses plc assisted, by making two batches of leaflets
        available on their buses at the start and midway through the consultation
        process.

2.4   An online questionnaire was produced and located on the Council website;
        Survey Monkey was used to capture and analyse responses.

2.5   Public exhibitions were held in Edinburgh Central Library and St James
        Shopping Centre. Briefings were provided for Neighbourhood Partnerships that
        requested them. Batches of paper questionnaires were also requested by City
        Centre churches, to allow people without access to computers to respond on the
        option of charging for Sunday parking.

2.6   The Transport Forum has been involved in the draft Local Transport Strategy
        consultation.

2.7   In total 1838 responses were received, including 135 paper responses.

2.8   The process of preparing a new draft Local Transport Strategy, including the 10
        Issues for Review in the consultation are also the subject of an ongoing
        Strategic Environmental Assessment (SEA) and an Equalities and Human
        Rights Impact Assessment (ERIA).

Recommended Approaches

2.9   The results of the consultation process, together with the outcomes of the SEA
        and ERIA all combined to indicate potential future policy changes for inclusion in

the draft Local Transport Strategy document. The resultant recommendations for inclusion in the draft Local Transport Strategy are:

Issue 1 Integrated Transport

2.10   Work towards an integrated transport system, where the different types of transport operate as one seamless system and using public transport is as easy as possible.

2.11   86 per cent of public respondents and 88 per cent of stakeholders agreed that Council should work towards an integrated transport system. The SEA indicates that this option will have positive impacts and the ERIA indicates a positive impact on the right to a Standard of Living and Productive Employment.

   Recommendation

2.12   Work towards an integrated transport system.

Issue 2 Supported Bus Services

2.13   The Council funds bus services which would not be run commercially, or have a reduced frequency.

2.14   61 per cent of public and 44 per cent of stakeholders who responded supported Option1, increasing expenditure to maintain, and where possible enhance, current service levels on supported bus service (eg by using money raised from parking charges).

2.15   30 per cent of public and 41 per cent of stakeholder respondents supported Option 2: Keep the funding for supported bus services the same as at present in real terms; that is allowing for inflation.

2.16   The SEA indicates that Option 1 has better positive impacts and the ERIA indicates a positive impact on the right to a Standard of Living and Productive Employment of both options.

   Recommendation

2.17   Bring forward Option 1 as a budget proposal, allied to a package of changes to enhance supported bus services eg pump-priming new services.

Issue 3 Speed Limits 20mph

2.18   Lower speeds reduce the number and severity of road collisions. They also bring other benefits, contributing to "liveable" streets and neighbourhoods and encouraging walking and cycling.

2.19   Three sets of information are available to clarify a recommendation on this Issue, Issues for Review results, results of the Edinburgh Peoples Survey 2012 and "after" results of the South Edinburgh pilot 20mph area.

2.20 The Edinburgh People's survey suggests a generally very high level of support for extending 20mph speed limits. The highest level of support was for such limits in 'residential' streets, 75 per cent in favour, 2 per cent opposed, 23 per cent ambivalent or unsure. For busy shopping streets support was 69 per cent with 4 per cent opposed and 27 per cent ambivalent or unsure. For 'all city centre streets' support was 67 per cent with 5 per cent opposed and 29 per cent ambivalent or unsure.

2.21 In the IFR consultation respondents were asked to choose between options, resulting in lower apparent levels of support for any one option.

2.22 Option 1 had the highest level of public support in the IFR consultation, 33 per cent of public and 31 per cent of stakeholders who responded. This is the furthest reaching option – "Extend 20mph speed limits to all residential streets, to shopping areas, including the city centre, and to main roads with large numbers of pedestrians (using signs, with limited traffic calming such as road humps where necessary)".

2.23 Option 2 had the support of 19 per cent and 17 per cent of stakeholders who responded. This option was to "Extend 20mph speed limits to all residential streets, achieved using signs, with limited traffic calming (eg road humps) where necessary".

2.24 Option 3 had the support of 21 per cent public and 15 per cent of stakeholders who responded. This option was to "Extend 20mph speed limits to priority residential areas only, with speeds controlled wholly by physical traffic calming (eg road humps)".

2.25 "None of these" had the support of 23 per cent public and 26 per cent stakeholders who responded. 4 per cent of the public and 10 per cent of stakeholders gave a 'don't know' response.

2.26 The South Edinburgh 20mph pilot indicates an increase in public support for the 20mph limit a year after implementation, to around 79 per cent.

2.27 Areas to consider when implementing 20mph speed limits.

- Enforcement. Further implementation of 20mph speed limits will need continued engagement with the Police and consideration of the use of speed activated signs etc.

- Bus Speeds. Lothian Buses plc has expressed concerns over the impact of reducing speed limits on bus routes. On the roads where a 20mph limit is envisaged, such as city centre streets or Morningside Road, it will be very unusual for such a limit to have any measurable effect on bus speeds. The Council will work with bus operators to identify likely impacts on journey times and whether any mitigating measures are necessary.

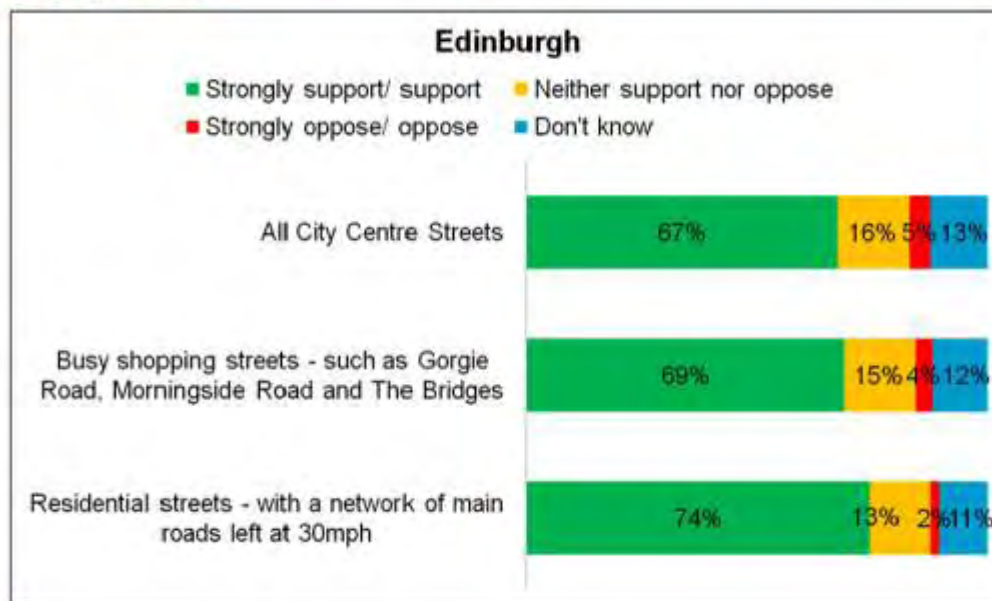- Air Pollution. The Department for Transport guidance entitled "*Setting Local Speed Limits*", January 2013, states that reduced speed limits will have a minimal effect on the emission of Nitrogen Oxides. The reduced acceleration and deceleration which would result from a lower limit, combined with any changes in mode towards walking and cycling, are likely to reduce emissions.

2.28   20mph - Issues for review result.
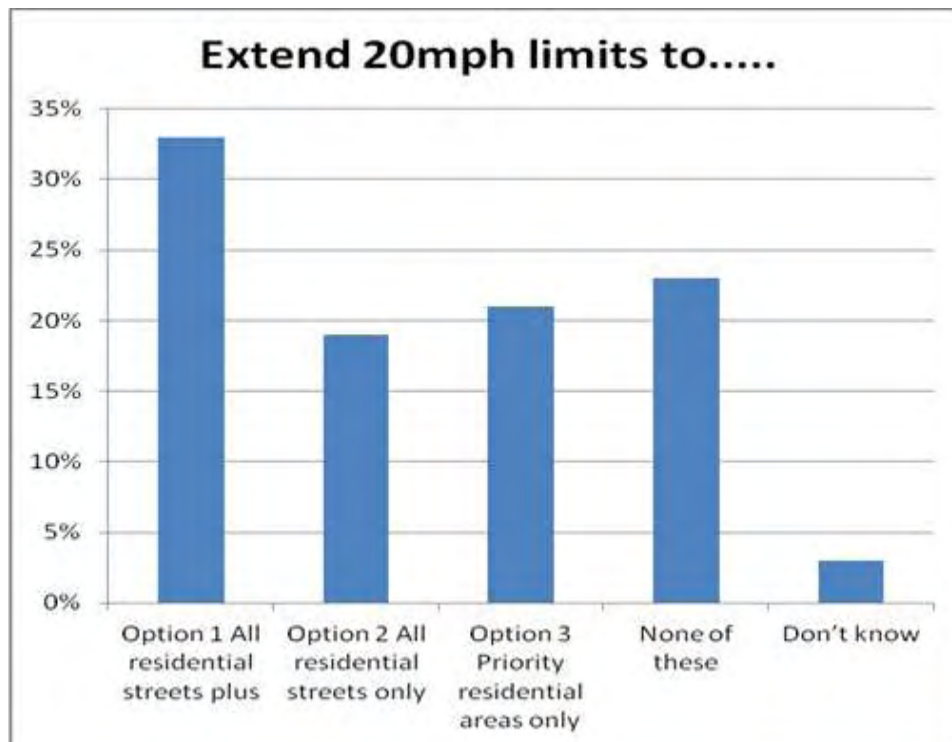
2.29   20mph - Edinburgh Peoples Survey
       Results.

To what extent would you support or oppose 20mph speed limits being applied on the following types of road?

Edinburgh

- Strongly support/ support
- Neither support nor oppose
- Strongly oppose/ oppose
- Don't know

Road type	Strongly support/support	Neither support nor oppose	Strongly oppose/oppose	Don't know
All City Centre Streets	67%	16%	5%	13%
Busy shopping streets - such as Gorgie Road, Morningside Road and The Bridges	69%	15%	4%	12%
Residential streets - with a network of main roads left at 30mph	74%	13%	2%	11%

researchsource

2.30   The SEA shows a neutral impact of these types of measures. Given the road safety benefits of reduced speed limits, the ERIA found a positive impact on people's Physical Security for Options 1, 2 and 3.

Recommendation

2.31   Implement Option 1, as it has public support, benefits active travel, road safety and quality of life as well as potential economic benefits from safer and more people-friendly shopping and city centre streets. Engage with bus operators on this process. The SEA suggests Option 1 is the best, whilst the ERIA of Options 1, 2 and 3 show that they all enhance Physical Security.

Issue 4 Speed Limits 30mph +

2.32   Some roads, in the outer suburbs of the city but with houses or businesses on them, retain 40mph speed limits. A collision at 40mph involving a pedestrian or cyclist is far more likely to result in serious injury or death than at 30mph. A 30mph has safety benefits and contributes to more people centred neighbourhoods.

2.33   55 per cent of public and 58 per cent of stakeholder respondents supported Option 2, continue with the current approach of reviewing speed limits on a street by street basis, taking into account existing speeds, how many accidents happen and how serious they are.

2.34 37 per cent of public and 29 per cent of stakeholder respondents supported Option 1 "implement a 30mph limit on all streets with any "urban" frontage (ie houses, shops or businesses), with the exception of 20mph streets and some dual carriageways on the city outskirts."

Recommendation

2.35 Proceed with a hybrid approach, involving a rolling programme of reducing speed limits on the urban road network to 30mph combined with road markings (eg cycle lanes) and physical measures (eg pedestrian islands) aimed at encouraging drivers to proceed more slowly. The SEA indicates that Option 1 is the best, whilst the ERIA of Options 1 and 2 both enhance Physical Security.

2.36 The recommended hybrid approach has the advantages of consistency with the 'Vision Zero' road safety approach; at 40mph the risk of fatal casualties is much higher. It helps to encourage walking and cycling, as 40mph roads are felt to be very intimidating by pedestrians and cyclists. It is also consistent with the proposed roll-out of 20mph limits.

Issue 5 School Streets

2.37 Encouraging young people to travel to school on foot or by bike has lead to healthier, more active young people and can reduce pressures on the road network. Trips to school by car can lead to localised congestion and parking problems around school gates. In some cities suitable streets with schools on them are closed for around 20 to 30 minutes at school start and finish times, to create a safer more pleasant environment for children immediately around the school.

2.38 59 per cent of public and 55 per cent of stakeholder respondents favoured Option 1, implement introducing "School Streets", on request from school councils, if the surrounding road network allows, and monitor for results. 35 per cent of public and 34 per cent of stakeholder respondents favoured the option to leave streets around schools to operate in their current way.

Recommendation

2.39 Option 1, proceed with pilot School Streets, on request from School Councils, applying a selection process depending on nature of streets and monitor the results. The SEA suggests Option 1 is the best, whilst the ERIA of this option is anticipated to enhance Physical Security.

Issue 6 City Centre Parking

2.40 Managing parking is a vital component of the city's transport strategy. A sufficient supply is required to support the city centre as a place to live, work, socialise etc and essential for people with impaired mobility that have to use a car. The supply of parking spaces needs to be managed and parking and

loading restrictions applied to assist the transport network flow smoothly and prevent congestion. Parking policy can affect the look and feel of the city centre; too many parked cars can make streets uninviting for shoppers and pedestrians. A careful balance needs to be maintained.

2.41 No significant changes are proposed in this policy area. Consultees were asked how far they agreed with the current approach adopted by the Council.

2.42 The proposed approach to city centre parking is:

- To provide effectively for residents parking demand, while balancing this with the need for public parking and with plans to make our streets better and safer to walk, cycle and use public transport.

- To use parking and loading restrictions (eg single and double yellow lines) to enable safe and effective movement by all means of transport.

- To ensure adequate loading opportunities (eg dedicated loading bays) are available to service businesses.

- To provide high quality information, signing and guidance for off-street public parking and to improve information and signage for on street public parking.

- To use pricing (such as decreasing ticket prices in less used streets and/or increasing ticket prices in busier streets) and marketing (such as improved signing) to encourage a more even distribution of parking activity – seeking to reduce over-demand in key streets including George Street.

- To consider less on-street parking as part of projects to enhance the city centre environment and improve conditions for pedestrians, cyclists and public transport.

- To consider proposals for new or enlarged off-street car parks on a case by case basis, taking into account current demand and the impacts of proposals on economic vitality, traffic flow, pollution, as well as the potential to reduce on-street parking provision.

- To continue to support and promote bus and rail–based park and ride sites which offer an alternative to city centre parking.

2.43 Responses to the survey showed fairly strong support for all aspects, apart from on the question of on-street parking. Public opinion was more divided on the possibility of considering less on-street parking as part of projects to enhance the city centre environment.

Recommendation

2.44 Proceed with approach as set out in the Issues for Review report. The SEA indicates an overall neutral to positive impact and the ERIA anticipates benefits for a Standard of Living and Productive Employment, particularly for the enhancement of Park and Ride.

Issue 7 Sunday Parking

2.45 Most parking restrictions in Edinburgh date back to before Sunday trading became widespread. Today city centre retailing operates on Sundays much as it does on other days of the week. Free parking on Sundays may not be maximising the economic benefits to retailers and other businesses, as not all the parking is by customers, there is a lack of control reduces the turnover of parking spaces and buses and general traffic experience delays on some routes. To deal with the current situation, some degree of Sunday parking controls is being considered.

2.46 Public responses to the options available on this Issue were:

	Number of responses to this Issue (1664)	per cent response by question
Option 1: continue to allow on-street car parking in the city centre on Sundays, free of charge?	**909**	**55 per cent**
Option 2: extend yellow line restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors only?	261	16 per cent
Option 3: extend yellow line restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors; with charges and residents' permits operating in the central shopping areas only?	183	11 per cent
Option 4: extend yellow line restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors; with charges and residents' permits in operation over a wider area of the city centre?	229	14 per cent
Don't know	82	5 per cent

2.47 55 per cent of public and 52 per cent of stakeholder respondents preferred continuing with free on–street charging on Sundays. However, the combined public support for some form of increase in restrictions was 41 per cent.

Recommendation

2.48   Subject to further detailed consultation, proceed with introduction of a parking and loading controls regime to tailor the traffic management response to demand on road network, with parking and loading restrictions on main roads and consider ways to increase the turnover of parking spaces.

Rationale

2.49   The issues identified in the Issues for Review report, such as congestion and poor conditions for buses, pedestrians and cyclists, are undoubtedly real and should be addressed. Option 2 does most to address these issues. Research carried out earlier this year on other aspects of the Sunday issue (eg space occupied by city centre workers) is not conclusive and further work would be needed to establish impacts, costs and benefits of imposing charges.

2.50   The SEA indicates that Option 4 is the best, though notes potential resistance to charges. ERIA indicates that Option 1 best, as it has least impact on the Religion protected characteristic, where it involves resistance from churchgoers. However, impact of Options 3 and 4 on churchgoers could be reduced by restricting hours of charging, or charging a minimal price.

Issue 8 Residents Parking

2.51   Controlled parking now covers a large part of inner Edinburgh. This enables street space to be managed to balance the needs of residents and businesses whilst generally discouraging on–street commuter car parking, thereby protecting residents' interests and supporting public transport use, walking and cycling. Priority Parking areas have a mixture of free on–street parking and residents only parking bays that operate for 90 minutes per day. They have reduced opportunities for commuter parking and helped residents find parking during the day. Implementing Controlled Parking Zones or Priority Parking in selected local areas is relatively cheap to implement and can be tailored to local needs.

	Number of responses to this Issue (1638)	per cent response by question
Option 1: introduce further Controlled Parking Zones (CPZ) or Priority Parking areas on a planned basis where future pressures on parking are anticipated (eg around major employment, retail or university sites in the suburbs)?	539	33 per cent
Option 2: introduce new Controlled Parking Zones or Priority Parking areas only on request from local residents?	**833**	**51 per cent**

2.52 51 per cent of public and 55 per cent of stakeholder respondents supported an approach which introduced new Controlled Parking Zones or Priority Parking areas only on request from local residents, whilst around a third supported a more proactive and planned approach.

Recommendation

2.53 Establish a more accessible and formal means of requesting extensions in controlled parking, for example via the Council's website. Retain the option of acting strategically in special circumstances, for example when new pressures are obviously foreseeable, such as around tram stops. Make it easier to request extensions.

Rationale

2.54 This would allow an approach that was driven by the public, but operated to a set of criteria akin to those used to prioritise requests for pedestrian crossings.

2.55 The SEA indicates a limited, positive, environmental impact. The ERIA indicates a positive impact on the Standard of Living.

Issue 9 Air Quality

2.56 Air Quality is important to health. Edinburgh has five Air Quality Management Areas, in which there is a statutory duty to take reasonable steps to reduce concentrations of Nitrogen Dioxide.

2.57 No clear preferred option emerged from the consultation process, with a roughly equal amount of support for the five options. However, there was a clear mandate to take action, 90 per cent of public respondents supported options for improving air quality.

2.58 The choices for managing air quality involve fairly complex technical and legal issues, and there was no clear favoured option emerging from the public and stakeholder questionnaires. Across the five options, however, there was clear support for some form of intervention. The response from Lothian Buses favoured options 2 or 4.

Recommendation

2.59 Continue the current range of actions to alleviate air quality problems in Edinburgh, for example, through the Active Travel Action Plan and working with bus and road freight operators to reduce emissions from fleets through schemes such as ECOSTARS. Undertake further work to develop options for introducing a Low Emission Zone, in discussion with bus and HGV operators. Consider scope for action on taxis. The Director of Services for Communities will report back to Committee with proposals by mid-2014.

Rationale

2.60 Further advice on emissions estimation and Low Emission Zones is awaited from the United Kingdom and Scottish Governments. There is a need to continue to meet air quality targets, so current actions will be continued.

2.61 SEA indicates that Option 4, Statutory Quality Partnership or Traffic Regulation Condition for buses, LEZ for lorries, is likely to be the most effective. The ERIA indicates benefits for people's Health.

Issue 10 Travel Planning

2.62 Travel Planning is a process which encourages employees, residents, students and others to generally travel less, eg through flexible working, or travel more by walking, cycling and public transport. Implementing Travel Plans changes travel patterns through a number of approaches; such as better, often personalised, information, encouraging home and tele-working and sometimes using incentives.

	Number of responses to this Issue (1637)	per cent response by question
Option 1: employ an officer to work with major employers and other organisations on travel planning?	**813**	**50 per cent**
Option 2: encourage travel planning only where new developments are built (eg offices)?	313	19 per cent
Neither	368	22 per cent
Don't know	143	9 per cent

2.63 From the public questionnaire respondents, some 50 per cent of public and 42 per cent of stakeholder respondents supported the proposal to employ an Officer to work with major employers and other large organisations on travel planning. 20 per cent of public and 41 per cent of stakeholders who responded opted for "neither" of the options presented, perhaps indicating some uncertainty about aspects of this issue.

Recommendation

2.64 Prepare a business case to proceed with Option 1, within the existing budget. If positive, appoint a Travel Planning/Marketing officer.

Rationale

2.65　This is an area where the Council's approach needs enhancement. The SEA indicates that Option 1 is more likely to have positive impacts. The ERIA indicates benefits for people's Health and Security.

Appendix 2: Key points from the consultation

Introduction

In this section, we summarise the key points from the consultation and engagement process on the LTS Issues for Review document. Each of the issues is set out below along with the main points from across all streams of the consultation process, by issue.

Who responded to the consultation exercise?

A questionnaire aimed at the general public was designed to elicit views on the Issues for Review document. This was provided online via Survey Monkey, and in hard copy form. In total, 1838 responses were received to the public questionnaire (115 of these were hard copy responses).

The table below summarises the characteristics of the population who responded to the public questionnaire.

Public surveys (online and written) characteristics of respondents	% of respondents
Gender	48% male, 34% female (17% did not respond to this question)
Age grouping	2% 18-24, 39% 25-49, 42% over 50 years old (the majority of written questionnaires were submitted by over 50s)
Religion	33% stated they belonged to a Christian denomination of some kind
Day to day activities limited by health or disability	9% said their activities were limited to some extent
Household income	29% estimated their annual household income at more than £40k, 27% between £20k and £40k, and 16% at less than £20k

A similar online questionnaire was designed for stakeholders specifically. This attracted 77 online responses from groups across the Council area.

The stakeholder online response was supplemented by 22 letters/emails received from the following organisations;

- Davidson's Mains & Silverknowes Association

- Historic Scotland

- Edinburgh Business Forum

- Greener Leith

- Edinburgh Airport

- Lothian Buses

- CTC Lothians

- Living Streets

- New Town and Broughton Community Council

- SEStran

- Transform Scotland

- Queensferry and District Community Council

- St Mary's Catherdral

- SEPA

- Greenside Parish Church

- St Columba's

- West Blacket Association

- Spokes

- London Road Church of Scotland

- Confederation of Passenger Transport

- Grange and Prestonfield Community Council

- Palmerston Place Church

A total of 46 people attended the stakeholder workshops;

- 16 Workshop 1

- 14 Workshop 2

- 16 Workshop 3

In addition to the stakeholder workshops the following events were organised;

- Two staffed public exhibitions at Edinburgh Central Library (approx 25 people) and St James Centre (approx 70 people)

- Transport Forum on Integrated Transport

The Council were also invited to meet with the following community groups;

- City Centre Neighbourhood Partnership
- Moving around Leith' forum
- Almond Neighbourhood Partnership
- South Central Neighbourhood Partnership
- Corstorphine Community Council

Which Issues were people most interested in during the consultation exercise?

It is worth highlighting the issues that people were most engaged with during the consultation process.

From the **public questionnaires** (online and hard copy), the % of total respondents who replied to each of the questions within the survey is shown below. A greater than 90% response rate is highlighted in bold.

From the **stakeholder questionnaires** (online), a similar response pattern to questions was seen. A minimum of 68 stakeholders responded to each question, with the highest number of responses seen at the earlier stages of the questionnaire.

This correlates to the results of the stakeholder workshop process – when asked which issues

Issue	% public survey respondents answering the question
1: Integrated Transport	**99%**
2: Supported Bus Services	**96%**
3. Speed Limits – 20mph	**95%**
4: Speed Limits – 30mph +	**94%**
5: School Streets	**94%**
6: City Centre Parking	89%
7: Sunday Parking	**91%**
8: Residents Parking / CPZ	89%
9: Air Quality	90%
10: Travel Planning	89%

stakeholder most wanted to discuss at a workshop, the majority chose Integrated Transport, Supported Bus Services, Speed Limits (20mph and 30pmh) and Sunday Parking.

Issue 1: Integrated Transport

There was strong support for the statement that the Council should work towards an integrated transport systems as set out in the Issues for Review document, with some 86% of the public who responded to this question (online or written) stating they agreed.

Similarly, 88% of the stakeholders who responded to this question agreed with the statement under this issue.

The Stakeholder workshop on Integrated Transport showed support for all the policies identified within Issue 1, however integrated ticketing was identified as the priority issue with one of the key recommendations that rail be included within integrated ticketing.

The Transport Forum on Integrated Transport also raised integrated ticketing as a key priority and saw the key attributes of an integrated system as;

- Good information
- Integrated ticketing
- Good coverage and regular times
- Affordable and simple pricing structure
- Improved connections to all hubs
- Safe walking and cycling routes to bus stops and trains

Issue 2: Supported bus services

On the issue of Supported Bus Services, 61% of the public respondents and 44% of stakeholder respondents said the Council should increase the amount of funding for supported bus services to maintain or improve service levels on these routes (e.g. by using money raised from parking charges). Some 30% of public survey respondents and 41% of stakeholder respondents stated the Council should keep the level of funding at current levels, accepting this may fall in the future if support requirements increased.

The Stakeholder workshop on Supported Bus Services showed a clear preference for an increase in the amount of funding for supported bus services. A more transparent prioritisation process for supported bus services was viewed as desirable. Greater clarity was requested on how integrated ticketing would work.

Issue 3: Speed limits 20mph

When asked if the Council should extend 20mph speed limits, there was no clear preferred option from the public survey responses. The greatest support (some 33% of public survey respondents and 32% stakeholder respondents) was for the option of extending 20mph limits to all residential streets, shopping areas including the city centre, and to main roads with large numbers of pedestrians (using signs, with limited traffic calming such as road humps where necessary).

However, the next largest grouping of 23% public respondents and 26% of stakeholder respondents opted for none of the options listed.

Overall though, as the following graphic shows, the public survey saw just over half of question respondents (52%) opting for 20mph limits for all residential areas as a minimum.
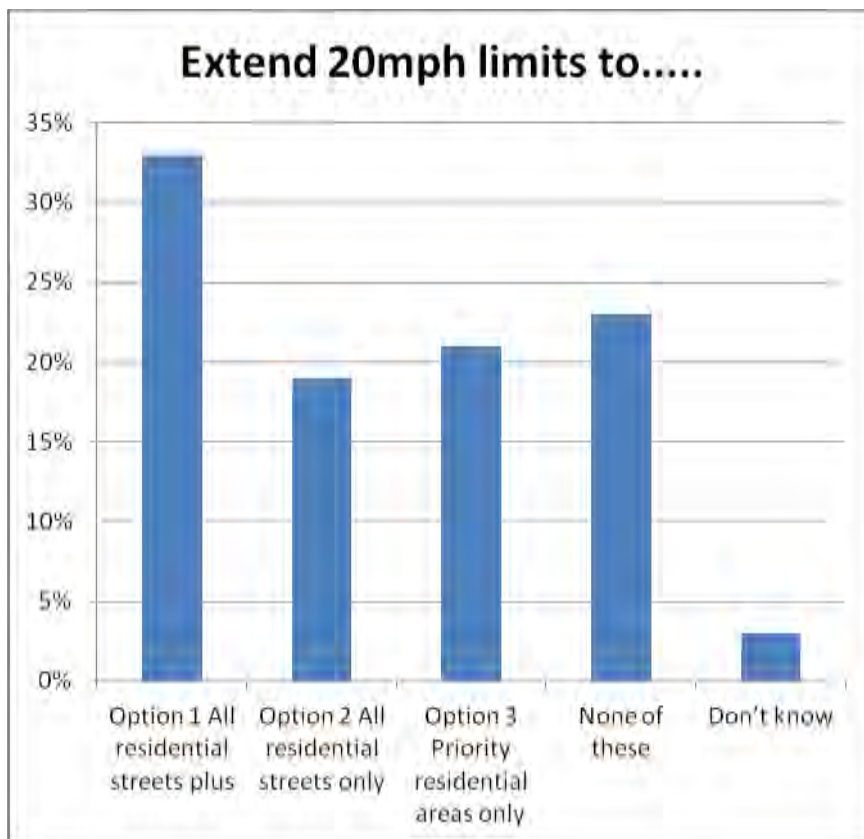
Similar to the public responses, the Stakeholder workshop on 20mph speed limits identified a split in opinion with option 1 and 3 equally weighted. A number of people felt that a lack of enforcement was the key barrier to 20mph speed limits with signing and lining not seen as sufficient. It was also raised that the Council should consider a 'Woonerf' approach in more residential areas with 7-10mph being enforced.

In addition to the IFR consultation, the Edinburgh Peoples survey identified 67% of the public supported 20mph speed limits being applied to all City centre streets, while 69% supported a 20mph limit in busy shopping streets and 74% supported an introduction on residential streets, with a network of main roads left at 30mph.

Issue 4: Speed limits 30mph+

Issue 4 discussed alternative approaches to 30mph speed limits. Just over half of public (55%) and stakeholder (58%) question respondents opted for a continuation of the current approach of reviewing speed limits on a street by street basis, taking into account existing speeds, how many accidents happen and how serious they are.

Around a third of both public respondents (37%) and stakeholder respondents (29%) opted for the introduction of a 30mph speed limit on all streets in areas with houses, shops or businesses (except streets with a 20mph limit and some dual carriageways).

The Stakeholder workshop on 30mph speed mirrored the public responses with a preference for the continuation of the current approach, whereby speed limits are reviewed on a street by street basis. There was a general feeling that reduction in speed limits should relate to the character of the road.

Issue 5: School streets

Over half of public (59%) and stakeholder (55%) question respondents favoured the introduction of "School Streets" on request from school councils. Around a third of both public and stakeholder respondents preferred the option of leaving streets outside schools to operate in their current way.

While this was not an issue which was discussed at the Stakeholder workshops, the written comments received from the stakeholders are generally in favour of the introduction of "School Streets" highlighting a number of safety, environmental and health benefits from this approach. There were some stakeholders, however, that felt that local schools and residents should decide on the arrangements in their own streets and closures in the local road network would be disruptive for commuters and buses.
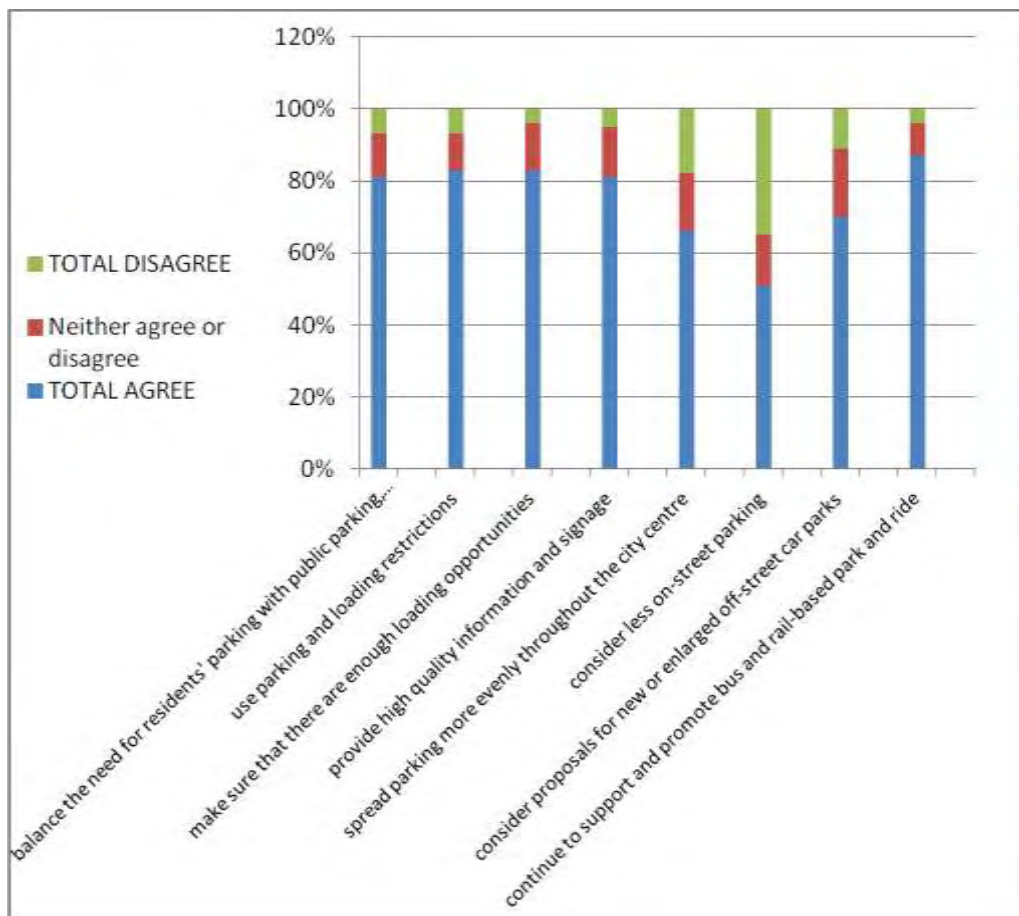
Issue 6: City Centre Parking

Under the issue of City Centre Parking, the Issues for Review document explored the support or otherwise of a number of issues. These issues and the majority view against each are set out below:

1. To provide effectively for residents' parking demand, while balancing this with the need for public parking and with plans to make our streets better and safer to walk, cycle and use public transport – majority of public (over 81%) and stakeholder (87%) respondents who answered this question agreed (agree and strongly agree combined).

2. To use parking and loading restrictions (e.g. single and double yellow lines) to enable safe and effective movement by all means of transport – majority of public (83%) and stakeholder (84%) respondents agreed (agree and strongly agree combined).

3. To ensure adequate loading opportunities (e.g. dedicated loading bays) are available to service businesses – majority of public (83%) and stakeholder (84%) respondents agreed (agree and strongly agree combined).

4. To provide high quality information, signing and guidance for off-street public parking and improving information and signage for on street public parking -

majority of public respondents agreed (81%), and 75% of stakeholder respondents.

5. To use pricing (such as decreasing ticket prices in less used streets and/or increasing ticket prices in busier streets) and marketing (such as improved signing) to encourage a more even distribution of parking activity – seeking to reduce over-demand in key streets including George Street – around 66% of public respondents agreed, although 18% disagreed and 16% were ambivalent. Just over 60% of stakeholder respondents agreed, with 17% ambivalent, and 13% in disagreement.

6. To consider less on-street parking as part of projects to enhance the city centre environment and improve conditions for pedestrians, cyclists and public transport – there was no clear view on this issue from the public questionnaires, with an almost equal proportion of respondents agreeing and either disagreeing or expressing no view. Similarly, 43% of stakeholders agreed with this statement, whilst 43% disagreed.

7. To consider proposals for new or enlarged off-street car parks on a case-by-case basis, taking into account current demand and the impacts of proposals on economic vitality, traffic flow, pollution and the potential to reduce on street provision – over 70% of public and 72% of the question respondents agreed, although 19% of public and 21% of stakeholders neither agreed or disagreed.

8. To continue to support and promote bus and rail based park and ride, which offer an alternative to city centre parking - majority of public (nearly 87%) and stakeholder (78%) survey respondents agreed.

The distribution of responses from the public survey is shown in the following graphic. A large amount of support was shown for most of the parking issues raised, although proposals to consider less on-street parking attracted most "disagreement".

The Stakeholder workshop on City Centre Parking identified a high level of support for all the policies presented with policies 2, 4 and 8 achieving on average a higher priority rating. It was general viewed that City Centre Parking controls should be considered as just one aspect of improving accessibility to the city centre, in combination with improved public transport infrastructure (which should be considered before introducing further parking constraints). A number of ideas were suggested including considering free 'hopper buses' to support peripheral parking and city car club Park and Ride link ups.

Issue 7: Sunday Parking

On the issue of Sunday Parking, just over half of public (55%) and stakeholder (58%) survey respondents who answered this question expressed a preference for continuing to allow on-street parking in the city centre on Sundays, free of charge. The second preference option was extending yellow line restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors only – supported by 20% of stakeholder respondents and 16% of public respondents.

However, just over 41% supported doing "something" on Sunday parking.

Perhaps because of this response, there was no clear view expressed on the issue of using money raised from Sunday parking to improve Sunday bus services. Over 48% of public respondents and 37% of stakeholder respondents

supported using money in this way, with 32% of public respondents and 38% of stakeholder respondents opposing it.

The Stakeholder Workshop on Sunday Parking identified a strong support to continuing on street parking free of charge on Sundays. It was also suggested by some attendees that the Council should consider extending free parking to Saturday afternoons to encourage more shoppers to the city centre.

The Council also received three petitions from the following organisations totalling 254 signatures opposing Sunday parking charges.

- St Mary's Cathedral -218
- Chapter House Singers – 15
- Scottish Episcopal Church of the Good Shepherd – 21

A number of the churches in Edinburgh wrote to oppose Sunday parking charges and stating that if necessary then charging would only be acceptable after 1pm to allow worshipers to continue to access services in the morning.

There was however support in the workshop and in the written comments from the stakeholders for Option 2 which proposed extending parking and loading restrictions which currently apply Monday to Saturday to include Sundays on main bus corridors. The majority of the group was in agreement on the need for improved Sunday bus services before any changes were to be introduced, and the views and needs of Sunday worshipers was proposed to be a key consideration in any changes.

Issue 8: Residents Parking / CPZ

Around 51% of public and 55% of stakeholder respondents supported an approach which introduced new CPZs or Priority Parking areas only on request from local residents, whilst around 33% of public and 30% of stakeholder respondents supported a more proactive and planned approach.

The Stakeholder Workshop on Residents Parking was split in opinion, with a more proactive response identified as the preferred approach by a small margin. In the group there was also strong support for an alternative suggestion raised in the workshop which was a combined approach to plan for likely hot spots and respond to requests including a review of existing residents' needs. There was a recommendation to undertake a review of current CPZ zones and consider CPZ islands at particular points (such as near train/tram stations). It was suggested that the Council should seek to avoid the use of terminology such as 'roll out', as this implied that the CPZ areas will continue to grow.

Issue 9: Air Quality

On the approaches proposed under the Issue of Air Quality, there was no clear preferred option from the public and stakeholder questionnaires, with a broadly

equal amount of support for each of the 5 options presented. The preferred option overall by stakeholders was to introduce a 'Low Emissions Zone' allowing in only buses and goods vehicles that meet a set standard; whilst the public have equal first preference to this option alongside introducing emissions limits for most buses with the strictest levels for services which have the greatest impact on air quality.

The following graphic shows the distribution of public responses for this question. Ultimately, whilst this was a highly technical question, there was support for doing "something", as opposed to doing "nothing".
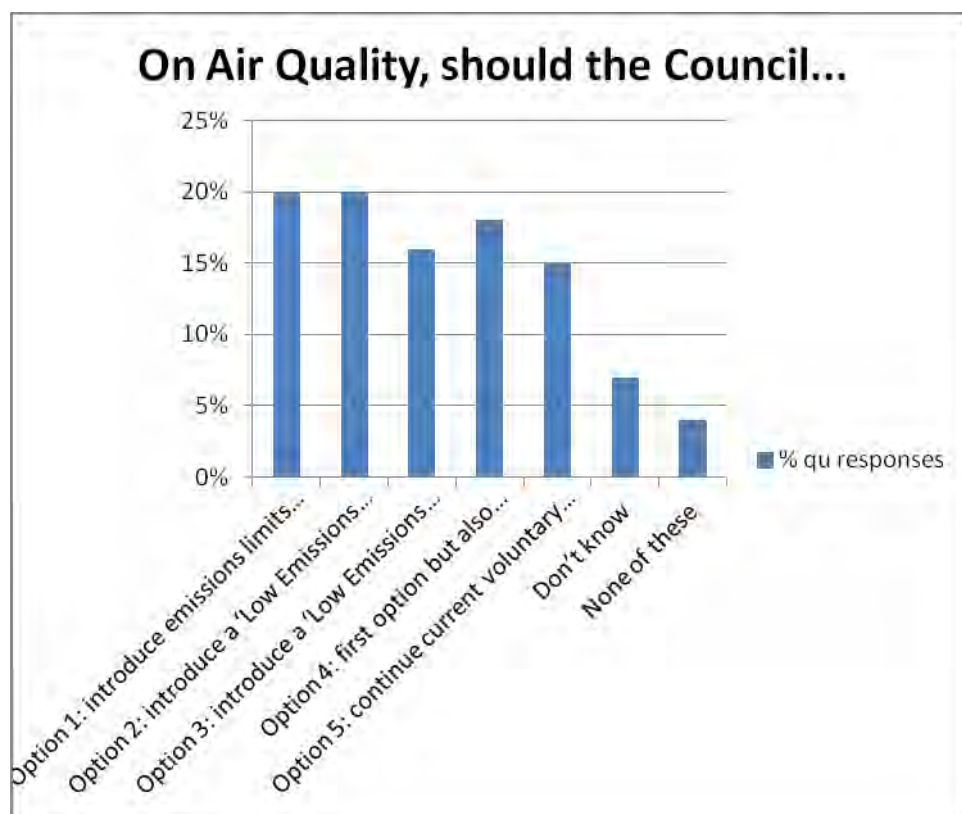
While a preference for the introduction of a Low Emissions Zone (LEZ) was expressed by the Stakeholder Workshop attendees, there was also a general consensus that more evidence and information was required to determine the best approach. There was an agreement in the principle that the polluter should pay but it was felt that Air Quality is a complicated issue and the options presented were too simple.

Issue 10: Travel Planning

From the public questionnaire respondents who answered this question, 50% of public respondents and 42% of stakeholder respondents supported the proposal to employ an Officer to work with major employers and other large organisations on travel planning. The next largest proportion of responses at 22% for public and 41% of stakeholders opted for "neither" of the options presented.

The Stakeholder Workshop on Travel Planning also supported the proposal for the Council to employ an Officer. There was however some who felt Developers should pay for travel planning and not taxpayers.

The issue of Travel Planning was singled out at the Policy Review and Development Sub-Committee meeting and it was minuted that the Council should "express support in principle for the policy of travel planning and identify the financial, environmental and sustainable benefits of travel planning."

Edinburgh's
Local Transport
Strategy
2014-2019
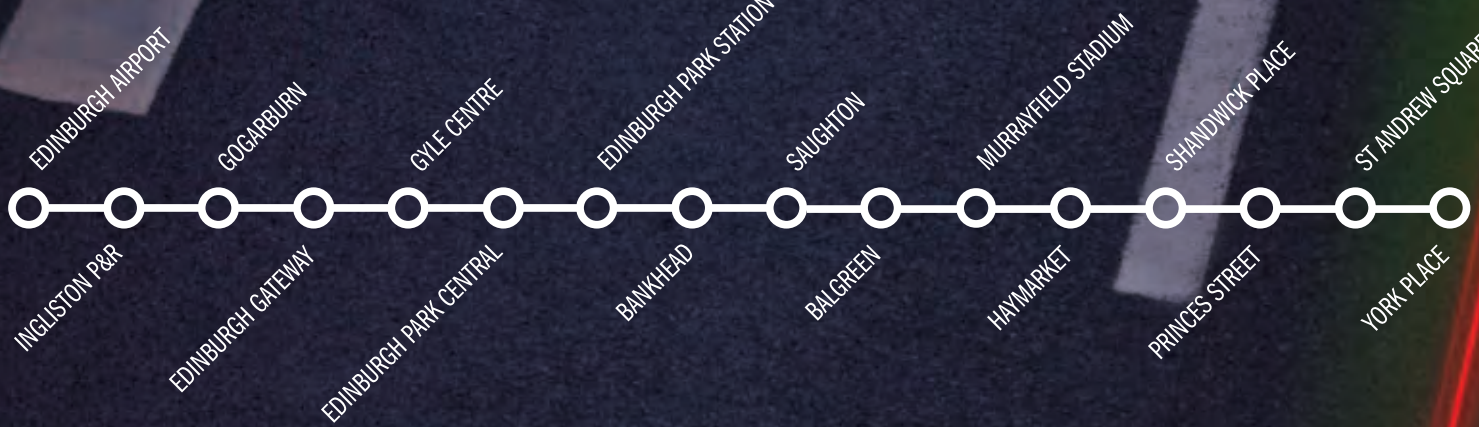
EDINBURGH AIRPORT

GOGARBURN

GYLE CENTRE

EDINBURGH PARK STATION

SAUGHTON

MURRAYFIELD STADIUM

SHANDWICK PLACE

ST ANDREW SQUARE

INGLISTON P&R

EDINBURGH GATEWAY

EDINBURGH PARK CENTRAL

BANKHEAD

BALGREEN

HAYMARKET

PRINCES STREET

YORK PLACE

·EDINBVRGH·
THE CITY OF EDINBURGH COUNCIL

Contents

Summary

This Local Transport Strategy (LTS) sets out transport policies and actions for the next five years that will contribute to the Council's vision of Edinburgh as a thriving, successful and sustainable capital city.

Over the past five years, the share of trips to work by Edinburgh residents made by public transport, on foot or by bike has increased from around 50 per cent to 55 per cent. The LTS aims to maximise the role of walking, cycling and public transport for movement around the city and to work towards safer travel for Edinburgh's citizens and visitors. This is for economic as well as quality of life and environmental reasons. We need to prioritise the forms of transport that make best use of the limited roadspace. This helps keep the city moving and also helps us to make the improvements to our streets that are so important to Edinburgh's economy.

To focus action, the strategy includes targets and indicators (see Chapter 2). For example, it seeks to increase significantly the role of cycling in the city to 10 per cent of all trips by 2020, while expanding the already strong shares of movement made on foot and by bus.

Much of the strategy remains unchanged from the previous LTS. We will continue to work towards implementation of our adopted Action Plans, including those covering Road Safety, Active Travel and now Public Transport.

Key new initiatives in the LTS include:

- moving forward with improvements to the City Centre (Section 4.1);
- a major extension of 20mph speed limit areas (Section 6.5);
- developing proposals to extend parking controls on Sundays (Section 12.3.3);
- piloting an approach to close streets in the immediate neighbourhood around schools for short periods at school start and finish times (Section 6.4.2);
- consulting on options to reduce air pollution from traffic (Section 5.2); and
- developing a new travel planning service to work with Edinburgh's employers (Section 8.3).

1. Introduction

1.1   Why have a Local Transport Strategy?

Production of a Local Transport Strategy (LTS) is not required by statute. However the City of Edinburgh Council produces its LTS in order to set out its policies and plans in working towards an integrated and sustainable transport system.

1.2   How does the Local Transport Strategy fit with other Policies, Strategies and Action Plans?

The LTS must take into account national and regional transport, planning and economic development policies. It also needs to be fully integrated with the Council's wider objectives and outcomes and with other Council strategies, especially the Local Development Plan and Economic Strategy.

National and Regional Strategies

The key national policy documents are Scotland's National Transport Strategy, approved in 2006, and the National Planning Framework, currently under review. Transport Scotland's 2008 Strategic Transport Projects Review sets an important context when considering major projects, such as upgrades to rail lines or major road junctions

The SEStran Regional Transport Strategy 2008 – 2023, also currently under review, provides the regional policy context for the LTS, whilst the Strategic Development Plan sets out a development strategy for the South East of Scotland until 2032.

Other Council Strategies

This diagram illustrates the Council's overarching objective, together with its five supporting outcomes, as set out in the Citywide Performance Management

Framework. Provision of an efficient, safe sustainable and accessible transport system in Edinburgh contributes to all these outcomes. Chapter 2 sets out specific transport outcomes, developed in 2010 in discussion with stakeholders.
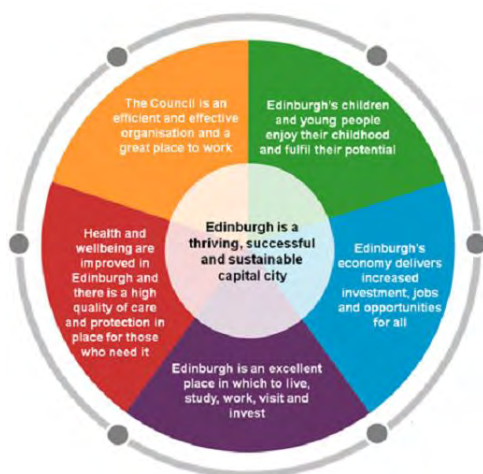
As noted above the LTS has particularly strong relationships with the Local Development Plan and the Economic Strategy. Chapter 4 covers the inter-relationship with these plans.

Transport Action Plans and LTS Actions

The Council has transport-related Action Plans covering the following topics either approved or under preparation:

- Road Safety (approved 2010, reviewed 2013)
- Maintenance and Renewals (in preparation)
- Active Travel (approved 2010, reviewed 2013)
- Public Transport (approved 2013)
- Parking (incorporated in 2007 LTS, due for review 2014)

This LTS summarises the actions in each of the plans.

In several policy areas, there is not presently a separate action plan. In these cases the LTS summarises the main areas of action that it is proposed to take forward over the next five years.

1.3   How was this strategy developed?

The Council's transport strategy has remained consistent since its creation in 1996. In 2010, in drawing up its long-term 'Transport 2030 Vision', the Council carried out a stakeholder consultation covering outcomes and key initiatives. This re-affirmed the broad direction of the LTS 2007 to 2012. With this in mind, when preparing this new Local Transport Strategy it was decided not to fundamentally review the overall policy approach. Rather there was a focus on a limited number of issues, where a significant amendment to current policy was being considered (for example, speed limits), or where endorsement would be sought for a key policy area (for example, Integrated Transport or City Centre parking policy).

In early 2013, public and stakeholder consultation was carried out on 10 Issues for Review. The consultation, which received just under, 2,000 responses, comprised a range of activities:

- a presence on the Council's website, and social media sites;
- two public drop-in sessions;
- three stakeholder workshops;
- online and 6,000 paper questionnaires;
- discussion at Neighbourhood Partnership and Community Council meetings where requested;
- a widespread leaflet campaign of 56,000 leaflets, and posters at key community sites; and
- discussion at the Council's new Transport Forum.

The results were analysed by independent consultants and set out in a Consultation Outcome Report, which helped to shape this new Local Transport Strategy for 2014 – 2019.

1.4 What's in this document and how to use it

Introductory Chapters

Chapters 1 to 2 cover the policy context for the LTS and outcomes, trends, indicators and targets.

Policy Chapters

Chapters 4 to 14 set out polices and actions on a range of issues together with supporting text. Each chapter has the following structure:

- Introductory text - setting the context
- Objectives - these seek to encapsulate what the Council is seeking to achieve in the policy area concerned, in order to work towards the outcomes set out in Chapter 2
- Subsections dealing with different policy areas. These generally contain policies and actions
  - The policies set out how the Council will deal with aspects of the topic covered by the relevant chapter
  - Actions, summarising activities that the Council proposes to take forward over the next five years, highlighting key areas of work
  - Where an Action Plan exists, for example in relation to Active Travel or Road Safety, the actions in the LTS summarise those set out in the Plans themselves

2. Vision, outcomes and performance

2.1 The Vision

In 2010, the Council reviewed its long term approach to Transport and, in consultation with stakeholders, developed a long term Vision and an accompanying set of outcomes to work towards. These were set out in its '*Transport 2030 Vision'* document. The overall vision is that "by 2030, Edinburgh's transport system will be one of the greenest, healthiest and most accessible in northern Europe".

2.2 Outcomes

The nine outcomes listed below were developed in consultation with stakeholders in support of the Transport 2030 Vision and form the basis of this LTS. The outcomes are that Edinburgh's transport system should:

- Be **green,** reducing the impacts of transport on the environment, in particular playing its full part in reducing greenhouse gas emissions.

- Be **healthy**, promoting Active Travel, with streets appropriately designed for their functions, and with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality.

- Be **accessible and connected** locally, regionally and nationally to support the economy, with access to employment and education opportunities, and to the amenities and services we need.

- Be **smart and efficient,** providing reliable journey times for people, goods and services.

- Be part of a **well planned, physically accessible, sustainable city** that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of.

- Be, and be perceived to be, **safe, secure and comfortable,** so that people feel able move around by which ever mode they choose, whenever they wish.

- Be **inclusive and integrated.** Everyone should be able to get around the city regardless of income or disability.

- Be delivered through responsive, **customer-focussed** and innovative Council services, which are developed in consultation with the people who will use them, and engage with people from all walks of life, particularly the vulnerable or those potentially at risk of marginalisation.

- Be **effectively maintained** to enhance and maximise our assets; with well co-ordinated works and high quality materials.

2.3 Indicators and targets

The Council uses a series of indicators to measure its progress towards these outcomes. These indicators are listed in full in Appendix 1. Progress towards them is reported to the Council's Transport and Environment Committee every year. Key trends over the past five years are discussed below.

New targets for the share of journeys by different forms of transport and road safety are set out below:

Modal split targets; all journeys by CEC residents	2009 - 2010 modal share	2015 target	2020 target
Walk	35	35.5	36
Cycle	2	5	10
Public Transport	17	20	21
Car	43	37.5	31
Other (inc motorcycle)	2	2	2

Modal split targets; travel to work	2009 - 2010 modal share	2015 target	2020 target
Walk	19	20.5	21
Cycle	7	10	15
Public Transport	30	31	32
Car	42	35.5	29
Other (inc motorcycle)	2	2	2

	% Reduction	
Road Safety Targets	2015	2020
People killed	30	40
People seriously injured	43	55
Children killed	35	50
Children seriously injured	50	65
People slightly injured	5	10
Pedestrians Injured per km travelled	*	50
Cyclists injured per km travelled	*	50

   Children are under 16.

 * = no interim target set

Mode share for travel to work, Edinburgh, 1999 - 2010
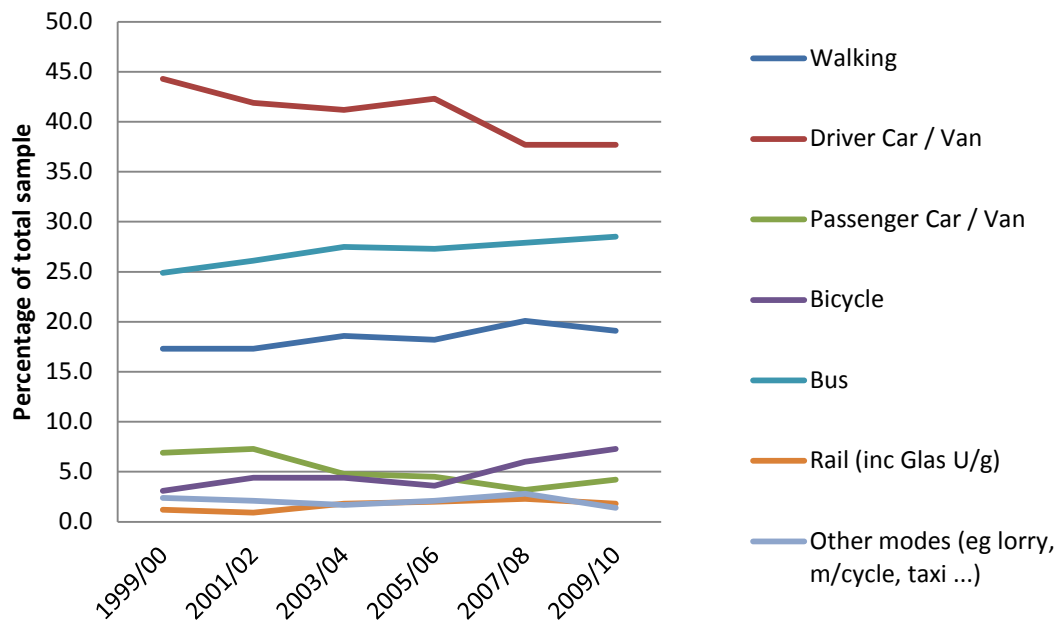
Source: Scottish Household Survey

2.4 Progress update

Progress against most of the indicators and targets set in the Local Transport Strategy 2007 – 2012 and updated in the Transport 2030 Vision has been positive.

- The share of trips to work by Edinburgh residents made by public transport, on foot or by bike has increased significantly to 55 per cent. Edinburgh has the highest levels of walking (19 per cent), cycling (7 per cent) and bus use (29 per cent) for travel to work in Scotland;

- less road traffic, down from 3,040 million vehicle kilometres per annum in 2008 to 2,885 million vehicle kilometres per annum in 2010, against a target of no more that 3,100;

- fewer road traffic casualties killed, seriously and slightly injured. There has been a 23 per cent decline in road traffic casualties between 2004 and 2011;

- carbon dioxide (CO_2) emissions down from 786,000 tonnes in 2008 to 713,000 tonnes in 2010;

- air quality has in general been improving, though not as quickly as necessary to meet European targets; and

- the percentage of the road network that is in need of maintenance[1] has fluctuated over the past 7 years, but overall has dropped from 39.7 per cent in 2006/8 to 34 per cent in 2011/13

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[1] See Appendix 4

Most of the actions set out in the 2007 – 2012 Local Transport Strategy have been completed. Achievements include:

- construction of the Edinburgh Tram. The project is now largely complete and services are due to start in summer 2014;

- investment in the renewal and maintenance of Edinburgh's roads (£24.4 million in 2013/2014);

- Bustracker – this now provides Real Time Passenger Information for Lothian Buses services on 400 on-street signs, a website, and smartphone app. The web-based part of the system consistently receives more than 500,000 requests for information per day;

- a successful pilot of a 20mph speed limit area in south Edinburgh to assess the viability of relying mainly on signs than on physical measures;

- substantial progress in implementing the Council's Active Travel Action Plan and Road Safety Plan;

- introduction of residents' permit charges linked to CO_2 emissions;

- new 'Priority Parking' areas, which manage parking with a lower-key approach than in the City Centre Controlled Parking Zone; and

- public realm improvements to St Andrew Square garden and the Grassmarket.

2.5   Future trends and their likely impact

Edinburgh has a youthful population compared with many other local authorities in Scotland. Over the next 30 years, however, the city is expected to see rapid growth in the elderly population, both in terms of the growth rate and absolute numbers.

Travel demand is strongly influenced by demographic factors as well as economic factors. Older people are tending to be active for longer, and retain greater mobility and independence. This has implications across the spectrum of transport policy. For example, demand for concessionary bus travel is likely to increase at the same time as number of older bus users goes up. Investment will be needed to re-design the public realm to cater for the needs of an ageing population (e g improved surfaces and pavements capable of accommodating mobility scooters).

The need to minimise the emissions that contribute to climate change is ever more pressing, and under Scotland's Climate Change Act the Council is obliged to take local action to address this global threat. Reducing greenhouse gas (especially CO_2) emissions is an important theme of this Local Transport Strategy. Climate change is now happening and the city's transport assets and infrastructure need to be designed to withstand future change, especially the expected increase in extreme weather events.

3. Putting our customers first

Our customers are at the heart of what we do. We continually look to deliver excellent customer service and improve our methods of engaging with people.

In 2007, the Council established Neighbourhood Partnerships (NPs). These have created new channels for residents and customers to influence how the Council and partners do things and to drive forward improvements at a local level.

Another significant change, since 2007, is the introduction of a public sector equality duty as set out in the Equality Act 2010. This gives the Council a duty to ensure that people within a range of protected characteristics are fully considered and consulted.

OBJECTIVES

To work positively in partnership with all organisations that can help deliver our outcomes.

To be responsive to the needs and concerns of all our users and customers.

3.1   Working in partnership

The Council recognises the benefits that come from working in partnership and acknowledges different experiences. Over the past few years, the Council has worked closely with partners including SEStran, Sustrans, Paths for All, Police Scotland, Essential Edinburgh, and NHS Lothian.

Cust1: The Council will continue to work with partners in order to share knowledge and expertise, maximise the use of resources, and better serve our customers.

In late 2012, the Transport Forum was created. Approximately 40 members were drawn from elected members, the public, private and voluntary sectors, and members of the public. The Forum acts as a consultative body to inform Council Transport strategy and activities. The Council will continue to develop the Forum as a mechanism for hearing the views of people who live, work and travel in the city.

Cust2: The Council will continue to work with the Transport Forum as a consultative panel that informs the Council's roads and transport policies.

3.2   Serving the customer

This LTS is accompanied by a set of Action Plans for Active Travel, Road Safety, and Public and Accessible Transport. Further Action Plans for Parking and Road Maintenance and Renewal will be added in 2014. These existing Action Plans were drawn up following input from our partners and stakeholders, including through mechanisms such as the Cycle Forum and the Edinburgh Transport Access Group.

Members of the public are consulted about all significant transport projects, with the scale of consultation depending on the project involved. For example, before implementing the South Central Edinburgh 20mph pilot area we delivered leaflets seeking views to 18,000 households in the area. For smaller scale projects, such as a new road crossing, we will consult nearby residents and businesses, and for minor works such as street repairs, we notify people through letter drops and on-street signs.

We are committed to further improving our approach to public and stakeholder engagement. To facilitate effective consultation, the Council is currently developing a Consultation Framework which will be adopted by all service areas, and will give guidance on how to consult on service changes and project delivery, where appropriate.

In addition, the Council is working towards 'Customer Service Excellence', an externally assessed accreditation which involves putting in place robust processes that give a greater assurance of excellent customer service.

In early 2013, the Council decided to review the Transport Service. As part of this review, discussions took place with staff, community councils, Neighbourhood Partnerships, and Council departments to gather views on how to shape the future of the Transport Service.

Neighbourhood Partnerships are an effective mechanism for community consultation and engagement on transport projects. Nearly all of the 12 Neighbourhood Partnerships' Local Community Plans have roads and transport related priorities and NPs play an important role in Transport Service delivery. NPs have established social media accounts to assist engagement with local residents.

4. Sustaining a thriving city

The Council has a vision of a growing, more sustainable Edinburgh contributing to a successful Scotland. This vision includes top quality streets, and safe, convenient and environmentally-friendly local transport providing access to jobs, services and leisure. The city also needs good physical and virtual connectivity to the outside world. The Council's Transport policies and actions need to integrate with Planning and Economic Development strategies to deliver this vision.

This chapter summarises how the Transport strategy fits with the Council's Planning and Economic Development policies for Edinburgh, from the City Centre and areas of major change to main shopping streets and established residential areas. It should be read alongside Edinburgh's emerging Local Development Plan.

OBJECTIVES

To support the economic vitality of the city centre, traditional centres and local shops.

To support development in the growth areas of the city through facilitating provision of necessary transport infrastructure.

To help improve quality of life in Edinburgh's residential areas.

To minimise the need for car use.

4.1 The City Centre

Edinburgh City Centre forms the commercial heart of south east Scotland and indeed the entire country. It is a centre for finance and business, retail, entertainment, tourism and leisure. Its World Heritage Site status provides unique opportunities and challenges.

However, City Centre streets are still dominated by motor traffic. Completion of the first phase of the Tram project presents a great opportunity to change this. With this in mind, the Council is taking forward a plan to:

- improve the pedestrian experience in the core City Centre area and increase space for pedestrians;
- improve access to the City Centre;
- increase space for other uses (e.g. street cafes, entertainment, markets);
- offer dedicated cycle provision in the area; and
- reduce the detrimental impact of motor vehicles on the City Centre environment.

As set out in Chapter 6, the Council proposes to introduce a 20mph speed limit throughout the City Centre, helping to create more civilised, pedestrian and cycle-friendly, streets.

Several major transport investments are currently underway that will improve access to the city centre. The Tram, Edinburgh-Glasgow rail electrification, the Haymarket and Waverley station upgrades and the Borders Railway will all bring significant benefits.

Key future projects include:

- the public space and pedestrian/cycling enhancement project discussed above;
- initiatives under the Active Travel and Public Transport Action Plans to support growth in walking, cycling, and public transport travel to the centre; and
- further enhancements to local rail services under the East of Scotland rail improvements project. This Scottish Government project aims to deliver better rail services into Edinburgh from East Lothian, Fife and South Lanarkshire and help access a wider regional pool of skilled workers.

In the longer term, the following would also significantly enhance access to the city centre:

- extension of the Tram network;
- a high-speed rail connection to Glasgow; and
- high-speed rail services to London and other English destinations.

4.2   Growth areas outwith the City Centre

Outwith the City Centre, Edinburgh's growth is focussed in three areas, West Edinburgh (including Edinburgh Park/Gyle and the Airport area), South East Edinburgh and the Waterfront. To grow in a way that protects the city's environment, these areas need supporting transport investment focussed on public transport, walking and cycling. In West Edinburgh, the Tram is the core of this investment package. Tram extensions could also play a similar role in other areas. The sections below summarise transport investment packages for each of the growth areas. A full list of supporting investment is set out in the proposed Local Development Plan Action Programme and is summarised in Appendix 2. A number of the projects listed fall within Transport Scotland's remit and/or would need significant contributions from developers or others.

4.2.1 West Edinburgh

The Tram will significantly improve public transport access to West Edinburgh, supporting business and housing development and improving access to the airport. Other key future projects include:

- Edinburgh Gateway Station, a new pedestrian/cycle bridge linking the station to housing at Maybury and Cammo and other cycle and walking network improvements
- improving Newbridge Interchange; incorporating bus priority measures;
- upgrading the A8/Eastfield Road junction and Gogar roundabout;
- widening Eastfield Road to four lanes and devoting the extra space to bus priority;

- delivering outer orbital express bus services to link the Airport, International Business Gateway and Edinburgh Park to the city's southern ring of P&R sites and to Midlothian. (see Section 10.2 and Section 12.7);
- upgrading Maybury and Barnton junctions in association with housing developments in the Maybury and Cammo areas and
- in the longer term, potentially extending the Tram beyond Edinburgh Airport to Newbridge (for which the Council has Parliamentary powers) and possibly further.

4.2.2 South East Edinburgh

Transport proposals to support this increasingly important growth area include:

- cycle and walking network improvements;
- the Borders rail line - a new station at Shawfair will support housing development there;
- improving Sheriffhall roundabout - the Council supports grade-separation incorporating bus priority;
- orbital express bus services from the area to P&R sites on the southern and western sides of the city, to Musselburgh Station and Queen Margaret University;
- improving the A1/A720 junction at Old Craighall;
- junction improvements on Burdiehouse Road, Gilmerton Road and other local improvements associated with new housing allocations; and
- in the longer term, potentially constructing a Tram line to the Bioquarter and possibly beyond. This would require new Parliamentary powers.

4.2.3 Waterfront

Improved transport connections will drive the renewal of Edinburgh's waterfront. Much of the required urban infrastructure is already in place, but improved connections to the City Centre are needed to unlock the area's sustainable regeneration. Key future projects include:

- measures to support growth in walking, cycling and bus use, through priority at junctions and new and improved links;
- improving public realm, including completing the Waterfront Promenade, with an interim inland section through Leith via the North Edinburgh cycle network;
- infrastructure to meet the requirements of the off – shore renewables industry; and
- in the longer term, potentially extending the Tram to Leith and Newhaven (for which the Council has Parliamentary powers). The Council also has Parliamentary powers to construct links to Granton and from there to Newhaven.

4.3   Traditional town centres

Edinburgh has a number of main shopping streets and many smaller groups of shops, with a mix of local and speciality shopping. These are vital in enabling people to meet many day to day needs within easy reach of home. They also make a significant contribution to the city's economy and to the attractiveness of Edinburgh as a place to live and visit.

Access to these centres is crucial, as is the quality of their street environments. Limits on space and the dual role of many streets as arterial roads as well as shopping destinations, however, mean that balancing competing demands can be challenging. People using traditional centres typically move around on foot, so it is important to improve conditions for pedestrians whilst recognising that people reach these centres by various means of transport. Furthermore, shops in traditional centres are usually competing with others in centres with relatively easier car access. See policies **Walk5**, **Park15, and Park17**.

4.4   Residential areas

Edinburgh is a city of multi-functional streets. Nearly every street in the city, including busy main roads and streets in shopping and business districts, has people living on it. A very high proportion of Edinburgh's streets are predominantly residential. They carry no significant cross-city movement, at least by car or bus.

Despite this, for much of the past 50 years, emphasis has been placed on the role of these streets for movement rather than as places. Recently this has changed. The Council wishes to take this further by adopting policies and actions that will gradually transform the city's streets which are predominantly residential into places that are mainly for walking, cycling, meeting, socialising and for children playing, while still allowing car access. The adoption of a 20mph speed limit in predominantly residential areas has a major part to play in this. Also important are the changes to street design discussed in Section 7.1.

These changes to street design also have a part to play in making predominantly residential streets more 'liveable' and in adapting their design to a lower speed limit.

4.5   Reducing the need to travel, and managing the impact of new developments

Although this strategy is about moving around, it is also about reducing the need for motorised travel, especially car travel. Less car traffic helps make a city a safer and more pleasant place to live, as well as an attractive place to invest.

Planning and Economic Development policies have a big part to play in reducing the need to travel. For example, the location and form of new development strongly influences travel patterns. The availability of work, shops and services in places which are easy to access on foot, cycle or by public transport helps to reduce car use.

Thrive1 : The Council will seek to ensure integration of land use planning and transport policies.

The Strategic and Local Development Plans (SDP and LDP) include a range of policies covering the transport impacts of development. The LDP Action Plan sets out transport investments which are seen as necessary for the development proposals in the Plan to proceed. These are listed in Appendix 2 to this LTS, along with other transport projects.

Parking policies and standards are particularly important in achieving transport and planning objectives, for example in supporting City Centre retailing and in encouraging use of walking, cycling and public transport.

Every development has a transport impact, and the Council will seek to ensure that movement needs generated by new developments are met. They should facilitate access to and from the site and take into account wider connectivity. Development should be designed to fit the aims of the transport strategy, giving priority to sustainable transport and minimising dependence on the private car.

The Council will therefore require planning agreements to include contributions from developers towards appropriate off-site transport measures.

The Council has previously sought Travel Plans for new office and industrial developments. However, there is also scope for travel planning for residential development; through measures such as the provision of travel information packs and tailored incentives such as discounted season tickets to new residents.

Thrive2 : Developers will be expected to contribute towards the cost of providing for movement needs generated by their development, focussing on sustainable transport modes. Road provision should normally be limited to that required to accommodate traffic generated by the development.

Thrive3 : The Council will seek the implementation of travel planning measures proportionate to the scale and nature of developments.

5. Protecting our environment

Our Local Transport Strategy must embrace the increasingly pressing need to protect our environment and particularly to enable transport choices which are more environmentally sustainable.

OBJECTIVES

To contribute to halving Edinburgh's carbon emissions by 2020 through a range of transport related measures.

To reduce noxious emissions in order that the city meets local air quality standards set down in European legislation.

To reduce transport noise.

5.1   Climate change and reducing overall emissions

Scotland has a target of reducing greenhouse gas emissions by 42 per cent by 2020 and 80 per cent by 2050. In addition, Edinburgh has a target of reducing its carbon emissions by over 40 per cent by 2020 and to have a zero carbon economy by 2050.[1][2]

The Council's approach has three main strands. These are reducing the need to travel, encouraging use of alternatives to the car and seeking to reduce emissions from motorised travel.

The Local Development Plan prioritises areas for development where there are already strong public and sustainable transport links in place. For example, developments in West Edinburgh will benefit from the Tram (see Section 4.2.1).

To reduce the number and length of trips, the Council encourages home- or remote-working for its staff. It will be liaising with Edinburgh employers to encourage this through a new travel planning service (see Chapter 8).

Many elements of this LTS and its supporting Action Plans aim to encourage walking, cycling and public transport use. For example, the Active Travel Action Plan aims to significantly increase walking and particularly cycling in Edinburgh, with targets of 35 percent (walking) and ten per cent (cycling) for all trips by 2020.

Several measures are already in place to reduce emissions from transport in Edinburgh. Bus fleets continue to improve year on year, with operators increasingly investing in hybrid buses. In 2010, the Council introduced 'Park Green', a tiered system of resident permit charges linked to the vehicle's CO_2 emissions.

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[2] See Appendix 4

5.2   Air quality and noxious emissions

Standards for air quality have been set by the Environment Act 1995, European Directives and Scottish Air Quality Regulations. In Edinburgh, the main air pollutant that exceeds legal limits is Nitrogen Dioxide (NO_2). Over time, this has led to the declaration of five Air Quality Management Areas: City Centre, St John's Road, Great Junction Street, Inverleith Row and Glasgow Road at Newbridge.

The bulk of NO_2 present in Edinburgh derives from road traffic fumes, particularly the mixture of nitrogen oxides produced by diesel engines in cars, buses and goods vehicles.

Initially it had been anticipated that newer, cleaner, vehicles meeting higher Euro standards would reduce the problem. However, partly due to an increase in the proportion of vehicles running on diesel, the decline has been slower than originally forecast. With this in mind, the Council will develop options for emission control measures for Edinburgh during 2014.

Env1 The Council supports the use of noxious emission control measures as a means of working towards the air quality standards set down in European legislation.

5.2.1   Electric and hybrid vehicles

Electric vehicles offer the benefits of zero emissions at the point of use, lower noise levels and lower fuel costs than similar internal combustion vehicles. On the other hand, the network of charging points is not yet widespread. For longer journeys battery capacity is an issue and electric vehicles currently have a significantly higher initial purchase cost. In addition to pure electric vehicles, hybrid and fuel cell powered cars and vans can also contribute to reduced emissions and are becoming increasingly common. Although offering emissions benefits, electric and hybrid vehicles still contribute to congestion, parking and road safety problems.

The United Kingdom Government currently (2013) offers incentives for the purchase of some electric cars. The Scottish Government has also supported purchase of electric vehicles in public sector fleets. Government financial support is also available for the installation of electric vehicle charging points. To date this support has been aimed at public sector fleets and depots.

Env2 : The Council seeks to support increased use of low emission vehicles through:

- supporting extension of the network of electric charging points;

- encouraging the purchase of low emission vehicles through its charges for resident parking permits; and

- taking into account vehicle emissions in its fleet purchasing policies.

5.2.2 Air quality and noxious emissions - actions

➢ The Council will work to support continuation of the self-certification scheme introduced as part of the ECOSTARS Edinburgh project;

➢ the Council will assess the potential for the introduction of emission control measures, based on emerging guidance from UK and Scottish Governments, in partnership with bus and heavy goods vehicles operators. Options will be developed during 2014 in consultation with relevant partners and businesses. Any proposals will be subject to public consultation; and

➢ finance permitting, the Council will acquire electric and/or hybrid cars and associated charging points for its own fleet.

5.3 Traffic noise

Traffic noise can cause annoyance and affect the quality of people's life and health. Quiet streets are more attractive, liveable streets, where people are more likely to want to be.

Noise from major roads such as the City Bypass can have an impact over a wide area. Such purpose-built roads, with no buildings fronting them, have much greater scope than urban streets for noise reduction through the use of noise barriers.

Traffic noise can be reduced by limiting speeds, particularly where physical calming is not used.

The Council's aim to encourage a shift from car use to more sustainable forms of transport has the further effect of reducing noise.

Good maintenance produces roads that are quieter than those needing renewal and repair. Road surfacing materials chosen for the low noise performance can also make a big difference to traffic noise.

5.3.1 Traffic noise - actions

➢ The Council will continue to work with utility companies to improve the quality of reinstatements, through the re-launched Edinburgh Road Works Ahead Agreement. It will also ensure that every reinstatement is inspected; and

➢ the Council will seek opportunities to mitigate noise pollution from the trunk road and motorway network as part of any future improvement or major renewal projects. Where feasible it will also seek to mitigate road noise impacts on new developments.

6. Road Safety

The Council has adopted a "Vision Zero" policy approach to road safety. This means that our overarching road safety vision is to work towards the provision of a modern road network where all users are safe from the risk of being killed or seriously injured. This approach, which is in keeping with the Scottish Government's Road Safety Framework to 2020, has major implications for road network management.

OBJECTIVE

To work towards a road network where all users are safe from the risk of being killed or seriously injured.

6.1   The Road Safety Plan

An Action Plan for road safety in Edinburgh was developed by the Council and its key partners of NHS Lothian, Lothian and Borders Police (now Police Scotland), and Lothian and Borders Fire and Rescue Service (now Fire Scotland) in 2010. These partners collectively form 'Streets Ahead Road Safety in Edinburgh' and work together to deliver the Road Safety Plan for Edinburgh to 2020 (Plan).

This Plan builds on the Scottish Government's Road Safety Framework, the Transport 2030 Vision, and the Single Outcome Agreement in place at the time. It takes into account the road safety needs of all users and aims to focus resources on activities and in areas which will achieve maximum casualty reduction in the most cost-effective manner.

The Plan comprises short, medium and long term interventions involving education, encouragement, engineering, enforcement. It utilises the technological opportunities provided by 'e-safety'. The Council produces an annual monitoring report to gauge the progress in delivering these interventions and meeting the set targets (as set out in Chapter 2).

Vehicle speed is a key factor in determining the severity of road crashes. Reducing speed limits is one of the major initiatives of the Local Transport Strategy. The proposals put forward, if carried through the statutory consultation process, would result in Edinburgh having the most extensive network of 20mph streets in Scotland by the end of the life of this Strategy. Further information is given about the Council's policy approach in Section 6.5.

6.2   Education and encouragement

Road safety education in recent years has been mainly targeted at young people, but also includes information campaigns targeted at adults.

Following the rollout of the Safer Routes to School Programme, Road Safety Intervention Officers have been working with schools to develop school Travel Plans, and to give travel planning and safe travel advice. The Council also remains committed to the national Kerbcraft project. This provides roadside training to 5-7 year olds (e g choosing safer routes and places to cross the road), with priority being given to children in more socially disadvantaged areas and those with higher accident rates.

Safe1 : The Council will maintain its commitment to education for young people with regard to road safety, user behaviour, active travel and travel planning by continuing its engagement with primary and secondary schools across Edinburgh. Where appropriate, it will work with partners such as Sustrans, Road Safety Scotland, and Cycling Scotland and consider opportunities to involve the local community.

6.2.1 Education and encouragement – actions

Road Safety Plan actions relating to education and encouragement include:

- ➢ supporting national campaigns that, raise awareness of road safety dangers, promote safety for cyclists, promote responsible driving behaviour and increase awareness of the health benefits of walking and cycling;

- ➢ exploring new opportunities to work with schools and local communities to initiate safety awareness and active travel promotional events; and

- ➢ ensuring that the Scottish Cycle Training Scheme resources and practical training are promoted in every school, particularly in areas of deprivation, and promoting adult cycle training city-wide. Building on these through further measures aimed at ensuring safer interaction between road users; appreciation of the Highway Code and safer cycling practices.

6.3   Enforcement

Effective enforcement is necessary to achieve targets for improved road safety and the Council works with Police Scotland to help achieve this.

Speed cameras have been sited within Edinburgh, at locations that comply with the Scottish Safety Camera guidelines, in order to:

- reduce the number and severity of injuries to road users;
- increase driver awareness of speeding and red light violation;
- achieve greater levels of driver compliance with posted speed limits and signals; and
- achieve and sustain lower accident levels, especially for vulnerable road users.

The guidelines are based on the number of casualties and collisions, length of site, type of camera and speed survey documentation.

The Council monitors areas in the City to determine if there are locations where a speed camera would have a benefit. Where this is the case, mobile equipment is most likely be used in the future. The Council will ensure that that any surplus from the Safety Camera Partnership will be used only for further developing road safety measures.

Safe2 : The Council will continue to maintain the existing speed camera network where monitoring shows it to be effective. It will also continue to monitor locations in the city which may benefit from installing speed cameras or by making use of mobile units.

6.3.1 Enforcement – actions

Road Safety Plan actions relating to enforcement include:

- ➢ working with partners to ensure continued enforcement of the laws against mini-moped and unlicensed motorcycles, and drivers travelling at excessive speed; and

- ➢ participation in Police Scotland's Casualty Reduction Forum whenever partner intervention is required during an investigation of a fatal collision.

6.4 Engineering and e-safety

Adapting the road environment through engineering has been a major focus of road safety action for many years.

6.4.1 Accident Investigation and Prevention

Research indicates that low cost Accident Investigation and Prevention (AIP) measures are an effective way of achieving sustained casualty reductions. To channel investment most efficiently, accident data is used to identify 'sites for concern' where the number of collisions appears to be high. These are investigated and where cost-effective remedial measures are identified, these are programmed for implementation. In addition to its AIP schemes, the Council subjects all new significant projects and large maintenance projects to a road user safety audit with the aim of minimising accident risks.

Safe3 : The Council will maintain a programme of identifying and implementing Accident Investigation and Prevention (AIP) measures.

6.4.2 School Streets

Trips to school made by car often cause significant localised congestion and parking problems around school gates at the beginning and end of the school day. The environment created feels unsafe for parents and children alike. In some cities, suitable streets in the immediate neighbourhood of schools are closed for short periods of around 20 to 30 minutes at school start and finish times to create a safer, more pleasant environment for children immediately around the school. The aim of such "school street" closures is to create a much more pleasant and safer environment that encourages travel to school by foot and by bike.

The Council will initially pilot this approach at up to five schools where School Councils request it. The part time closures will not be appropriate for all schools, and there will be a selection process for choosing the pilot schools, but if early projects are successful this approach could be extended more widely. At each site there may be issues concerning enforcement, or access for residents and service vehicles, and these will be addressed in discussion with residents, the School, and Police Scotland.

6.4.3 Engineering and e-safety– actions

Road Safety Plan actions relating to engineering and e-safety include:

➢ starting to conduct work on street "corridors" (for example looking at the route from Haymarket west through Dalry and Gorgie) to put in place improvements that address the needs of, and safety issues for, all road users ;

➢ assessing the effectiveness of existing crossing and control methods;

➢ investigating and improving upon the lag between emergency services and traffic control/network management responses; and

➢ utilising technology to reduce speeds on corridors where potential exists to do so, for example through average speed systems or Intelligent Speed Adaptation.

The following is a new action developed following public consultation on the Issues for Review for this Strategy:

➢ piloting the installation of 'school streets' at between three and five schools, on request from School Councils and in discussion with the Scottish Government and Police Scotland.

6.5 Speed reduction

Why reduce speeds?

Vehicle speed is the most important single factor in the severity of road collisions, with the risk of fatal injury to pedestrians being more than eight times higher at 30mph than 20mph. The chance of survival halves again between 30mph and 40mph. So urban speed limits need to reduce, if the Council is to move toward Vision Zero.

Speed is not only a safety issue. Lower speeds contribute to placemaking – streets with slower traffic are more attractive to residents, pedestrians, cyclists and children and can improve the environment for business and social interaction.

Cars travelling at 20mph also generate less noise. The effects on emissions of a change of limit from 30mph to 20mph are uncertain. Recent research, however, does not suggest that there are any significant adverse impacts[3][4]

Most streets in the city are mainly used for local access. In these streets, there is a case for prioritising the safety and quality of life of residents over the use of the streets for movement. The Council has a long standing programme of introducing 20mph zones in such areas.

A high proportion of pedestrian and cyclist casualties occur on the busiest streets in the inner areas of the city. In many of these streets, average speeds are already fairly low, but a 20mph limit has potential to help rebalance them in favour of pedestrians and cyclists. It would also reduce the severity of injuries when people are hit or collisions occur.

Balancing objectives

Setting speed limits does require a balancing of objectives. In order to permit efficient movement around the city by bus, car and for deliveries, there is an argument for retaining a speed limit of 30mph on a core strategic network, particularly on roads with lower levels of pedestrian and cyclist activity. Furthermore, it is important that there is a good degree of public acceptance of the speed limit on any given road. This will ensure compliance without an undue call on police resources.

6.5.1 20 mph speed limits

Recent market research and consultation in Edinburgh has shown strong support for more extensive 20mph limits has been clearly demonstrated. The Edinburgh People's Survey in 2012 showed strong support for 20mph limits in residential areas, shopping streets and the City Centre[5]. For example 67 per cent of people supported a 20mph limit for all city centre streets, 5 per cent opposed such a limit, with 29 per cent uncertain.

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[3] See Appendix 4
[4] See Appendix 4
[5] See Appendix 4

Options for more extensive 20mph limit areas were included in the Issues for Review consultation in 2013, and had support from the public and stakeholders. The strongest support was for the most extensive application of the lower limit, covering all non strategic streets, as well as main shopping streets and the whole city centre. With this in mind, the Council now proposes to proceed with a citywide roll out of 20mph limits along these lines.

Some concerns have been expressed by bus operators about the impact of 20mph limits on their operations. Owing to the nature of the roads on which 20mph limits are proposed, it is considered unlikely that any effects will be significant. Similarly, there is some concern over enforcement of 20mph limits. The Council will work with bus operators and road safety partners and seek to resolve these issues.

6.5.2 Speed limits of 30mph and above

Some roads, in the outer suburbs of the city but still with houses or businesses fronting them, currently retain a 40mph speed limit. As noted above, the chance of survival of a pedestrian or cyclist following a collision at 40mph is half that at 30mph. Reducing a speed limit to 30mph has safety benefits and contributes to more people-centred neighbourhoods, most obviously by making roads easier to cross. However, some of the streets concerned have an open character, making enforcement of a 30mph limit difficult.

The use of non-physical measures such as visual road narrowing, 'ghost' islands and road markings can significantly affect drivers' perception of speed, with appropriate design reducing speeds to actual speed limits. This self-enforcement approach minimises the requirement for external enforcement resources.

6.5.3 Speed Limit Policies

Safe4 :
The Council's approach to the setting of speed limits <u>within the urban area</u> will be:
a. That on roads with a strategic movement function:
- *those that are main shopping streets, are in the city centre, or otherwise have relatively high levels of pedestrian and/or cyclist activity, will generally have a speed limit of 20mph;*
- *those that do not fall into one of the above categories will generally have a speed limit of 30mph (see policy **Safe5** below);*
b. That on other roads a 20mph limit will generally be applied.
The definitions of street types involved in this process will be developed in consultation with key stakeholders, including bus companies and the police.

Safe5 :
The Council will proceed with a programme of reducing speed limits on the urban road network that are currently 40mph to 30mph, combined with road markings (e.g. cycle lanes) and physical measures (e.g. pedestrian islands) aimed at encouraging motorists to drive more slowly (see policy **Safe7** below).

Safe6:
On roads with no urban frontage, speed limits of 40mph or higher will generally be applied.

Safe7 : The Council will take forward self-enforcing road design aimed at reducing speeds as part of speed limit reduction schemes and where speeding problem areas are identified.

6.5.4 Speed reduction – actions

➢ Subject to the completion of necessary statutory procedures, the Council will take forward a programme of introducing 20mph speed limits to all predominantly residential streets, to shopping areas, including the City Centre, and to main roads with high pedestrian activity (e g in tenement areas) by April 2017. This will be accompanied by a citywide education and awareness campaign, in collaboration with road safety partners; and

➢ The Council will proceed with a programme of reducing speed limits on the single-carriageway urban road network to 30mph combined with road markings (e g cycle lanes) and physical measures (e g pedestrian islands) aimed at encouraging motorists to drive more slowly.

7. Managing and maintaining our infrastructure

The management of streets and bridges in Edinburgh - how the Council designs and keeps the street network functioning for the benefit of Edinburgh's citizens and visitors – is extremely important. Likewise the maintenance of the city's roads, pavements, cycleways and bridges is critical.

OBJECTIVES

To manage the city's streets to support their economic, social and place-making roles, as well as their role as movement corridors.

To facilitate safe and efficient travel across the city for all road users, prioritising active travel and public transport modes while protecting vulnerable road users.

To ensure that the street, footway and cycle networks are of a standard suitable for safe and comfortable movement.

To ensure the integrity of bridges, particularly on public transport or other strategic links.

7.1   Street design and management, and new roads

"Streets have to fulfil a complex variety of functions in order to meet people's needs as places in which to live, to work and to move around. Their design requires a thoughtful approach that balances potential conflicts between different users and objectives." – *Designing Streets: a policy statement for Scotland.*

The Council has been revising and consolidating its Street Design Guidance to bring it further into line with the Scottish Government's *Designing Streets* policy document.

The Street Design Guidance influences all aspects of street design, taking into account visual, safety, heritage, accessibility, and environmental factors. The underlying philosophy of the Guidance is that streets should be social spaces and a public expression of the way a community lives and interacts. Street design delivers streets which are:

- stylish
- sustainable and ecologically sound
- places of interest
- legible
- secure
- pedestrian and cycle inclusive
- functional
- community-led

The starting point is that a street's place function should be considered first, with movement needs considered in the context of place and street users.

The Street Design Guidance will be applied in designing modifications to the street environment and creating new streets.

> **Streets 1:** The Council requires its Street Design Guidance to be applied in all design, intervention and maintenance actions on the street network and in new development. All street functions and users should be taken into account.

7.2   Traffic management, intelligent transport systems, and new roads

7.2.1   Traffic management

The Council has over 600 traffic signal installations, junctions and crossings. These, together with other Intelligent Transport Systems (ITS) infrastructure such as variable message and real-time passenger information signs, aim to manage the transport network in Edinburgh safely and efficiently.

Traffic signals and light controlled crossings give the Council the ability to manage traffic and to balance provision for different road users. Many of the Council's traffic signals are managed through a computerised Urban Traffic Control (UTC) system that enables co-ordination of nearby sets of signals.

> **Streets2 :** The Council will use its Urban Traffic Control system and other ITS systems to prioritise public transport and facilities for pedestrians and cyclists, whilst ensuring efficient flow of traffic through the city.

7.2.2   Traffic and travel information

The Council's Journey Time Monitoring System (JTMS) provides vehicle journey times on major traffic routes. It automatically alerts issues to staff in the Council's Traffic Control Centre as they arise. This information will be made available to road users and travellers over a variety of platforms – mobile, web and Variable Message Signs (VMS) around the city. The JTMS system also provides real-time information on parking, roadworks, incidents and events via the Council website.

The Traffic Control Centre also provides the @Edintravel social media service on Twitter and Facebook, alerting road users to roadworks and incidents.

Bustracker provides real-time information for bus passengers – see Chapter 10 (Section 10.8) for more detail.

7.2.3   Road capacity increases

Road capacity increases, including new roads, are sometimes proposed in existing developed areas or as part of new development. In considering the case for such a scheme, the Council will apply a two-part test as set out in **Streets3**.

> **Streets3 :** Before approving any road capacity increase, the Council will seek to ensure that all viable measures for shifting vehicle trips to walking, cycling, public transport and car sharing, or for managing demand have:
> • been fully adopted; and
> • been found not to meet modal share or demand reduction needs.

7.2.4 Traffic signals and intelligent transport systems - actions

New technology enables UTC systems to more effectively manage and prioritise traffic. In future, this might include responding to issues such as air pollution or collisions. The Council will take forward the following actions:

➤ continuing to invest in Urban Traffic Control technologies to assist it in effective management of the road network;

➤ real time air quality monitoring equipment being trialled early in the life of the Local Transport Strategy. If successful, this could allow traffic signals to automatically manage traffic to minimise vehicle emissions, with particular focus on the Air Quality Management Areas;

➤ installing further Variable Messaging Signs where it is identified that gaps exist in the system. For example there are currently relatively few signs for drivers leaving the city;

➤ continuing to resource and develop the @Edintravel service as a priority;

➤ developing a mobile app that will enable users on the move to access information about cycle, public transport and on-street cycle facilities, as well as real time information on parking, roadworks and events; and

➤ completing data sharing arrangements with Transport Scotland to allow both parties to show end-to-end journey times on the M8, A8 and A71. This will then be expanded to other routes around the city and to cover additional information such as Park and Ride occupancy information.

7.3 Maintenance and utilities

The Council is responsible for some 1,500km of streets, 2,796km of footway, 125km of off-street shared foot- and cycleway and almost 400 bridges. The Council is committed to maintaining roads and footways in reasonable condition, and has a legal duty to do so. Maintenance includes all aspects of the network's physical condition and involves lighting, signs, line markings, drainage, winter weather treatment, verges, bridges and other structures. The Council makes temporary traffic arrangements for events and administers permits to occupy the road or footway for works, or for tables and chairs outside businesses.

In recent years, Edinburgh has allocated relatively high levels of capital funding for structural maintenance and reconstruction. Scottish survey statistics show the city's roads are generally improving, with the percentage of the road network that requires maintenance dipping from 39.7 per cent in 2006/08 to 34 per cent in 2011/13. However, the overall condition of the network remains a serious concern.

It is important that the Council's maintenance and renewals activities support its wider transport strategy. With this in mind revisions were made to the prioritisation system for renewals in 2010. The system will be updated further using information relating to the significance of roads and paths for travel by foot, cycle and public transport.

Streets4: Prioritisation of renewals and maintenance will ensure that additional weighting is given to roads and footways/paths that are of the greatest importance for movement by public transport, foot and cycle and to designated cycle routes.

The Council is developing a Road Maintenance and Renewals Action Plan. This will include a review of the methodology for prioritising renewals and repairs. It will seek to improve co-ordination and monitoring of roadworks. The Plan will ensure that design, building and maintenance work by the Council is aligned. It will build on the 'Roads Asset Management Plan' (RAMP), which establishes required service levels and the resources needed to maintain or improve network condition.

Bridges present special challenges as they are often critical points on the network and maintenance can be particularly disruptive. Weight restrictions, for example, can cause considerable disruption on main arterial routes, bus or freight routes and for emergency services. Where this happens, strengthening the structure is prioritised.

Streets5 : Strengthening bridges on primary or strategically important routes will be prioritised. On other routes, the Council will manage weak bridges whilst minimising disruption to traffic and giving priority to maintaining public transport routes.

Where road and rail lines cross, there are particular risks that must be addressed.

Streets6 : The Council will work with Network Rail to assess potential risks where the road and rail networks meet or overlap and address the most vulnerable sites.

7.3.1   Utilities

Growth in housing and commercial developments, as well as advances in communications technology, has resulted in the need for upgraded, reliable utility infrastructure. The availability of secure networks of electricity, gas, telecommunications, water and drainage, is a pre-condition of attracting investors and developments to the city. Much of Edinburgh's underground infrastructure is old and is in need of renewal.

However, work to utilities causes significant disruption. A large proportion of roadworks in the city are carried out by utility companies. Co-ordination of these works with each other and with the Council's own roadworks, is important to keep the city's road system operating as smoothly and effectively as possible.

For these reasons, the Council established the Edinburgh Road Works Ahead Agreement (ERWAA) with key partners in 2008, to be relaunched in 2014. The objectives of the ERWAA are to:

- minimise the impact of road works to the public;
- improve the quality of reinstatements;
- measure and report on the service performance;
- ensure safety and better information signage at road works;

- provide better co-ordination of works throughout the city; and

- create a mechanism for continuing improvements by creating a Council / utility company review team meeting, to be held on a monthly basis.

The Council is committed to achieving a significant improvement in the overall standard of road reinstatements. To help it achieve this, the Council has gone well beyond its statutory obligations and committed to inspecting every road re-instatement following utility works for a two year period from April 2013 to April 2015.

Streets7 : The Council will inspect 100 per cent of all road re-instatements following utility road works on the city's adopted road network for an initial period up to April 2015. At the end of this period the approach will be reviewed with a view to ensuring that gains in performance are maintained. The Council will pursue every utility company found to fail in reinstating the road to a sufficient quality, by either withholding consent for future works, or through other relevant penalties available.

7.3.2 Maintenance and utilities – actions

➢ The Council will develop a Road Maintenance and Renewals Action Plan by the end of 2014;

➢ the Council will continue to work with utility companies at a local level to improve performance, co-ordination and stakeholder communication through a revised Edinburgh Roadworks Ahead Agreement, to be relaunched in 2014.

8. Travel planning, travel choices and marketing

Travel planning and marketing aim to inform people about travel choices available and to make it easier for them to change their travel habits, with an emphasis on viable alternatives to car use. Providing individuals and organisations with information and assistance can be very effective in encouraging a shift to public and active travel. Several of the major employers in Edinburgh recognise the importance of travel planning and offer this service to their staff. There is considerable potential, however, to make this a more widespread activity.

Behaviour change campaigns, providing personalised journey planning information, introducing needs-based parking allocations, car-share schemes and walk-to-work weeks are all examples of measures that can be introduced as part of travel planning and marketing.

Personalised travel planning for individuals can be time intensive. However, it is effective in encouraging people to move from car travel to other modes and is relatively good value for money compared to major capital projects.

OBJECTIVES

To improve awareness and understanding about alternatives to car use.

To ensure that information and facilities are in place in homes, schools and shopping areas, also visitor generators such as leisure activities, health facilities and business premises to facilitate alternative choices to car use.

To ensure that residents, visitors and employees are well informed and incentivised to consider their transport choices.

8.1   Residents

Residents are a key focus for travel planning and marketing as most of their travel will be in and around Edinburgh. Residents move around the city for a host of different reasons and so have varied travel planning needs that should be addressed in different ways.

Information and marketing can be targeted according to locality, activity, social group or life stage. Examples of targeted information that could potentially be provided include:

- information packs for home movers;
- workplace travel planning (see Section 8.3, below);
- school travel planning (Section 8.2, below); and
- measures to encourage car sharing, or liftshare.

8.1.1 Travel planning for residents – action

➢ The Council will work to develop travel information and marketing targeted specifically at residents.

8.2 Schools

In recent years, the Council has been working with schools in the Edinburgh area to ensure that each has a Travel Plan encouraging safe and sustainable travel to school. The Council will build on this foundation by continuing to work with schools to promote road safety and active travel

"Sustainable Travel Recognition and Accreditation for Schools" (STARS) is a new project encouraging sustainable travel in both Primary and Secondary schools that will run between 2013 and 2016. With funding from Intelligent Energy Europe, the Council will work with schools to update their Travel Plans and implement measures to increase the uptake of sustainable modes of transport to school.

The 'Children and Young People' area within Road Safety Partnership's Streets Ahead website gives information on individual initiatives which are used to promote safe and sustainable travel to school by staff and pupils.

8.2.1 Travel planning for schools – action

➢ Continue to employ Road Safety Intervention Officers to work with schools on Travel Plans and encourage schools to teach road safety and cycling.

8.3 Businesses and the Council

Commuting and business travel account for almost a quarter of all travel and, being concentrated at peak times, contribute disproportionately to weekday congestion and air pollution.

Some large employers already provide a travel planning service for their staff, as part of their corporate social responsibility. Many smaller businesses, however, do not have the resource to provide this service.

There will be opportunities to make significant improvements within the Council as it seeks to reduce its own corporate property portfolio and introduce new workstyles, including working from home. This means many staff members will be changing their travel habits and so will be more receptive to travel planning assistance.

As one of Edinburgh's biggest employers, the City of Edinburgh Council should set an example of best practice in this area.

TravPlan 1: The Council supports the development of flexible working lifestyles including homeworking and teleworking.

TravPlan 2: The Council will seek to lead by example in the area of travel planning. In refreshing its Travel Plans, it will set mode share targets for travel to work by Council employees in line with the outcomes and targets of this LTS.

8.3.1 Businesses and the Council - actions

➢ The Council will employ or redeploy existing staff to provide a Travel Planning officer. In the first instance, he or she will work with Council colleagues to review and improve the Council's own Travel Plans;

➢ the Travel Planning staff will then work with local businesses and developers to assist in promoting sustainable means of transport for staff and commuters; and

➢ the Council will ensure that all its worksites have a Travel Plan in place, and that existing Travel Plans are updated and enhanced.

8.4   Visitors

8.4.1 Day visitors

Day visitors tend to wish to travel to and around the City Centre area, often moving around the City Centre on foot. The compact nature of the City Centre means that walking is often the most convenient way to visit its attractions. Visitors may make use of the Park and Rides around the edge of the city, or travel to Edinburgh by coach or train.

Day visitors can be reached through national and area-wide marketing and information, especially through the internet. Information can be targeted by activity or time of day (concert-goers will have different travel needs to shoppers, for example, as they will be more reliant on evening services, but less likely to be carrying goods).

8.4.2 Overnight visitors

The needs of overnight visitors and those of day visitors overlap, but people who stay will be more likely to have travelled from further afield and will tend to use different information sources. Although many may arrive by train or bus, they will be more likely to be travelling from the airport, from hotels and from the suburbs.

Overnight visitors can be reached through links with Marketing Edinburgh, tourist organisations, conference organisers, and hotels and guest houses with information provided online or through leaflets.

The Parking chapter covers plans to improve on-street and on-line parking information, which will assist visitors who need to bring a car to Edinburgh.

8.4.3 Events

Some day and weekend visitors are attending specific events. The Events Planning and Organisation Group is a multi-partner, cross-disciplinary working group that is convened for every major event taking place in Edinburgh. Through this group, the Council will work with Marketing Edinburgh and events organisers to ensure that travel planning information is included in the public information provided for each event, with particular encouragement of public and active travel.

8.4.4 Visitors – action

➢ The Council will work with local tourist bodies, Marketing Edinburgh, events organisers, conference organisers, and key visitor destinations in the city to improve information on access by all modes of travel.

8.5 New developments

Through the Planning process, the Council is in a position to ensure that measures are built into new development with the aim of minimising the number of car trips generated. In addition to standards for provision of car and cycle parking and design to support easy access for people arriving other than by car, travel planning - including travel awareness, infrastructure and service improvement measures - can be an important component of managing the transport impacts of development.

The Council will seek appropriate funding contributions from developers towards off-site measures required to address the transport impact of developments and to support Travel Plans. These may include contributions towards travel awareness, infrastructure and services.

Travplan3 : The Council will seek the implementation of travel planning measures aimed at reducing the demand for car travel to and from new office, retail and wholly or predominantly residential developments.

8.6   New developments - actions

➢ Develop travel planning guidance for developers;

➢ develop a strategy for marketing travel planning tools and services; and

➢ implement the measures in the ATAP relating to marketing, including development of a branded travel awareness programme (see also 9.3).

9. Active Travel

Travelling on foot or by bike is available to almost everyone, is healthy, poses little risk to others, has minimal environmental impact and makes very efficient use of space. For these reasons, walking and cycling have an excellent fit with keeping Edinburgh as a pleasant place to live and visit, and Active Travel sits at the heart of this LTS.

The Council has an Active Travel Action Plan (ATAP) which sets out a range of actions aimed at encouraging both walking and cycling.

The Council committed to allocating five per cent of the overall transport budget to cycling initiatives for financial year 2012/2013, and six per cent in 2013/2014.

OBJECTIVES

To increase the number of walking trips by making walking a more attractive, safe and convenient means of travel for short trips.

To ensure that cycling is an attractive, safe, secure option for all short and medium distance journeys.

To widen awareness of electric bikes as a transport option.

9.1   Walking

The City Centre and other major shopping, commercial and tourist areas tend to be the areas with the highest concentration of all-day pedestrian activity. These areas will be given priority in developing pedestrian measures, whether full pedestrianisation, footway widening or simply measures to increase the attractiveness of the pedestrian environment and encourage shoppers and visitors to enjoy the city.

Walk1: The Council will seek opportunities to improve pedestrian facilities and will consider pedestrian priority, or partial or complete pedestrianisation in appropriate streets where there are high levels of pedestrian activity.

Footway maintenance is crucial for pedestrians. A well maintained, clean surface makes things easier for everyone, and especially for people with mobility impairments or those pushing prams. It reduces the risk of trips and slips.

Walk2 : There will be a presumption in favour of road maintenance, new traffic management schemes, new or revised controlled parking zones and new developments always incorporating measures for pedestrians.

Long lengths of guardrail, particularly on main shopping streets, force significant diversions on pedestrians, are unsightly and adversely affect the character and wider urban functions of such streets. Short lengths often serve little useful purpose. Rather than install guardrail, solutions based on reducing danger through high quality and careful design will be sought, making use of the Council's recently adopted guardrail protocol. Removal of existing guardrail will also be assessed using this protocol.

Walk3 : Guardrail will only be introduced or replaced after assessment using the Council's guardrail protocol. The protocol will also be used in assessing sites for removal of existing guardrail.

Trying to cross roads at signalised junctions without pedestrian phases is frustrating, and can be dangerous, especially on busy roads which have signals without pedestrian phases on all arms. Virtually all junctions across the city have a pedestrian phase, though many have a pedestrian crossing phase on only some of the junction arms. The Council will introduce full pedestrian facilities to these junctions as funding permits to improve pedestrian safety and convenience.

Walk4 : The addition of pedestrian crossing on arms of junctions where they are lacking will continue to be given priority when existing sites are refurbished, except where little pedestrian demand is likely.

Walk5 : There will be a presumption in favour of the use of raised entries to all unsignalled side roads from main shopping streets. These will be incorporated into maintenance projects involving relevant sections of footway or carriageway, or included in specific local improvement schemes.

It is important that new development is designed to meet the needs of pedestrian users of that development. Appropriate design together with funding contributions from developers, have the potential to make a significant contribution to improving conditions for pedestrians.

Walk6 : New developments of a size for which a transport assessment is required, must ensure:

- permeability of the site for pedestrians;
- direct pedestrian/cycle routes to, through and within the site;
- several pedestrian/cycle accesses; normally more than the number of vehicle access points;
- pedestrian walkways and crossings through and in car parks; and
- that the location and orientation of key buildings and the location of their entrances maximise convenient access to local public transport services.

Contributions will be sought from developers towards:

- the cost of new pedestrian/cycle links (e.g. bridges) across nearby features (e.g. rivers, railways) that would otherwise reduce the accessibility of the site on foot; and
- pedestrian and cycling facilities at junctions and on footways / shared use paths likely to be used by pedestrians and cyclists accessing the site (even if not immediately adjacent to it).

9.1.1 Walking - actions

Active Travel Action Plan actions relating to walking can be summarised as:

➢ identifying priority pedestrian routes and areas and improving these, through measures such as dropped kerbs, enhanced signage, prioritised maintenance and increased frequency of condition inspections;

➢ improving integration with public transport by improving access to Tram stops and priority bus stops, as well as pedestrian access to Waverley and Haymarket Stations;

➢ improving pedestrian facilities at junctions, and at controlled and uncontrolled crossings, by developing systems to review, identify and prioritise junctions that are in need of dropped kerbs, crossing facilities, or build-outs;

➢ adding or enhancing pedestrian phases at traffic signalled junctions;

➢ developing an urban traffic control action plan to increase priority to pedestrians at traffic signals; and piloting a formal 'X' crossing at one or more junctions;

➢ reviewing, enhancing and upgrading pedestrian signing and wayfinding; and

➢ giving increased emphasis to the marketing and promoting of walking (often together with cycling) through, for example, implementing an active travel communications strategy, improving the Council's website and publicising walking routes and paths that are particularly suited for elderly or disabled people.

9.2 Cycling

The attractiveness of cycling is dependent on the degree to which the road network is dominated by moving or parked motor vehicles. So other initiatives aside from those set out in the ATAP are also very relevant to encouraging cycling. Key initiatives are:

- 20mph speed limits (Section 6.5);
- street management on major roads; and
- the City Centre Vision (Section 4.1).

Provision of a cycle network has a crucial role, especially in helping less confident cyclists. However, as cycling is a 'door-to-door' form of transport, it requires the design of the whole road network - including main roads - to take account of cyclists' needs.

Traffic management schemes are usually introduced to mitigate the adverse effects of motor traffic in some way (e.g. reducing 'rat-running' through residential streets, reducing speeds in residential areas). Some are introduced to help traffic flow more freely. There is often no reason to impose the same restrictions on

cyclists as on other road users, so there will be a presumption of exempting cyclists from all traffic management measures imposed on other vehicles.

PCycle1 : All new traffic management and/or road schemes will be designed in accordance with the Council's emerging Street Design Guidance (prior to its adoption, with the Cycle Friendly Design Guide).

PCycle2 : There will be a presumption in favour of new traffic management schemes always incorporating measures for cyclists, particularly:
- exemptions from road closures;
- advanced stop lines (ASLs) with approach cycle lanes or cycle lanes where ASLs are not required at traffic signal controlled junctions;
- all new pedestrian crossings to be considered as potential toucans; and
- cycle lanes or, where appropriate, cycle paths, in all schemes involving main roads with speed limits of over 20mph and with no bus lanes.

PCycle3 : There will be a presumption that all streets will be two way. However, if new one-way streets have to be implemented to manage motor traffic, there will be a presumption that cyclists will be exempted from the one-way restriction.

The Council takes an approach of preferred signalised junctions to conventional roundabouts, particularly multi-lane roundabouts. This is because there is a poor safety record on this type of junction for cyclists and they are not convenient for pedestrians seeking to cross the road. Signalised junctions are also better for public transport priority.

PCycle4 : There will be a presumption against constructing any new roundabouts with more than one entry, exit or circulating lane within the built-up area.

PCycle5 : When traffic management or other schemes involve significant works to roundabout junctions, there will be a presumption in favour of replacing the roundabouts (other than 'mini' roundabouts) with traffic signals.

Carriage of cycles on trains enables journeys, especially leisure trips, to be made that would otherwise be likely to involve car travel. There is also a significant potential market for carrying cycles by bus to rural areas suitable for recreational cycling. The Council is supporting a pilot scheme to allow bike carriage on the Edinburgh Tram.

PCycle6 : The Council supports the carriage of bicycles on rail services, with sufficient numbers per train to allow family groups to travel together. Subject to successful piloting, the Council will support carriage of cycles at appropriate times on the Edinburgh Tram. It also supports bike carriage on medium to long distance bus/coach services and supports the carrying of folding bicycles on all modes of public transport.

The introduction and potential future extension of Tram offers potential benefits for integrated cycle/tram travel. However the Tram affects on road provision for cyclists and, especially if the route from Haymarket to Granton is progressed, will impact on off road cycle routes.

PCycle7 : Cycle/pedestrian routes will be retained on former railway routes used by the Tram. Safe provision for cyclists will be made on streets used by Tram; and secure cycle parking facilities will be provided near Tram stops.

9.2.1 Cycling - actions

Active Travel Action Plan actions relating to cycling can be summarised as:

➢ developing a "family network", predominantly on quiet roads and off-street, aimed at ensuring that less confident cyclists, including family groups and older, unsupervised children, feel safe and secure;

➢ taking actions to deliver a "Cycle friendly city" such as:

- reviewing and strengthening parking and loading restrictions in existing cycle lanes
- revising design guidance
- improving cycle parking

➢ improving the standard of maintenance of the on and off-road cycle network; and

➢ cycle training for both children and adults

9.3   Joint initiatives

The Active Travel Action Plan recognises that a number of actions and initiatives act to encourage both walking and cycling. Joint actions can be summarised as:

➢ marketing and promotion, both web and paper based (see also 8.6);

➢ encouraging walking and cycling to school through the Safer Routes to School programme and School Travel Plans;

➢ revising the Council's design guidance (see also Chapter 7); and

➢ extending 20mph speed limits (see Section 6.5).

9.4   Electric bicycles

Electricity assisted pedal cycles have significant potential to widen the appeal of cycling. They have most of the advantages of bicycles; e.g. very high energy efficiency, ease of parking, efficient use of road space. They also open up cycle use to a wider sector of the population and allow longer and hillier trips to be easily made by bike, significant factors in a city of the size and topography of Edinburgh. However there is a low level of public awareness of electric bikes and their potential.

The advantages of electric bikes and their similarity to pedal cycles generally warrant equal treatment.

ECycle 1: There will be a presumption that electric cycle will be afforded identical treatment to pedal cycles.

Electric Bikes are not covered by the ATAP. The Council will pursue the following actions relating to this mode of transport.

9.4.1 Electric bicycles - action

➢ The Council will promote and encourage the use of electrically assisted cycles as part of the Active Travel Marketing and Communication Strategy.

10. Public transport

Public transport plays an essential role in the life of Edinburgh. It enables access to employment, health care, education and leisure opportunities. Its efficient use of road space and fuel helps to reduce congestion and carbon dioxide emissions. Community and Accessible transport supplements core the bus (and Tram) system, catering for people with special mobility needs.

To work most effectively, the public transport system must be fully integrated within and with the other parts of 'door-to-door' journeys that also involve walking, cycling or using a car. Furthermore it must be accessible to all, affordable and easy to understand.

Surface public transport, particularly rail, plays a key role in Edinburgh's connectivity to its city-region and to the rest of Scotland and the UK. covers this subject.

In August 2013 the Council approved a Public and Accessible Transport Action Plan (PATAP). The PATAP actions are summarised in this chapter.

OBJECTIVES

To facilitate a bus and tram network in Edinburgh that is reliable and convenient for journeys throughout the city at all times of day throughout the week.

To provide transport options that are accessible to all regardless of disability, income, age or ethnic group.

To ensure that taxis and Private Hire Cars provide a safe, convenient and accessible service to the public, particularly where other forms of public transport are unavailable or inconvenient.

To consolidate recent improvements to Edinburgh's rail services and secure further enhancements.

10.1   Buses and Tram

Edinburgh's Tram will provide a valuable addition to the city's public transport network. It will be integrated with Lothian Buses, being owned and operated by a new parent company charged with fulfilling the Council's objective of integration between Tram and bus.

Trams and buses make very efficient use of urban road space compared with cars and do not require parking space. So it makes sense to give trams and buses priority. The higher the proportion of motorised trips that are made by tram and bus, the less traffic and therefore congestion there will be.

PubTrans1: The Council will presume in favour of giving buses and Trams priority over other motorised traffic.

10.2   Bus and Tram services

Edinburgh's urban form, the concentration of jobs and services in the City Centre, a high quality bus service and relatively low fares, all result in public transport being an attractive choice for many journeys in and around the city.

Bus services in Edinburgh are generally perceived very positively by the public[6] and compare very well with those in other cities. This applies particularly to services within the built-up area going to and from the City Centre, during the working day. The Tram will add a valuable new high-capacity, high quality service on the crucial West Edinburgh/Airport corridor.

The Council is committed to working in partnership with all bus operators and the Tram operator in pursuance of a high quality integrated network for Edinburgh. The Council expects this partnership to involve sharing of costs as well as benefits and may seek contributions from operators towards the costs of investments that benefit them. Alternatively it may seek improvements in service frequency and quality following Council investment in bus priority or other relevant measures. To date such arrangements have been undertaken on a purely voluntary basis, although powers do exist for more formal 'Statutory Bus Quality Partnerships'.

PubTrans2 : In partnership with operators, the Council will seek:

- continuation of current arrangements for bus timetable revisions, with most made twice yearly;

- where appropriate, financial and/or service quality improvements from operators benefiting from measures implemented by the Council;

- high quality customer care training, including disability and cyclist awareness training, for all bus and Tram drivers, to improve the quality of service to passengers, increase confidence among vulnerable passengers and reduce collisions;

- a fully accessible and environmentally-friendly bus fleet ahead of legislative requirements; and

- marketing of services targeted at persuading regular car commuters to use public transport (and where relevant active travel);

Supported services help to maintain and improve the extent and connectivity of the overall public transport network by providing socially valuable services. They can be an invaluable link to the network for non car-owners, people on low incomes, and people in outlying areas, such as rural west Edinburgh. The Issues for Review consultation on this strategy identified public support for increasing funding for supported services in order to maintain or improve the current level of bus service.

PubTrans3 : The Council will investigate a budget proposal for increasing funding for supported bus services; to maintain or enhance bus services where commercial provision is not viable, or low frequency, allied to a package of changes e.g. pump-priming new services.

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[6] See Appendix 4

A significant gap in the city's public transport network is a fast outer orbital service using the city bypass to provide access to edge of town destinations including the Gyle/Edinburgh Park area, the Airport and the Royal Infirmary/ Bioquarter. The lack of this service makes it hard for many people to access employment in these locations and also contributes to traffic and therefore congestion on the city bypass. SEStran has examined the feasibility of such a service and supporting infrastructure and produced initial proposals.

PubTrans4 : The Council supports the provision of orbital bus services on the city bypass corridor and will favour such improvements and associated bus priority over any general increase in capacity on the bypass. (See also **Cars3**, **Connect1** and **2**)

See also Section 12.7 on Park and Ride.

10.2.1 Actions – Bus and Tram services

Relevant actions are set out in detail in the PATAP. (See Bus Operations and Tram sections) PATAP actions for bus and Tram services can by summarised as:

> ➤ reducing costs and increasing revenue at Edinburgh Bus Station;

> ➤ maintaining supported services and seeking opportunities for new/improved services;

> ➤ reviewing and if necessary revising the method for allocating and prioritising spend on supported services; and

> ➤ piloting cycle carriage off-peak on the Tram – following six months of operation and subject to there being available capacity.

In response to the LTS Issues for Review consultation, the following additional actions are proposed:

> ➤ explore the potential to provide feeder bus services to the Tram, especially from settlements in the west of the Council area; and

> ➤ seek to introduce a fund to help initiate new services or enhance existing services.

10.3   Bus and Tram infrastructure and interchange

Buses run on the road network and rely on infrastructure including bus lanes, bus priority at traffic lights and real time information displays is also in place. Similarly the Tram system will also rely on stops, on-road priority and information to provide an effective service.

Stops and waiting areas are a key part of the door-to-door journey. The quality of the environment at stops is very important to passengers as is good information about the service they are waiting for.

PubTrans5 : The Council will seek to ensure a good waiting environment at bus stops, including shelter wherever necessary and possible, with relevant and up to date information.

The Active Travel Action Plan covers travel to public transport stops.

Bus lay-bys at stops take buses out of the traffic flow. They are sometimes essential where buses require to wait for timetable reasons, but regaining access to the flow causes delays.

PubTrans6 : There will be presumption against installing bus lay-bys, except where needed for bus operational reasons.

The bus lane network is crucial to the smooth operation and journey reliability of public transport. The lanes are designed to prioritise buses but minimise delays to other traffic. An extensive network is in place but there are locations in which non-compliance with bus lanes undermines them. Bus lane camera enforcement, first introduced in 2012, has proved to be successful in reducing the number of infringements at the selected locations.

Modern technology makes it possible to selectively give buses priority at traffic lights, for example when they are running late. See Policy **Streets3** and the actions in Section 10.3.1 below.

PubTrans7 The Council will continue to maintain the bus lane network, review it regularly and extend it or enhance it where opportunities arise. It will deploy bus lane cameras to ensure the network can function as intended.

Ease of interchange is crucial to transport integration and locally will become even more important with the introduction of the Tram.

Scottish Planning Policy emphasises that walking distance must be a key consideration in the design process for new public transport and interchange facilities. The Council considers that there is scope for improvement in relation to existing interchanges, including those on street. This may require a shift in priorities to allow bus stops to be located closer to junctions.

PubTrans8 : The Council will seek to achieve:
- stops positioned to facilitate convenient changing between different services;
- clear, high quality information;
- high quality infrastructure including weather protection; and,
- particularly for less frequent services, timetable co-ordination.

A high quality train/Tram/bus interchange is being built at Haymarket. The new Edinburgh Gateway Station at Gogar, Edinburgh Park Station and St Andrew Square Bus Station will all have easy interchange.

10.3.1 Bus and Tram infrastructure and interchange - actions

Actions relating to bus and Tram infrastructure are set out in detail in the PATAP. They can be summarised as:

- ➢ ensuring easy interchange from bus to Tram, including convenient location of stops and easy pedestrian and cycle access;

- ➢ upgrading existing bus priority - including through:
  - Reviewing parking controls

- Reviewing traffic signal phasing and priority, in particular rolling out 'selective vehicle detection' – giving priority to late running buses
- Upgrading key junctions
- Extending bus lane camera enforcement if necessary;

➢ introducing a pilot 'priority connect corridor'. This would involve delivering a package of enhancements on an existing main bus corridor;

➢ reviewing interchange principles, identifying key interchange sites and implement improvements at these sites;

➢ reviewing bus-bus interchanges, with a view to better meeting passenger needs and enhancing bus operational efficiency; and

➢ an increased focus on maintaining bus infrastructure. This will include a review of the approach to road maintenance at bus stops and in bus lanes.

10.4   Safeguarding Tram extensions

Once the Tram is open there will be a bedding-in period. During this time, the Council will start exploring options for the future. In the meantime, it will continue to safeguard appropriate extensions to the system, including to Leith, Newhaven, Granton, the Bioquarter and Newbridge.

10.5   Community and accessible transport

The Council's approach to public transport seeks to maximise accessibility to conventional services, including buses, taxis and the Tram, as these provide the greatest choice of travel opportunities. However, since not everyone can access these, for mobility or other reasons, the Council actively engages with partners in the public, private and voluntary sectors, seeking to ensure that viable and affordable alternatives are available.

A comprehensive review of Community and Accessible Transport is currently (summer 2013) underway. This covers travel support provided to people who are unable to use standard public transport. The Review will involve extensive consultation with service users and third sector providers, with recommendations due to be brought to the Council's Transport and Environment Committee in 2014. The Council's approach to Community and Accessible Transport over the period covered by this LTS will be based on these recommendations.

PubTrans9 : The Council will take a strategic approach to providing a comprehensive and cost-effective community and accessible transport service, working co-operatively across the Council and with partners in the public, private and voluntary sectors.

10.6   Taxis and Private Hire Cars

Edinburgh's 1,300 taxis are an important element of the public transport system, particularly for people who do not have access to a private car, and for people with disabilities. The Council requires all taxis to meet standards of accessibility for disabled people, including those in wheelchairs. Drivers must undergo training in dealing with disabled passengers.

There are some differences between taxis and Private Hire Cars (PHCs). These include a requirement that PHCs must be booked in advance rather than hailed in the street and that they have no requirement to be wheelchair accessible.

If taxis are to make their full contribution to the public transport system, it is essential that there is a ready supply available at key termini such as Waverley Station and Edinburgh Airport and that taxi ranks are available where potential customers can expect to find them.

Taxis benefit from access to bus lanes and other areas restricted to general traffic, such as Princes Street. This has not been extended to PHCs for a number of reasons, including concern that introducing additional categories of permitted vehicles is likely to threaten the generally high level of motorist compliance with bus lane regulations and that the presence of additional vehicles would reduce the effectiveness of bus lanes.

PubTrans10: The Council will continue to allow taxis to use bus lanes; but does not propose to extend this to Private Hire Cars.

10.6.1 Taxis and Private Hire Cars - actions

Actions related to Taxis and Private Hire Cars are discussed in the PATAP, Section 5. These can be summarised as:

➢ to review of taxi rank locations through the Neighbourhood Partnerships; and

➢ to consider and if necessary take forward options for achieving increasingly environmentally-friendly vehicles.

10.7   Rail

The Council has no statutory role in rail services, but it actively promotes improvements. Its main practical role is to facilitate access to rail stations and interchange between rail and other forms of transport.

Rail is of growing importance as a mode of travel, both regionally and nationally. In 2011-12, Edinburgh's stations saw over 28 million passengers, including more than 22.5 million using Waverley Station. Around 10% of city centre shoppers are estimated to arrive by rail, which is an important alternative to the car for longer distance commuting. It is also the main alternative to air travel for journeys to London and southern England. Between 2004 and 2010, rail travel between Edinburgh and England/Wales grew by almost 40 per cent from 2.2m to 3.1m per year. Rail's role in Edinburgh's connectivity is discussed further in Chapter 14.

Passenger rail services in, to and from Edinburgh have improved significantly over the past two decades with changes including more frequent Scotrail services, including to new destinations such as Dunbar. A number of major projects are currently underway:

- major refurbishment of Waverley Station;
- redevelopment of Haymarket Station;
- reopening of the Borders railway to Tweedbank;
- electrification of the Glasgow-Edinburgh via Falkirk High route; and
- the planned new Edinburgh Gateway Station at Gogar, connecting with Edinburgh Airport via the Tram.

Waverley and Haymarket Stations and the rail line between them play a pivotal role. Recent upgrades will help the stations cope with growth in the next few years but further significant work is likely to be necessary to support future growth, for example enhanced regional rail services and the extension of HS2 to Scotland. The Council strongly supports the location of any terminal station for high speed services at Waverley or Haymarket, to reinforce the role of the City Centre and to facilitate connection into regional rail services.

PubTrans11 : The Council supports further enhancement of Waverley and Haymarket Stations and the rail route between them to facilitate further expansion of rail services into Edinburgh.

Long-distance services to other parts of the UK are very important to Edinburgh. The Council will continue to press for improvements by engaging with operators, Transport Scotland and the DfT as appropriate.

Rail services are readily convertible to electric operation, with significant environmental benefits which will grow as electricity generation is de-carbonised. Many rail lines are electrified and electrification is currently being extended.

PubTrans12 : The Council supports progressive electrification of the rail network with prioritisation based on financial return, the potential for service improvements and the potential for reduction in carbon dioxide emissions.

Rail freight has distinct advantages, particularly in removing heavy lorries from the road network and in its high energy-efficiency. There is more on this in Chapter 13, see policy **Freight5.**

Carriage of cycles on trains enables journeys, especially leisure trips, to be made that would otherwise be likely to involve car travel. The Council will lobby the UK and Scottish Governments to ensure that greater provision is made for the carriage of bicycles on the new East Coast Mail Line franchise services, and also the Scotrail inter-city, regional and suburban rail services. See Section 9.2 and policy **PCycle6.**

See also policies **Connect5** and **Connect6.**

10.7.1 Rail - actions

Actions relating to rail services and stations are set out in the PATAP Section 6 and can be summarised as:

- ➢ review and upgrade access to Haymarket and Waverley Stations for pedestrians, cyclists and bus users;

- ➢ seek to improve rail/bus interchange at Waverley Station;

- ➢ lobby government for significant improvement to long-distance rail travel times, including promoting and supporting the introduction of High Speed Rail, aiming to reduce Edinburgh-London time to 2½-3 hrs; and

- ➢ work in partnership with the rail industry, SEStran, other Councils, Transport Scotland and others as appropriate to improve services and promote new rail schemes.

10.8   Information and ticketing

Good information is essential to effective public transport. This is particularly true in a city like Edinburgh which attracts many visitors.

Over the past few years, the Council has developed the Bustracker real time passenger information (RTPI) system, in partnership with Lothian Buses and the private sector. RTPI is now available on street at approximately 300 bus stops in Edinburgh, online and via smartphone apps. This award-winning system has provided significant benefits to Edinburgh's public transport users in terms of convenience, and journey time predictability. RTPI will be extended to include Tram when it becomes operational.

There is strong public demand for more extensive integrated ticketing. At present, the OneTicket and PlusBus schemes offer a measure of integrated ticketing on a local and regional level, though take up is low. Lothian Buses' Ridacard and Day Tickets will be valid on both bus and Tram, offering a degree of integration.

PubTrans13 : The Council supports the introduction of affordable fully integrated ticketing across public transport modes and operators.

The ability to buy tickets from machines on street has the potential to reduce delays. Tram tickets will be on sale this way and will be usable on Lothian Buses.

PubTrans14 : The Council supports and will facilitate increased opportunities for off-vehicle ticket purchase.

The individual pricing of local bus tickets can make travel by groups, notably families, relatively costly compared, for example, with the cost of car travel and parking.

PubTrans15 : The Council supports existing ticketing initiatives to reduce the cost of travel to family groups, and will seek introduction of further such initiatives.

10.8.1 Information and ticketing – actions

Actions relating to information and ticketing are set out in the PATAP, and can be summarised as:

➢ revising the Council's Bus Information Strategy, and updating it to include Tram;

➢ working with local operators to create an all-operator public transport map in both paper and online versions;

➢ working with operators to promote 'next stop' electronic signs on buses, and on-bus internal route diagrams, showing interchanges;

➢ working with SEStran to extend real time information provision in the areas around Edinburgh and to more bus operators; and

➢ working with operators and other partners on integrated ticketing initiatives.

11. Car and motorcycle travel

The car is a highly flexible means of transport. It is generally unconstrained by timetables and routes. Families or other small groups can travel together and it is easy to transport heavy shopping and luggage.

These characteristics have led to the ever increasing role of the car which has brought a wider freedom and mobility to millions of people. With increasing prosperity, these benefits are spread more widely as more and more people are able to own and use cars. But the exercise of this freedom tends to diminish its value, as motoring becomes increasingly unpleasant and inefficient due to growing parking difficulties and congestion.

OBJECTIVES

To enable cars to be used effectively and efficiently for journeys where there is no reasonable alternative.

To support the use of, and promote safety for, powered two wheelers (PTWs).

11.1   Managing traffic and congestion

The Council recognises that cars are the most effective way to undertake many journeys. It seeks to implement a transport strategy that enables cars to be used efficiently for those tasks for which they are well suited and at uncongested times and locations. However, there is simply not enough space in the city to accommodate all possible demands for movement by car at all times. It is therefore necessary to manage this demand. Demand management is crucial to maintaining the city's economy, and to gaining the benefits of car travel when it is the most appropriate option. This is central to the strategy, and involves:

- ensuring that development is located and designed to minimise the need to travel by car;
- attractive alternatives being available for the widest possible range of journeys;
- incentives for more efficient use of the car; and
- measures to restrain car use where there is congestion or serious impacts on other road users.

It is important for the effective functioning of the city that journeys, for which there is no reasonable alternative to private vehicles, can take place effectively. This means that vital journeys, whether for personal or business reasons, can take place.

Good integration of land and transport policy is essential to reduce the growth of congestion. Locating developments where they are, or can be, well served by alternative transport modes minimises the need for car use. See Chapter 4.

The first step is to ensure that the road space and capacity that is available is used as efficiently as possible. Modern methods to manage traffic by linking traffic signals and information systems that respond to changing events on the street can ensure that traffic of all types runs as smoothly as possible. See Section 7.2 for more discussion of this issue.

Along with planning policy and traffic management, containing and tackling congestion requires the implementation of a package of measures focussed on substantially improving alternatives to car use and on encouraging more efficient use of cars (for example through car clubs). Within the city, this is the only way of ensuring that the road network can provide a reasonable level of service to those users who do not have an alternative.

Cars1: The Council will encourage efficient use of cars, through measures such as parking management, management of the road network and promotion of car clubs.

11.2   Car sharing and High Occupancy Vehicles

Car sharing involves motorists planning to travel together between similar origins and destinations. For car sharers, this reduces the cost of motoring, whilst still retaining the benefits of private car use. The reduced numbers of single occupancy car trips assists with the reduction in the number of cars and the emissions they generate. In Edinburgh's context, car sharing has a particular role in catering for travel from outwith the city to locations in the suburbs or on the edge of town, journeys for which there is often no real alternative to car use. With this in mind the Council supports in principle giving priority to car sharers and other 'high occupancy vehicles' (HOVs) on the city bypass, the motorway network and the A90, though not to the detriment of any potential bus priority. (See also **PubTrans4**, **Connect1** and **Connect2**) However, within the city, constraints on roadspace and the availability of better alternatives to the car mean that priority is not justified.

People in the Edinburgh area benefit from the car sharing contract arranged by the South East of Scotland Regional Transport Partnership (SEStran).

Cars2: The Council will support the work of SEStran in facilitating car sharing

11.3   City Car Clubs

Until quite recently, non-car owners had limited access to the benefits of car ownership and no opportunity to choose a car free environment. In recent years, however, City Car Club, car sharing and small-scale Car Free Housing initiatives have started to change this.

The UK's first car club started in Edinburgh in 1999, offering car use without the need for ownership. A single car club vehicle can typically replace five to six privately owned cars, thus helping to reduce parking pressure. Though cheaper overall than ownership, payment at the point of use means people can clearly relate the cost of a car journey to the same trip by other means.

Cars3 : The Council will promote the expansion of car clubs, in particular by affording car club parking high priority and ensuring that lack of on-street parking does not cap the supply of car club vehicles.

Cars4: The Council will work with promoters/developers to facilitate car-free housing in appropriate locations.

11.4   Motorcycles and mopeds

The Council recognises that motorcycles, mopeds and other powered two-wheelers (PTWs) provide efficient individual mobility. Compared with the car, they require less road space, whether moving or parked, and can keep moving when other vehicles are queued. They do, however, have a significantly worse safety record than cars.

The Road Safety Plan for Edinburgh was drawn up by the Council in 2010 with input from NHS Lothian, Lothian and Borders Fire and Rescue Service and the then Lothian and Borders Police (now Police Scotland). Interventions to improve motorcyclist safety were identified, with input from the British Motorcycle Federation and the Motorcycle Action Group.

Parking facilities help facilitate PTW use. The Council will ensure an adequate supply of PTW parking is available on- street and at Park and Ride sites, and continue to include PTW parking in parking standards for new developments.

Cars5 : The Council will require PTW parking provision in new developments and ensure adequate PTW parking is available on-street at key locations, and at Park and Ride sites.

The Council is concerned about PTW safety, and will take into account the needs of PTWs in new traffic management schemes. It will also continue to encourage effective training for novice and returning riders and support rider improvement programmes.

If used inconsiderately, PTWs can cause significant nuisance to residents, other road users, and users of the city's open spaces. The Council will work with Police Scotland to tackle such problems.

Electric bicycles are considered within the Active Travel chapter.

11.4.1 Motorcycles and Mopeds - actions

➢ The Council will review its approach to on-street motorcycle parking as park of the forthcoming Parking Action Plan review.

12. Car Parking

Cars need to be parked at the end of every trip, and parking is critical in ensuring that drivers can access the goods and services they need. It is therefore important in sustaining the economic health of the city. Conversely, parking control is essential to keep Edinburgh moving safely and efficiently and to manage the overall amount of traffic in the city.

The Council's parking strategy was adopted, in 2006, following extensive consultation and endorsed in the 2007 LTS. The strategy seeks to manage parking to support wider Council economic, environmental and social policies, recognising the competing demands for space in a way that balances the objectives set out below. The strategy presented here remains largely unchanged, though the Council intends to review its Parking Action Plan during 2014.

The Council retains its commitment to re-invest all on-street parking income into transport projects and services, including road maintenance, supported bus services, and road safety schemes.

Parking pressures in Edinburgh are greatest in and around the City Centre so the Council's parking strategy has a focus on this area. To help deal with the pressures, a large area of inner Edinburgh has a Controlled Parking Zone. This enables street space to be managed to balance the needs of residents, businesses, pedestrians, cyclists and public transport users, while generally discouraging commuter parking. Sections 12.2 and 12.3 set out the Council's overall approach to parking in the City Centre - other sections give more detail on the various aspects of parking in the city. The Local Transport Strategy consultation asked people about the Council's approach to City Centre parking management. All aspects of the approach were, on balance, supported with most receiving strong support.

This chapter concentrates on car and van parking. Other aspects of parking and servicing (e.g. cycle and motorcycle parking) are dealt with in relevant sections of the LTS.

OBJECTIVES

Car Parking is a complex policy area with a number of objectives. These need to be balanced in arriving at strategic approaches or solutions for a particular location.

To maintain and improve the economic vitality of the City Centre and traditional district and local shopping centres.

To ensure that parking provision does not encourage commuter car travel, especially to the City Centre and relates to the ease of access by public transport, cycling and walking.

To minimise the negative impacts of parking on streetscape and on public and private space in new developments.

To improve road safety and reduce congestion and pollution.

To facilitate access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists.

To protect and, where possible, enhance residents' ability to park and load close to their homes.

To protect and, where possible, enhance the parking and loading needs of businesses, tradespeople, carers and visitors.

To facilitate the operation and expansion of Car Clubs.

12.1 Marketing and Public Relations

The image and economic vitality of the city depends amongst other factors on perceptions of parking, its availability in the city and information on parking opportunities.

Park1 : The Council will increase the awareness and improve the image of existing on and off street parking facilities, including through provision of high quality information and signing.

Park2 : The Council will seek to improve the image and perceived user-friendliness of the Council's on-street parking operation.

Park3 : The Council will ensure that enforcement of all parking rules is fair, consistent and transparent by means of an enforcement protocol.

12.2 Off-Street Parking

Public off-street parking (which in Edinburgh is mostly in private ownership and control) can play an important role in supporting the City Centre and Edinburgh's traditional town centres. This works in two ways:

- off-street parking helps support retailing through improving perceived accessibility by car; and
- by allowing reduction and removal of on-street parking it can bring benefits to streetscape, pedestrians, cyclists, public transport, but also to general traffic flow and deliveries.

Off-street and underground parking has the potential to improve conditions in residential as well as in shopping and business districts.

Park and Ride has an important role in parallel with city centre off-street parking. It provides for long stay and commuter parking which does not necessarily need to be in the central area (see Section 12.7). Off-street parking in the city centre will continue to focus on short to medium-stay requirements – additional city centre commuter parking would have the effect of worsening peak period congestion.

Park4 : The Council will seek to increase the supply of short to medium-stay public off street parking close to the western/northwestern end of the city centre retail core.

Park5 : The Council will resist proposals for new car parking that are likely to encourage commuting by car.

Park6 : The Council will actively support transfers of both public and residents' on-street parking off street, with a focus on:

- the core of the City Centre from Queen Street to Chambers Street and Haymarket to Holyrood; and

- residents' parking in areas of high parking pressure.

Park7 : The Council will work with partner organisations and private car park operators to:

- encourage pricing and length of stay regimes in off-street car parks that facilitate shopping and other short to medium stay activities;

- discourage all day parking;

- ensure adequate turnover to ensure availability of spaces throughout the day; and

- facilitate off-street parking by residents.

12.2.1 Off-street parking - actions

Pending the forthcoming review of parking actions the Council will continue with the actions set out in its 2007 LTS, including seeking to work with others to seek to replace City Centre on-street parking with off street/underground provision.

12.3   On-street parking

12.3.1 Overall approach to on-street parking

On-street parking can provide the most convenient option for the motorist, closest to the end of the journey. Public on-street parking has a significant role in the City Centre and in supporting the city's traditional town centres and main shopping streets. However, there are many competing demands on space and it is impossible to meet all on-street parking demand in much of Edinburgh. Furthermore, the removal of on-street parking can play an important role in improving the street environment.

A key objective of the Local Transport Strategy is to encourage and promote walking, cycling and public transport use. Parking policies have an important role to play in meeting these objectives by keeping bus and cycle lanes free of parked and loading vehicles, helping pedestrians to cross the roads, especially at junctions, and by reducing opportunities for all-day parking and therefore car commuting, particularly to the City Centre. They also have a key function in reducing congestion for all road users.

Parking can pose particular problems for mobility impaired people, both when they are driving and when they are walking and using other forms of transport.

Park8 : The Council manage kerbspace in pursuance of its policy objectives. In particular, the Council will seek to provide effectively for residents parking demand, while balancing this with the need for public parking and with plans to make our streets better and safer to walk, cycle and use public transport.

Park9 : The Council will consider less on-street parking as part of projects to enhance the City Centre environment and improve conditions for pedestrians, cyclists and public transport.

Park10 : Where on-street public parking can be replaced by off-street facilities, the Council will reallocate road space to pedestrians, cyclists and public transport and improve the streetscape.

Park11 : The Council will control parking where it causes safety problems or unreasonably reduces the mobility of other road users (including public transport passengers).

Park12 : The Council will use parking and loading controls (e g single and double yellow lines) to enable safe and effective movement by all means of transport. Subject to the review discussed in Section 12.3.3, there will be a presumption in favour of these restrictions applying 7 days a week.

Park13 : There will be a presumption in favour of protecting all bus and cycle lanes, and pedestrian and/or cycle crossing points by appropriate parking and loading restrictions.

Park14 : The Council will only relax parking and loading restrictions if such relaxation will not have a significant negative impact on pedestrians, cyclists or the flow or safety of buses and other traffic.

Park15 : Loading and unloading will be managed to:
- maintain effective provision for businesses
- where necessary, move parking from the main road to allow more effective priority to be given to pedestrians, cyclists and public transport.

Park16 : The Council will make a general presumption in favour of the installation of bus stop clearways at all bus stops. Where there is significant on-street parking demand there will be a presumption in favour of bus stop boarders (protected by clearways), to permit easy access to buses with the loss of the minimum number of parking spaces.

Park17 : The Council will seek to protect provision of short-stay parking for shoppers in traditional district and local centres (e.g. Easter Road, Portobello).

Park18 : The Council will manage public on-street parking, including setting pricing levels and permitted lengths of stay, in order to:

- facilitate shopping and other short to medium stay activities;

- discourage all-day parking (especially by commuters) and provide adequate turnover to ensure availability of spaces throughout the day;

- balance supply, demand and turnover;

- recognise the competitive local retail environment; and

- where necessary, allow more effective priority to be given to pedestrians, cyclists and public transport, for example by moving parking from main roads to side roads.

12.3.2 Controlled Parking Zone

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

In recent years, the Council has extended the Controlled Parking Zone. At the edges of the zone, the type of controls has been adapted to the different circumstances further from the city centre. "Priority Parking" areas, with a mixture of free on-street parking and residents-only parking bays that only operate for 90 minutes a day have been introduced. The lesser level of control means enforcement costs are lower. Permit prices are also significantly less than the cost of a standard residents' permit.

The recent Issues for Review consultation covered the subject of further extensions to Controlled and specifically Priority Parking. Based on the results of the consultation the focus will be on taking forward extensions of the areas covered by controls at the request of residents. However the Council may come forward with proposals where a parking issue is anticipated, for example around Tram stops.

Park19 : The Council will ensure that the hours of parking control best reflect the (sometimes conflicting) needs of different users and the objectives of this strategy.

Park20 : The Council will manage the price and availability of residents' parking permits in order to minimise the over subscription of permits in relation to available space, ensure the fairest possible allocation of permits and favour environmentally-friendly vehicles.

Park21 : The Council will ensure that tradespeople and local businesses can achieve sufficient access to parking in the CPZ to enable them to carry out their business without incurring parking penalties.

Park22 : The Council will ensure that visitors, people with mobility problems and carers have reasonable access to parking in the CPZ.

Park23 : The Council will keep under review the need for new CPZs/Priority Parking Areas and/or further extensions to the existing CPZ. In doing so its approach will be:

- to consider requests for new or extended CPZs or Priority Parking Areas in the light of evidence on current and future parking pressures in the relevant areas, the wider parking strategy, and implementation costs.
- In special circumstances retain the option of acting strategically - for example when new pressures are obviously foreseeable but not necessarily evident to the public (e.g. around suburban Tram stops).

12.3.3 Sunday and evening parking controls

Most parking controls in Edinburgh date back to before Sunday trading became widespread. Today, City Centre retailing operates on Sundays, much as it does on other days of the week.

The relaxation of parking restrictions leads to buses and general traffic experiencing delays on some routes on Sundays. Crossing the road can be more difficult and cycling conditions are significantly worse.

The economic impact of free Sunday parking is uncertain. Retailers generally perceive it as positive but some parking space is occupied by commuters, and the lack of controls reduces turnover of parking spaces.

In order to deal with the current situation, the Council is considering introducing some Sunday parking controls. Any introduction of controls requires careful consideration and a good understanding of potential impacts, including:

- impact on the City Centre economy - to what extent would changes benefit or disbenefit the economy;
- impact on other Sunday activities, notably worship.

Currently, Sunday bus services are at a lower level than on other days. If parking controls were introduced, it would be very desirable that this situation be changed. Introduction of parking controls would be likely to help bus operations and so possibly enable some service improvements. A further possibility would be to use a proportion of any net income from Sunday parking to support more bus services.

Some additional City Centre Sunday restrictions are necessary to allow the Tram to operate.

With the above in mind, our proposed approach is to prepare detailed proposals for the extension of Sunday parking controls in discussion with the Transport Forum and other key groups. The starting point for these discussions is proposed to be:

- the introduction of waiting and loading restrictions on main roads on Sundays, all day but starting later than on other days;
- considering options for increasing turnover of public parking and for reducing car commuting to the city centre on Sunday;
- considering to what extent residents parking controls will need to operate.

The extent, nature and timing of controls will be the subject of further consultation.

12.3.4 On-street parking actions, including Controlled Parking Zone and Sunday Controls

Most of the actions implemented under the LTS 2007 - 2012 related to on-street parking. As noted above, the Council's Parking Action Plan will be reviewed during 2014. Pending this review, actions relating to on-street parking (and not discussed in other sections of this chapter) that it is planned to take forward will include:

➢ extending eligibility for visitors permits to parking zones 1 to 8, including the additional allocation for people with special care needs;

➢ extension of parking and loading controls on Sundays. (see Section 12.3.3);

➢ considering extending the hours of operation of the Controlled Parking Zone;

➢ signing of parking controls and whether there is scope to reduce signage and lining;

➢ parking provision for disabled and mobility impaired people;

➢ free parking in public, residents and shared use spaces for city car club cars (users are already paying an hourly charge well in excess of parking fees); and

➢ reviewing the mechanism for requesting extensions in controlled/priority parking and the means by which the Council assesses and prioritises extensions.

12.4   Development Management

Parking standards for new developments have an important influence on how people travel. They have to balance:

- containing traffic generation - parking availability has a large effect on people's travel choices;
- seeking to minimise overspill parking on surrounding streets;
- supporting the economic viability of locations that favour walking, cycling and public transport, for example the City Centre and main shopping streets; and
- seeking to minimise the amount of space occupied by parking.

To this end, parking standards set upper and lower limits on parking provision for most types of development. The parking standards are based on a zone system, with different levels of parking sought in each zone. The zone system reflects accessibility by public transport, on foot and other relevant criteria.

Park24 : Through the planning process, the Council will ensure that the parking provision in new developments is in accordance with the objectives of this strategy.

Park25 : The Council will ensure that the adverse impacts of car parking in new developments are minimised.

Park26 : Through the development control process, the Council will encourage the development of car-free housing, or housing with an emphasis on low car ownership and high membership of city car clubs.

Park27 : The Council will ensure that, when strategic changes are made to land-use in the city, parking is planned at an early stage.

12.5 Mobility Impaired Drivers

Parking can pose particular problems for mobility impaired people, both when they are driving and when they are walking and using other forms of transport.

The Council will continue to issue blue badges to people with serious mobility impairments to allow them to park close to their final destination. Provision of disabled parking opportunities will be included in Street Design Guidance referred to in Section 7.1.

Park28: The Council will ensure that parking policies take into account the needs of people with mobility impairments and other disabilities.

12.6   Fraud

Parking controls introduce the potential for misuse and fraud, creating unfairness for other users and potentially undermining the objectives of the scheme.

Park29 : The Council will continue to take action to minimise parking-related fraud.

12.7   Park and Ride

Park and Ride (P+R) provides an option for people to access the city without driving into the urban area, and so plays an important role in relieving traffic and parking pressures. Six large purpose-built P+R sites around Edinburgh complement the extensive but generally smaller-scale parking provision that exists at most rail stations in the SEStran area.

Three P+R sites are in Edinburgh; Hermiston, Ingliston, and Newcraighall (Park and Rail). Three more, Sheriffhall, Ferrytoll and Straiton, are located in neighbouring Council areas. Occupancy at Ingliston, Hermiston and Ferrytoll is high, while Straiton and Newcraighall have proved less popular. Ingliston will be served by the Edinburgh Tram.

Detailed design and planning permission is in place for a possible extension of Hermiston by 600 spaces, with negotiations to secure the land due to be completed by 2014. Any future extension will depend on funding being identified, and also to a certain extent on the impact of the Tram service on travel behaviours in the west of the city.

Midlothian Council has also safeguarded land for a potential site at Lothianburn.

The location and pricing structures for P+R need to be carefully considered to avoid journeys once made entirely by public transport to be made in part by car, with interchange at the P+R site. This can increase traffic levels and undermine existing bus services in the areas from which these journeys originate. Cycling can provide an alternative way of reaching the P+R sites.

The ring of P+R sites that now exists offers potential to help reduce congestion on the city bypass. An orbital bus service making use of the bypass and receiving priority, perhaps by making use of the hard shoulder, could move people efficiently from sites like Sheriffhall and Straiton to destinations like Edinburgh Park and Edinburgh Airport. Similarly, drivers from the west and Fife could leave their cars at Ingliston or Hermiston and take a bus to the Royal Infirmary. SEStran has developed initial proposals for such an orbital bus rapid transit service and the Council supports further development of this concept in preference to measures to increase the capacity of the city bypass for general traffic. See also Sections 4.2, 10.2 and policy **PubTrans4**.

The opening of the new Forth Crossing may increase traffic pressure on the A90 corridor. The Council will keep this under review and will consider whether there is a need for additional Park and Ride capacity to help deal with it.

Park30 : The Council will continue to support and promote bus- and rail-based P+R, with a focus on sites that currently have lower utilisation. The Council will work with operators, seeking to ensure that the most attractive ticket packages are available to users.

Park31: The Council will support the development and/or extension of station car parks at locations both within and outwith Edinburgh.

Park32: Subject to consideration of the impact on longer distance bus and rail services, the Council will support new and enlarged P+R sites serving Edinburgh.

Park33: The Council will promote access to P+R sites by bus, cycle and on foot, and will support the provision of high quality public transport services to link P+R sites to major destinations outside the City Centre.

12.7.1 Park and Ride - actions

The Council will:

- ➢ promote use of P+R;
- ➢ subject to assessment of demand following Tram opening, progress work on a P+R extension at Hermiston; and
- ➢ expand provision of real time bus information to the Newcraighall Park and Rail site.

13. Freight

The efficient movement of goods and services is fundamental to Edinburgh's economy and the quality of life of its residents. Within the city, the key issues relate to deliveries of goods, particularly to retailers and business premises requiring locations for loading and unloading. Congestion can also reduce the efficiency and reliability of servicing traffic within the city.

Current retailing trends, especially use of the internet, are leading to increasing volumes of deliveries to private homes. Freight movement, related to construction and manufacturing within the city, is more limited in scale and problems tend to be more localised, close to specific sites.

Major distribution and trans-shipment centres servicing deliveries in the city are mainly located close to the city bypass, or outside the city on the national motorway network.

OBJECTIVES

To increase the efficiency of freight movement and deliveries to and within the city.

To work with the freight sector in trying to minimise the environmental impact of deliveries.

13.1   Freight movement

There is generally no alternative to local deliveries by road, and Edinburgh's economy can only benefit through facilitation of efficient delivery operations.

A number of factors affect efficiency. These include congestion, which causes delay and unreliability, inadequate loading/unloading facilities and access limitations. Efficiency is also affected by the way in which the logistics sector itself is managed, for example the extent of empty running.

Many of the measures included in the strategy to tackle congestion and encourage alternatives to the car will benefit all remaining traffic, including goods vehicles.

There are rail freight flows across the city, but within it major rail freight movements are confined to the movement of waste to landfill. Use of rail freight access to the Port of Leith has recently declined.

There are important requirements for good freight connectivity to national and international destinations. These are considered in Chapter 14 on external connectivity.

It is important that new development provides adequately for servicing of premises. At the planning stage, however, precise servicing requirements may not be known, as they will depend on the logistics requirements of an eventual occupant.

Freight1 : The Council will identify and address the needs of freight transport users when implementing broader transport policies within Edinburgh, including ensuring through the planning process that new developments include adequate provision for access and loading / unloading.

Freight2 : The Council will support measures to achieve the movement and delivery of goods within and through the city efficiently and safely, with the minimum possible impact on the environment.

The use of diesel engines means that goods vehicles make a significant contribution to the air quality problem of nitrogen dioxide (NO_2) concentrations. Goods vehicles can be physically and visually intrusive, particularly when they are delivering to shops or are in a confined street environment. Noise can also be a problem, especially with night-time deliveries.

The Council engages with operators through the "ECOSTARS" project, funded by Intelligent Energy Europe. Given that road freight operations contribute to emissions that affect air quality, operators will be involved in any future proposals for emission control measures, as set out in the section on air quality.

Freight3 : The Council will work with road freight operators in the development of any proposals for emission control measures.

The increase in car-based shopping in recent years means that the car is often, in effect, the final link in delivering freight to the household. This generates large amounts of traffic, and, by encouraging car-based retail locations, makes life without a car difficult. It also hinders the efficient movement of goods by road. The Council welcomes the increase in home delivery services, which act to reduce car dependency and the need for car travel.

Freight4 : The Council will consider how it can facilitate home delivery as part of any significant review of parking and loading controls

The Council strongly supports the maximum possible use of rail and sea freight. It has a direct role in relation to the management of waste, but otherwise, its role primarily involves use of its Planning powers, ensuring that options for rail or sea access are not closed off, for example by development on a disused rail alignment . The Council can encourage proposals for distribution centres or other freight generators to be developed on a multi-modal basis and, where appropriate, can require goods access by rail through the Planning process.

Freight5 : The Council will support the use of rail and sea freight, in particular through the Planning process. It will:
- safeguard rail access to key industrial sites;
- safeguard key distribution locations including the former Portobello freightliner terminal;
- seek to ensure that any major new freight generating developments, including developments within Leith Docks, are accessible to the rail network; and
- seek to ensure that any continuing bulk movement of waste and recycling products from Edinburgh continues to use rail.

The Council will endeavour to set a good example in the sustainable transport of goods, where this can be achieved within an overall best value framework.

Freight6 : The Council will seek to ensure that its procurement procedures for freight transport ensure that services purchased have the least environmental and safety impacts.

Freight consolidation is a concept whereby goods are taken off conventional (especially large) lorries away from the destination (generally shops) and final delivery is made by a dedicated fleet of environmentally-friendly vehicles. It offers potential benefits in relation to a number of the adverse impacts of lorries. There are significant set-up and operational costs and no European examples of a scheme operating at a city scale in a place comparable to Edinburgh. So at present the concept does not appear feasible for application here.

13.2   Unloading and parking.

The SEStran Freight Study identified road freight operator, driver and receiver concerns about on-street loading and unloading. The problems identified were congestion, parking enforcement, loading bays being used by members of the general public and confusion over time restrictions.

However, a study for the Council found that there was little interest from operators in an automated system for the pre-booking of loading and unloading bays, which was aimed at assisting with problems of access for road freight operators.

Freight7: The Council will seek to provide adequate and easily understandable opportunities for loading and unloading, balanced with the needs of other road users and road maintenance.

Other policies regarding parking and loading are dealt with in Chapter 12. The Parking Action Plan considered the needs of business and goods vehicles, and this will be revisited when the Action Plan is reviewed in 2014.

Studies carried out by the SEStran Freight Quality Partnership have shown that the best locations for meeting the demand for overnight lorry parking are in the Falkirk and Fife. Currently lorry parking is provided on a commercial basis within Edinburgh. If evidence of demand for a site in Edinburgh should emerge, it is anticipated that this will be met commercially. Requests for the Council to become directly involved in this activity will only be considered if evidence suggests that commercial provision is insufficient and this is causing problems for residents or environmental problems.

Freight8 : The Council will support the private sector provision of lorry parking on a commercial basis. Requests for the Council to become directly involved in the provision of lorry parking will only be considered if evidence suggests that commercial provision proves inadequate on environmental grounds.

13.3   Freight - actions

➢ The Council will continue to work with SEStran, and operators through the ECOSTARS project, the Transport Forum and other channels to seek means of reducing the impact of freight transport in the Edinburgh city region; and

➢ the Council will consult with operators on the issues of both freight movement and of parking when reviewing the Parking Action Plan.

14. Edinburgh's Connectivity

Edinburgh is the most important driver of the Scottish economy, a major global tourist destination and an important centre for financial services. As such it needs good connectivity to its Regional catchment, to the rest of Scotland and the UK, and internationally.

While the Council has no direct control over the motorway and trunk road network, or of rail, coach, air and sea services, it seeks to influence its connections, working towards the same broad objectives as for local travel. This means it has a twin focus on supporting the city's economy, while aiming to minimise adverse impacts of city traffic to protect the local environment and support climate change targets.

Public transport, especially rail services, plays a critical role in Edinburgh's connectivity. Initiatives and infrastructure within the city are often very relevant to longer distance connectivity. Chapter 10 covers public transport, Chapter 12 Park and Ride. This chapter focuses on passenger movement; Chapter 13 covers freight issues.

OBJECTIVES

To facilitate the regional, national and international connectivity needed to support the economy of the Edinburgh city-region.

To mitigate the impact of long-distance travel on the local and global environment and transport network.

14.1 Regional and Scottish connectivity, and the Queensferry Crossing

The SEStran Regional Transport Strategy (RTS) 2008 – 2023, currently under review, provides the framework of regional transport priorities.

The RTS includes important measures such as better orbital public transport services around Edinburgh that not only support economic objectives but also provide important social benefits, for example in access to health care.

Scotland's National Transport Strategy, approved in 2006, remains in force.

14.1.1 Road upgrades

Edinburgh's constrained road network, the impact of road traffic on quality of life and the need to meet climate change and air quality targets mean that it makes sense to favour strongly public transport for access into the city. The Council will support improvements to connectivity that do not increase traffic and congestion pressures in and around Edinburgh itself. For travel outwith and around the edge of Edinburgh, it makes sense to encourage higher occupancy of cars as well as use of public transport. Significant increases in general road capacity within or near the edge of the city, without a major component of public transport priority, are likely to fuel congestion in the built-up area of outer Edinburgh, where the scope for capacity increases is extremely limited.

Connect1 : The Council supports enhancement of individual junctions on the strategic road network, incorporating bus priority, as set out in Chapter 4 (see also policies **Pubtrans4** and **Connect2** relating to bus and High Occupancy Vehicle priority on the city bypass).

Connect2 : The Council will only support major road upgrades to or around Edinburgh, including on the city bypass, where the principle outcome is to prioritise public transport (and, where appropriate, high occupancy vehicles). Improvements should protect vulnerable road users.

Policy **PubTrans4** sets out the Council's policy on bus services around the city bypass.

14.1.2 Queensferry crossing

The most significant regional transport infrastructure project is the new Forth Bridge, the "Queensferry Crossing", due to open in 2016. After construction of the Queensferry Crossing, the existing Forth Road Bridge will be maintained as a dedicated sustainable transport route, carrying public transport, pedestrians and cyclists. In the future it could also be adapted to carry a Tram.

Transport Scotland prepared in 2010 and has now refreshed a Public Transport Strategy for the combined new and existing crossings. This work was carried out in partnership with SEStran and relevant local authorities, including the City of Edinburgh Council. The strategy seeks to ensure public transport integration and encourage modal shift from cars to public transport. To this end it includes a number of projects, including "Park &Choose" facilities at Halbeath and Rosyth, improvements to Newbridge interchange to prioritise buses and bus priority on the A8/A89.

Over the past two years some elements of the Strategy have been completed, including the Park and Choose site at Halbeath and bus lanes on the M9 and M90. The Council will continue to work with partners to implement remaining projects.

Connect3: The Council supports use of the existing Forth Road Bridge (after completion of the Queensferry Crossing) as a dedicated sustainable transport route, carrying public transport, pedestrians and cyclists, and possible future adaptation to carry Trams. It would not support further widening of the permitted categories of vehicle.

14.1.3 Queensferry Crossing – action

➢ The Council will work with Transport Scotland to deliver the Refreshed Public Transport Strategy for the Queensferry Crossing.

14.1.4 Rail and coach services

Within Scotland, there is significant scope for further development of rail services. The potential benefits to the Scottish economy of reduced journey times need to be understood and the Council will support practical options for improvement.

Electrification has potential to speed up services and, with suitable changes in electricity generation, to deliver a near zero-carbon rail system.

The Edinburgh-Glasgow corridor is particularly important. Rail services on this route are well used, but there is room for improvement. The Council supports further upgrading of services between the two cities, including the Scottish Government's current proposal for a high-speed link suitable for incorporation into a future extension to HS2. The Council also supports reinstatement of the full Edinburgh-Glasgow Improvement Project with the faster journey times, more frequent trains and better connections that the project promised.

Rail services to Aberdeen, Stirling, Perth and Inverness, are generally punctual. However there is considerable scope for reducing journey times – average end to end journey speeds are typically only around 50mph or slower.

Connect4 : The Council will continue to support enhanced rail connections to other Scottish cities, particularly increased capacity of the Edinburgh – Glasgow route as set out in the Edinburgh Glasgow Improvement Project. It supports action to reduce journey times and increase electrification.

Waverley and Haymarket Stations and the rail line between them play a pivotal role - see Section 10.7 and policy **PubTrans11.**

Coach services offer another affordable and environmentally-friendly form of longer distance travel and there is a good network of connections across Scotland. Furthermore, a significant proportion of Edinburgh's visitors arrive by chartered Coach. Coaches make similarly efficient use of roadspace to buses and, in recognition of this, are permitted access to the city's bus lanes.

14.2   UK and international links

14.2.1 Rail and Coach

Connectivity to London and to major business centres abroad is important for Edinburgh. Currently, air takes a significant share of Edinburgh-London travel, with over 40 flights a day to London on average.

Rail travel to London and the rest of England is the most sustainable mode of transport to these destinations from Edinburgh. It could potentially capture a much greater share of the market. However, capacity on both main rail routes to England limits the scope for growth. Also, shorter journey times are necessary to compete effectively with air for travel to many English cities. European experience suggests that rail becomes highly competitive when journey times are three hours or less. At present, of the larger English cities, only Newcastle and Leeds are currently within this travel time from Edinburgh.

As for Regional and Scottish connections, the capacity of Waverley and Haymarket rail stations and the route between them are critical – see policy **PubTrans11.**

Some journey time improvements are achievable on the existing East and West Coast main lines, but in the longer term substantial time savings and necessary increases in capacity can be delivered only with new infrastructure.

The Council has actively promoted the case for high-speed rail between Scotland and the south of England, with a target of a journey time well under three hours between Edinburgh and London. The Council will continue to seek early implementation of high speed services and infrastructure serving Edinburgh and Scotland.

Connect5 : The Council supports measures to achieve significant reductions in rail journey times from Edinburgh to London and other destinations in England and Wales through:

- upgrades to existing routes and services; and

- construction of High Speed 2, including new infrastructure north from Manchester and/or Leeds to Edinburgh.

Connect6 : For long-distance travel, the Council will prioritise initiatives which support the use of rail, coach (and where applicable, sea) travel over air travel.

14.2.2 Air

In recent years, the overall growth of air traffic at Edinburgh has slowed significantly. International traffic is still growing relatively strongly, while domestic traffic has declined with rail significantly increasing its market share.

In order to mitigate the impacts of access to the airport and keep the road network operating efficiently the Council wants to minimise the number of associated car trips and maximise use of public transport services. It will work with Edinburgh Airport to help achieve this.

The Edinburgh Tram line should increase the proportion of public transport users significantly. Edinburgh Airport aims to achieve a public transport mode share of up to 35 per cent of total departing passengers by 2017 (to be reviewed once the Tram has started operating), up from the present mode share of about 31 per cent.

Some types of car access, in particular 'kiss and ride' or taxi access, generate more vehicle trips per air passenger journey than people who simply park at or near the Airport – a passenger making a single return trip to the Airport by car is more efficient than two return trips by a taxi driver to drop off and collect that passenger. A certain level of parking supply is therefore needed to manage traffic to the airport.

Current projects being discussed with Edinburgh Airport include:

- development of a gateway from the terminal building to the Tram stop which will deliver greater connectivity and an enhanced customer experience; and
- development of an enhanced parking facility at Ingliston with a Tram connection to the airport.

Road access improvements to the airport are discussed in Chapter 4.

Connect7: The Council will work with the owners and operators of Edinburgh Airport and other partners to continue to increase significantly the use of sustainable travel modes for access to Edinburgh airport. Its guiding principle will be to seek a balanced package of interventions that minimises the number of motor vehicle movements per air passenger and per trip to work.

15. Making it happen

15.1 Delivering our actions

This document is a means to an end rather than an end in itself. Delivering its aspirations requires investment and effort by the Council and others. Our summary Plan and Programme is set out in Appendix 2. This provides a list of the actions and projects we will be channelling investment into over the next five years and beyond. The Plan and Programme has been co-ordinated with the emerging Local Development Plan and the LDP's proposed Action Programme.

15.2 Collaborating with our partners

One of the successes in delivering the objectives of the last LTS was the amount that we achieved through working closely with our partners. Organisations such as Sustrans, Paths for All, Police Scotland, NHS Lothian, Essential Edinburgh and the European CHAMP partnership (Cycling Heroes Advancing sustainable Mobility Practice) were instrumental in helping us to achieve many valuable schemes and projects. Looking ahead to the next five years, we intend to build on these strong partnerships and explore new ones to help us deliver our outcomes.

15.3 Maximising resources

The economic climate remains very challenging. Over the next three to five years, the Council must find further savings to assist in eliminating local and national budget deficits. This comes at a time when the demand for Council services is projected to rise.

The Council will continue to explore all potential sources of funding. In recent years, for example, we have benefited from match-funding for several projects from the Scottish Government, the EU and organisations such as Sustrans. Edinburgh has been one of the first local authorities in the UK to explore tax incremental financing (TIF), where funding for development is raised against the projected income from future business rates, and there may be opportunities to use TIF funding for transport infrastructure in Edinburgh's growth areas.

Appendix 1: Our indicators

The following indicators will be used to measure our progress between 2014 and 2019. Most were first set out in the Transport 2030 Vision document. A few have been adapted or amended based on issues encountered over the first three years.

Outcome 1: Be green – reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions.

1.1   Greenhouse gas emissions for road transport in Edinburgh
1.2   Overall level of motor traffic within the City
1.3 CO_2 emissions from Council transport

Outcome 2: Be healthy - promoting Active Travel with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality.

2.1 Proportion of journeys to school by walking and cycling
2.2 Pedestrian activity in the City Centre
2.3 Levels of customer satisfaction with quality of streets, buildings and public spaces

Outcome 3: Be accessible and connected locally, regionally and nationally to support the economy, with access to employment and education opportunities, and to the amenities and services we need.

3.1 Working age population, resident in SEStran area, within 30 minutes public transport travel time from centres of employment
3.2 Accessibility of hospitals by public transport (population within 30 minutes public transport travel time), 8am – 9am weekdays
3.3 Satisfaction with access by public transport

Outcome 4: Be smart and efficient, providing reliable journey times for people, goods and services

4.1 Journey time variability by general traffic
4.2 Peak time person trips to the City Centre
4.3 Average estimate journey time over selected routes on foot

Outcome 5: Be part of a well planned, physically accessible, sustainable city that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of.

5.1 How we travel for work and education journeys
5.2 Views on convenience of public transport
5.3 Possibility of using public transport for work or education journeys

Outcome 6: Be, and be perceived to be, safe, secure and comfortable so that people feel able to move around by whichever mode they choose, whenever they wish.

6.1 Number of killed or seriously injured casualties
6.2 Pedestrian and cycle casualty rates
6.3 Feeling safe when travelling by bus in the evenings
6.4 Feeling safe when travelling by train in the evenings

Outcome 7: Be inclusive and integrated. Everyone should be able to get around the city regardless of income or disability.

7.1 Integrated ticket sales
7.2 Accessible public transport infrastructure
7.3 Accessibility for those with no car access
7.4 Demand not met for door to door transport

Outcome 8: Be delivered through responsive, customer-focussed and innovative Council services, which are developed in consultation with the people who will use them, and engage with people from all walks of life, particularly the vulnerable or those at risk of marginalisation.

8.1 Time taken to implement a Traffic Regulation Order
8.2 Level of satisfaction with Transport Service
8.3 Satisfaction with bus services

Outcome 9: Be effectively maintained to enhance and maximise our assets; with well co-ordinated works and high quality materials

9.1 Percentage of road network that should be considered for maintenance treatment
9.2 Percentage of all street light repairs completed with seven days

Appendix 2: Plan and Programme

	Status	Implementation Period		Delivery Partners		Order of cost to CEC - up to 2019	Order of cost to CEC - post 2019	Development driven project	LDP ref	Notes
		By 2019	> 2019	Lead	Other					
Active Travel Action Plan package.		✓	✓	CEC	NHS Lothian, Sustrans, Spokes The Uni of Edi, Living Streets, Essential Edinburgh.	5	Not known	–	T8	Subject to successor plans being approved.
Public and Accessible Transport Action Plan package.		✓	✓	CEC	Public Transport Operators.	5	Not known	–	–	Subject to successor plans being approved.
Road Safety Plan package.		✓	✓	CEC	NHS Lothian, Police Scotland and Scottish Fire and Rescue Service.	4	Not known	–	–	Subject to successor plans being approved.
Public Realm.		✓	✓	CEC	Project dependent.	5	Not known	–	–	Public Realm Strategy. Planned priorities include the Leith Programme, Waverley Bridge, Charlotte Square, Rose Street, Chambers Street, Thistle Street / Lanes Castlehill, Royal Mile Action Plan, St Andrew Square and Victoria Street.

Project	Status			Lead	Partner					Comment
Rail enhancements in E Scotland.	(red)	✓	✓	Transport Scotland	Rail industry	1	1	–	–	Part of the Scottish Government's Strategic Transport Projects Review.
Edinburgh Glasgow Rail improvements.	(yellow)	✓	–	Transport Scotland	Network Rail	1	Project complete.	–	–	Estimated cost for Edinburgh to Glasgow electrification element of £400 million, anticipated completion date of this work is 2016.
Edinburgh Gateway Station.	(green)	✓	–	Transport Scotland	–	1	1	–	–	Estimated cost of this tram / train interchange is £37 million. Project is part of the Edinburgh Glasgow Rail improvements.
Almond Chord.	(red)	–	✓	Transport Scotland	Rail Industry	1	1	–	T2	Previously known as 'Dalmeny Chord'.
Borders Rail.	(green)	2015	–	Transport Scotland	Rail Industry	1	1	–	–	Council has contributed £2.1 million towards this scheme as well as officer and member time. Completion scheduled for summer 2015.
Waverley Station.	(green)	✓	✓	Network Rail	CEC	4	1	–	–	Council involved in changes to transport infrastructure in vicinity of Waverley Station.
Haymarket.	(green)	✓	✓	Network Rail	CEC	4	1	–	–	Council involved in changes to transport infrastructure in vicinity of Haymarket Station.
High Speed Rail Edinburgh to Glasgow.	(red)	✓	✓	Transport Scotland	Rail Industry	1	1	–	–	Transport Scotland has commissioned initial studies into provided high speed rail between Edinburgh and Glasgow. The studies used a completion date of 2024.
High Speed Rail - to England.	(red)	✓	✓	UK / Transport Scotland	Rail Industry	1	1	–	–	No detailed plans for extending high speed rail to Scotland. Current plans anticipate extending high speed rail links from the West Midlands to Leeds and Manchester by 2033.
Park & Ride.	(yellow)	✓	✓	CEC	Bus Operators	3	Not known	–	–	Funding in place for land purchase for Hermiston extension.
Tram network extensions.	(orange)	–	✓	CEC	Topco	–	Not known	–	–	Assumed costs to CEC relate to development work.

Project				Lead	Funding					Comments
Newcraighall to Queen Margaret Uni Public Transport Links.		Not known	Not known	CEC / Dalrymple Trust.	—	1	—	✓	T7	Timescale dependent on development.
Orbital Express Bus.		Not known	Not known	SEStran	—	1	Not known	—	T5	Reports prepared for SEStran in 2009 - 2010. No current proposals to proceed with project.
Forth Crossing Public Transport Strategy.	-	✓	✓	Transport Scotland	CEC, Fife, West Lothian, bus operators, ScotRail, SEStran, CPT Scotland.	1	1	—	—	Assume all major funding by central government
Traffic Management Systems.	-	✓	✓	CEC	—	4	4	—	—	Continued investment in Urban Traffic Control systems, VMS and real time air quality monitoring systems.
Newbridge, upgrade of junction.		Not known	Not known	Transport Scotland	CEC/WLC S75 contributions	Not known	Not known	✓	T12	Some monies collected from developments but considerably less than needed. No design. Assume majority funding by central government.
Eastfield Road upgrade and other W Edinburgh Projects. *(1)*		✓	✓	West Edinburgh Development Partnership	CEC S75 contributions	£15M Project Cost. CEC and other partner contributions not assessed.	Not known	✓	T9	Eastfield Road dualling not required to support development, but desired by development partners plus airport to enhance area. Dumbbells roundabout improvement identified a key project but no funding available.
North Edinburgh Active Travel and Public Transport package.		✓	✓	Forth Ports/CEC Transport	CEC S75 contributions	Not known	Not known	✓	—	Some NETAP money collected and link to North Edinburgh Cycle path from Trinity Road completed.
Ocean Drive extension.		✓	⊟	CEC	Developer	5	—	✓	T15	Project funded by a Tax Incremental Financing package.

Road from west of Fort Kinnaird to The Wisp.		Not known	Not known	Developer	–	1	Not known	✓	T16	New road from The Wisp and Newcraighall Road to improve traffic conditions on approaches to Fort Kinnaird. No timescale for delivery.
Craigs Road.		Not known	Not known	Developer	–	1	Not known	✓	T18	Improvements to Craigs Road and increased junction capacity with Maybury Road. No timescale, dependent on delivery of development.
Barnton Junction.		Not known	Not known	Developer	CEC	1	Not known	✓	T19	Increased junction capacity based on traffic signals controlled by MOVA (Microprocessor Optimised Vehicle Actuation). Indicative cost of £300,000. No timescale, dependent on delivery of development.
Gilmerton Crossroads.		Not known	Not known	Developer	CEC	1	Not known	✓	T20	Reconfiguration of junction, with access and parking strategy for Drum Street to alleviate congestion caused by cars parking near the junction. No timescale, dependent on delivery of development.
Burdiehouse Junction.		Not known	Not known	Developer	CEC	1	Not known	✓	T21	Reconfiguration of junction to ease congestion for north - south traffic. No timescale, dependent on delivery of development.
Maybury Junction.		Not known	Not known	Developer	CEC	1	Not known	✓	T17	Increase in junction capacity. Required for nearby development. No timescale for delivery.
Edinburgh Waterfront Promenade.		✓	✓	CEC	–	4	5	–	–	Delivery plan in Edinburgh Waterfront Promenade Design Code. Funding sources to be identified.
Edinburgh Park /The Gyle - Road Adoption.		Not known	Not known	Developer	CEC	1	Not known	✓	–	Adoption of roads within Edinburgh Park and The Gyle to allow for business led mixed use. No timescale for delivery.
A720 Sheriffhall.		Not known	Not known	Transport Scotland	–	1	1	–	T14	Cost and implementation dates unknown .

A720 Old Craighall.		Not known	Not known	Transport Scotland	–	1	1	–	–	Cost and implementation dates unknown .

Notes:

Status Colour Coding.

Colour status:

■	**Programme or project fully funded and has all necessary legal and other consents**
■	**Clear proposals in place and funding identified to enable significant implementation progress**
■	**Clear proposals in place but insufficient funding to implement**
■	**Outline proposals only**
■	**Privately funded**

Order of cost

Low - likely to be staff time only	**1**
up to £100K	**2**
£100K to £1M	**3**
£1M to £10M	**4**
£10M to £100M	**5**
£100M +	**6**

(1) Other West Edinburgh projects include:

A8 'dumbbell' junction upgrade

A8 bus priority measures

Gogar roundabout upgrade

Gogar to Eastfield road

Appendix 3: Key policy documents and Action Plans

There are a number of related policy documents which have an impact on or are impacted upon by the LTS. These are listed below, together with the transport-related Action Plans.

POLICY DOCUMENTS

Scottish

- National Transport Strategy
- National Planning Framework
- Scottish Planning Policy and Planning Advice Notes
- Strategic Transport Projects Review
- *Designing Streets*

Regional

- SEStran Regional Transport Strategy
- The Strategic Development Plan for Edinburgh and South East Scotland

Local

- The Edinburgh Partnership Single Outcome Agreement
- The Edinburgh Transport 2030 Vision
- The City Local Plan, Rural West Edinburgh Local Plan and the emerging Edinburgh Local Development Plan
- Delivering Capital Growth
- A Strategy for Jobs
- The Air Quality Action Plan
- Local Community Plans

TRANSPORT ACTION PLANS

- Streets Ahead Road Safety Plan
- Active Travel Action Plan
- Public and Accessible Transport Action Plan
- Roads Maintenance and Renewals Action Plan (under development)
- Parking Action Plan (due 2014)

Appendix 4: References

Chapter 2

1. The Audit Scotland Road Condition Indicator is defined as 'The percentage of the road network that should be considered for maintenance treatment.' 'Considered for maintenance treatment' means that there is likely to be some defect in the condition of the road, but councils will need to carry out further detailed investigation and plan their programme having considered other factors including the impact on spending provision, user delays and safety concerns.

Chapter 5

2. Sustainable Edinburgh 2020 Vision

Chapter 6

3. An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London. Transport and Environmental Analysis Group. Centre for Transport Studies. Imperial College London
20mphStudyFinalReport10April2013

4. Setting Local Speed Limits: Department for Transport circular 01/2013
https://www.gov.uk/government/publications/setting-local-speed-limits

5. Edinburgh People's survey results 2012, overall report page 65.
http://www.edinburgh.gov.uk/download/downloads/id/9940/eps_2012_overall_report

Chapter 10

6. Edinburgh People's survey results 2012, overall report page 66.
http://www.edinburgh.gov.uk/download/downloads/id/9940/eps_2012_overall_report

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EDINBURGH AIRPORT

GOGARBURN

GYLE CENTRE

EDINBURGH PARK STATION

SAUGHTON

MURRAYFIELD STADIUM

SHANDWICK PLACE

ST ANDREW SQUARE

INGLISTON P&R

EDINBURGH GATEWAY

EDINBURGH PARK CENTRAL

BANKHEAD

BALGREEN

HAYMARKET

PRINCES STREET

YORK PLACE

Transport and Environment Committee

1000 hrs, Tuesday, 27 August 2013

5% Budget Commitment to Cycling – Summary of Expenditure

Item number	7.2
Report number	
Wards	All

Links

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

Mark Turley

Director of Services for Communities

Contact: Chris Brace, Project Officer (Cycling), Strategic Planning.

E-mail: chris.brace@edinburgh.gov.uk | Tel: 0131 469 3602

Executive summary

5% Budget Commitment to Cycling - Summary of Expenditure

Summary

At its meeting on 9 February 2012, the Council committed to spending 5% of its 2012/13 transport budgets (capital and revenue) on projects to encourage cycling as a mode of transport in the city.

The Council also instructed that "the Director of Services for Communities is to provide a report to a meeting of the Transport, Infrastructure and Environment Committee in September each year detailing, the allocation of cycle funding, progress towards the Council's Charter of Brussels commitments, and progress on the cycle aspects of the ATAP".

Progress towards the Charter of Brussels commitments and on the cycle aspects of the ATAP are contained within the 'Active Travel Action Plan – Two Year Review' report which is being presented separately to this meeting of the Committee.

This report, therefore, covers the Council's capital and revenue expenditure on cycling in the 2012/13 financial year.

Recommendations

It is recommended that the Committee notes the summary of Council expenditure on cycling for 2012/13 and that this meets the 5% targets set.

Measures of success

The Active Travel Action Plan includes a number of targets for increasing cycle use and these will be monitored over the Plan's duration (2010-2020). The latest figures are contained within the 'Active Travel Action Plan – Two Year Review' which is also being reported to this meeting of the Committee.

Financial impact

The Council's Capital Investment Programme (CIP) for Traffic Engineering, Transport Planning and Roads for 2012/13 was £19,148,000. 5% of this figure equals £957,400 and this was allocated for cycling projects.

The Council's net revenue budget for Roads and Transport in 2012/13 was £9,213,535. 5% of this figure equals £460,677 which was allocated for cycling projects.

Equalities impact

The funding for cycle projects, summarised in this report, was delivered according to the priorities set out in the Active Travel Action Plan (ATAP). An Equalities Impact Assessment (EqIA) pre-assessment was undertaken in 2010 for the ATAP which concluded that a full EqIA was not required.

An Equalities and Rights Impact Assessment (ERIA) was performed on the Council's capital and revenue expenditure on cycling in the 2012/13 financial year.

Sustainability impact

If the ATAP is implemented successfully it is expected that there would be positive environmental benefits. The additional budget for cycling will assist in the delivery of the ATAP actions relating to cycling.

A Strategic Environmental Assessment (SEA) pre-screening was carried out for the Active Travel Action Plan and concluded that there are unlikely to be significant adverse environmental impacts arising from its implementation and that an SEA was therefore not required.

Consultation and engagement

As this report is for information only no consultation/engagement has been undertaken regarding it. Consultation has been undertaken for the larger capital projects that were undertaken with the funding allocation for 2012/13.

Background reading/external references

Minutes of 9 February 2012 Council meeting.

Active Travel Action Plan (September 2010).

Report

5% Budget Commitment to Cycling - Summary of Expenditure

1. Background

1.1 At its meeting on 9 February 2012, the following motion was proposed and approved:

"Council agrees that the percentage of transport spend (net of specifically allocated external transport funding) allocated to cycling shall be a minimum of 5%, for both revenue and capital, in 2012/13 and that the percentage of spend on cycling will increase by 1% annually. Council therefore instructs the Director of Services for Communities to provide a report to a meeting of the Transport, Infrastructure and Environment Committee in September each year detailing, the allocation of cycle funding, progress towards the Council's Charter of Brussels commitments, and progress on the cycle aspects of the ATAP."

1.2 Progress towards the Charter of Brussels commitments and on the cycle aspects of the ATAP are contained within the 'Active Travel Action Plan – Two Year Review' report which is being presented separately to this meeting of the Committee.

1.3 This report therefore covers the Council's capital and revenue expenditure on cycling, in the 2012/13 financial year.

2.   Main report

2.1   The Council's expenditure on cycling for 2012/13 is summarised below:

Capital

Item	Expenditure (£)
Cycling capital expenditure:	
Capital roads renewal benefiting cyclists	176,418
Cycle infrastructure projects 2012/13	1,198,162
Total	**1,374,580**
Carry forward from 2011/12 for completion of Leith – Portobello project	279,000
2012/13 capital expenditure on cycling excluding 2011/12 carry forward	**1,095,580**
Capital Investment Programme (CIP) figures for Traffic Engineering, Transport Planning and Roads	19,148,000
Proportion of transport capital budget spent on cycling	**5.7%**

Cycle facility renewal

2.2   The £176,418 of expenditure on capital road renewals was spent on the replacement of road surfacing and markings where cycle lanes, cyclist Advanced Stop Areas or Bus Lanes (first 1.5m from kerb) are present.

Cycle infrastructure projects

2.3   The Council's capital budget for cycle schemes for 2012-13 (internal funding only) was £1.2M and this facilitated significant progress on delivery of the Active Travel Action Plan. Appendices 1 and 2 contain maps that illustrate where the investment has been used to complete cycle-friendly infrastructure. These schemes can often also benefit pedestrians and those with mobility needs (eg pushchairs, wheelchairs, etc), especially in off-road situations.

2.4   Of particular note are the completion of both the on-road cycle improvements from the Mound to King's Buildings and the Leith Links – Portobello Promenade 'family network' cycle route. These projects have generally been very well received. However, there were some criticisms of the Mound to Kings Buildings route and these comments will be used to improve delivery of cycling investment going forward.

External funding

2.5   External funding for cycle schemes is not included in the calculations for the 5% target. However, it should be noted that the Council's additional funding allocation for cycling has enabled it to match larger contributions from Sustrans, the sustainable transport charity, than would otherwise have been the case.

2.6   Sustrans usually requires a minimum of 50% funding to match its contribution
       and for 2012/13, with the assistance of the 5% cycling budget, the City of
       Edinburgh Council has claimed £425K towards cycling projects.

2.7   In addition, Sustrans has also agreed funding for the following Edinburgh cycle
       projects in 2013/14 for which the 6% budget (after an annual increase of 1%) is
       being used to match Sustrans' contribution:

       - £290K for the refurbishment of North Meadow Walk;

       - £60K for the upgrade of cycle/pedestrian crossings at the Seafield
         Street/Seafield Place junction; and

       - £595K towards the upgrade of the National Cycle Network Route 1
         between Haymarket and the Forth Bridge.

Revenue

Item	Expenditure (£)
Cycling revenue expenditure:	
Revenue maintenance benefiting cyclists	126,930
Neighbourhood/Natural Heritage Services cycling 'Project Bank'	187,370
Other revenue cycle facility improvements	27,921
Cycling promotion	89,591
Cycling related studies	43,942
Cycle monitoring	9,893
Total cycling revenue expenditure	**485,647**
Net expenditure budget for Roads and Transport for 2011/12 adjusted for external income	9,213,535
Proportion of transport revenue budget spent on cycling	**5.3%**

Revenue maintenance

2.8   The £126,930 of expenditure on revenue maintenance was mostly spent on the
       gritting of cycle lanes and paths during cold weather. This was the first time that
       this work had been undertaken on a large scale and the Council received a
       significant amount of positive feedback on the improvement for cyclists that
       resulted. The remaining revenue maintenance funding was spent on the
       cleaning of gullies related to cycling facilities.

'Project Bank'

2.9   A 'Project Bank' was set up to allocate funding for revenue cycle projects to the
       Council's Local Neighbourhood Teams and Natural Heritage Service. Bids were
       invited from these service areas towards a range of cycling related projects such
       as the maintenance and small-scale improvement (<£6K) of cycle paths and
       lanes.

Other revenue cycle facility improvements

2.10   £27,921 of the cycle revenue budget was used for improvements to the condition of the Brunstane Path, addressing a serious drainage issue on the Ferry Road path and for the provision of some 'Cyclehoops'.

Cycling promotion

2.11   £89,591 was spent on activities to promote cycling. This included £60K for three 'Drive Safe Cycle Safe' campaigns and £14.5K funding towards the Sky Ride 'local rides' programme. The latter consisted of professionally led rides around different parts of the city in the run up to, and period after, the main 'Sky Ride' family cycling event around Holyrood Park.

Cycling related studies

2.12   £43,942 of studies that support the development of cycling in Edinburgh were funded from the cycling revenue budget. These included work on a low cost bike leasing scheme, the proposed closure to traffic of the Royal Mile and a study of access to Waverley Station.

Public response

2.12   The 5% commitment for cycling expenditure has drawn praise for the Council from a number of areas including the local cycle campaign, Spokes, and the Times newspaper and has been held up as an example to other public bodies.

2013/14

2.13   The Council has committed to spending 6% of its transport budgets on cycling in 2013/14 which will ensure that investment in cycling infrastructure and promotion of cycling as a mode of travel will be sustained and increased. Further, the decision to increase expenditure on capital roads renewal by £12M means that a additional £721K will be made available for cycling infrastructure projects. These will include a new, off-road, link between Loanhead and Gilmerton, an upgrade of the Haymarket – Forth Bridge cycle route and improved cycle links to tram stops.

3.   Recommendations

3.1   It is recommended that the Committee notes the summary of Council expenditure on cycling for 2012/13 and that this meets the 5% targets set.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P43 - Invest in healthy living and fitness advice for those most in need.
	P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	CO5 – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.
	CO7 – Edinburgh draws new investment in development and regeneration.
	CO8 – Edinburgh's economy creates and sustains job opportunities.
	CO9 – Edinburgh residents are able to access job opportunities.
	CO18 – Green - We reduce the local environmental impact of our consumption and production.
	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.
	CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.
	SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.
	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1. Map showing 'Family Network' cycle facilities designed/constructed in 2012/13.
	2. Map showing 'Cycle Friendly City' cycle facilities designed/constructed in 2012/13.

Appendix 1: 'Family Network' cycle facilities

'Family Network':
- existing
- proposed
- constructed 2012/13
- under design 2012/13
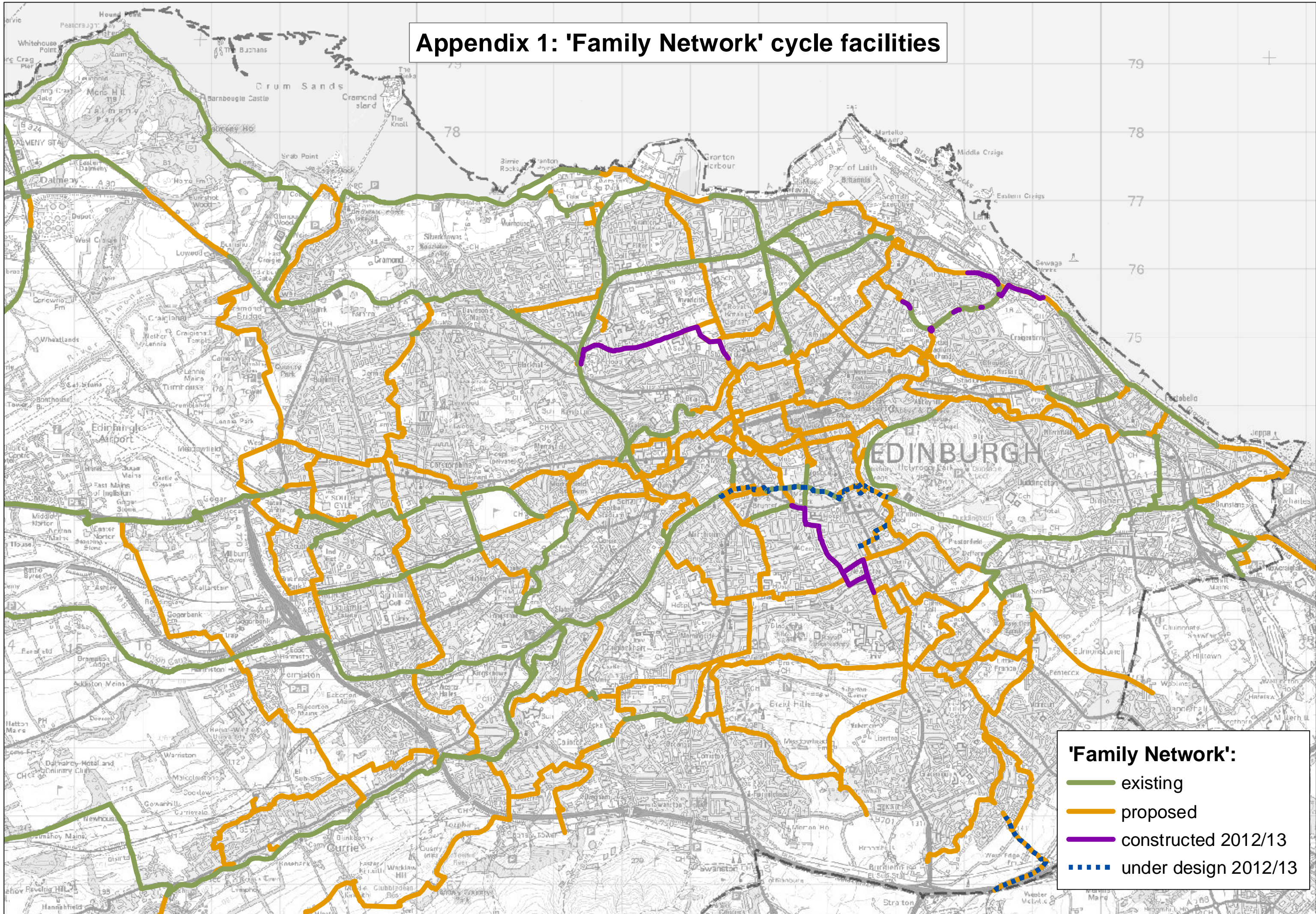
Appendix 2: 'Cycle Friendly City' cycle facilities

Legend:
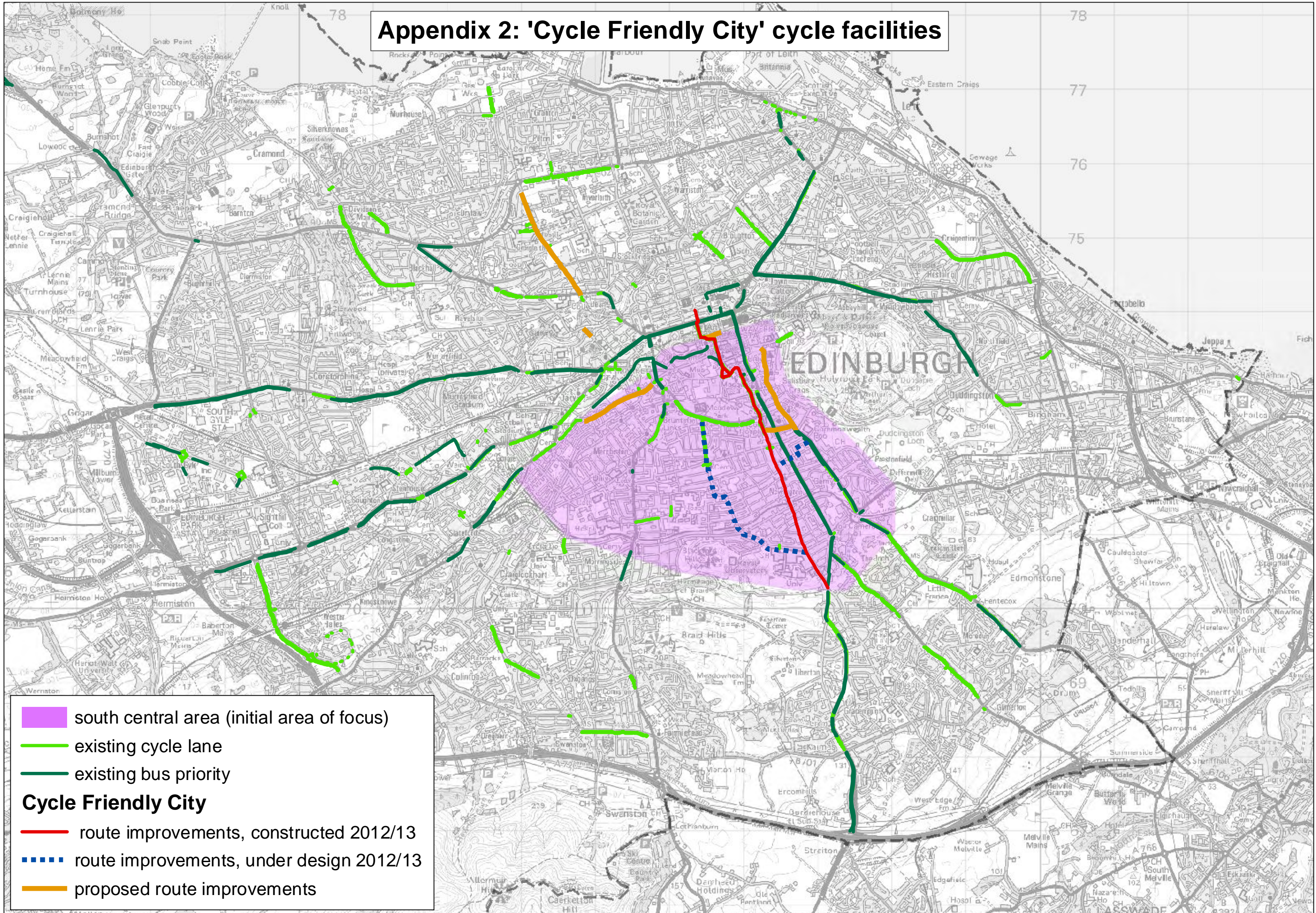
- south central area (initial area of focus)
- existing cycle lane
- existing bus priority

Cycle Friendly City

- route improvements, constructed 2012/13
- route improvements, under design 2012/13
- proposed route improvements

Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

South Central Edinburgh 20mph Limit Pilot Evaluation

Item number	7.3
Report number	
Wards	All

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO2 and SO4

Mark Turley

Director of Services for Communities

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Executive summary

South Central Edinburgh 20mph Limit Pilot Evaluation

Summary

This report provides an evaluation of the South Central Edinburgh 20mph Limit Pilot (Pilot) project which aims to reduce vehicle speeds through signage and surface markings. The evaluation examines changes to vehicle speeds and volumes, road traffic incidents, and the attitudes of residents to walking, cycling, and the local environment. It also assesses feedback from key stakeholders and resident's travel habits.

Benefits evidenced through the Pilot are lower vehicle speeds, and strong residential support for 20mph limits. Road incident reductions are anticipated due to the reduction in average vehicle speeds.

A strategy is presented for the potential roll-out of 20mph limits to all residential streets, main shopping streets, city centre streets, and streets with high levels of pedestrian and/or cyclist activity. Subject to final approval of the Local Transport Strategy in January 2014, a programme will be implemented to extend 20mph limits to all residential streets, main shopping streets, city centre streets, and streets with high levels of pedestrian and/or cyclist activity.

Recommendations

It is recommended that the Committee:

1   notes the positive progress made under the Pilot; and

2   approves the draft strategy set out in this report for rolling out 20mph limits to all residential streets, main shopping streets, city centre streets, and streets with high levels of pedestrian and/or cyclist activity.

Measures of success

The Council's Active Travel Action Plan (ATAP) encourages an increase in walking and cycling journeys in the city to a level that meets health and local environment objectives, with slower speed limits being a key factor in encouraging this. Pilot success can be based on a willingness shown by south central residents to undertake more journeys by foot or bicycle.

In 2010 the Council, as part of the *Streets Ahead Road Safety in Edinburgh* partnership (involving Police Scotland, Scottish Fire and Rescue Service and NHS Lothian),

developed the Road Safety Plan for Edinburgh to 2020 (RSP) adopting the challenging targets contained in the Scottish Government's Road Safety Framework. The Pilot will be seen as successful if it contributes towards a reduction in vehicle speeds, and importantly an associated reduction in the number and severity of road traffic incidents.

Financial impact

The pilot costs were met from the approved annual Road Safety capital budget, with costs spread across the financial years 2010-13, reflecting the extent of the project. The cost of the pilot is in the order of £213,542, and comprises the following key elements:

- £112,792: signage and surface markings;
- £61,340: staff costs;
- £13,760: attitude surveys (50% funded by the Scottish Government);
- £7,530: vehicle surveys;
- £15,000: consultation costs; and
- £10,000: campaign advertising.

Equalities impact

The Pilot takes into account the road safety needs of all users, notably vulnerable users such as pedestrians, cyclists, young and older people. Due regard has been given to the protected characteristics (Age, Disability and Religion & Belief) through the Pilot, and its associated consultation and design processes.

Sustainability impact

The Pilot encourages a slower and safer environment for journeys to be undertaken by the environmentally friendly modes of walking and cycling, both of which are key target groups within the Road Safety Plan for Edinburgh to 2020, and are the central focus of the Active Travel Active Plan – both plans promote the implementation of 20mph limits.

Consultation and engagement

The Pilot was developed through consultation with Streets Ahead partners, elected members, council officers including Streetscape Working Group and the South Neighbourhood, as well as the following wider stakeholders:

• Lothian Buses	• Local businesses
• Residents	• ctc (Cycle Touring Club)
• The Scottish Government	• Living Streets
• Pupils, teachers and parents from various south central primary schools	• Grange and Prestonfield, & Marchmont and Sciennes Community Councils
• Residents associations i.e. Blacket Association	• Spokes

All stakeholders were engaged through the following consultation stages (outlined in the approved Committee papers detailed in section: *Background Reading/External References*):

- September 2010- report outlining proposals for a large-scale pilot of a 20mph speed limit in residential streets, and the consultation requirements for these proposals. Transport, Infrastructure & Environment Committee recommendation was to proceed with the public consultation for the 20mph pilot.

- November 2010- consultation exercise to reduce the speed limit from 30mph to 20mph with consultation leaflets delivered to up to 11,000 households and businesses, with public exhibitions, and workshops undertaken to obtain views of a wide range of stakeholders and user groups.

- February 2011- report advising the Committee of the consultation exercise results, and seeking approval to commence the statutory procedure to promote the Traffic Regulation Order (TRO) for a 20mph speed limit in south central Edinburgh.

- May 2011- TRO promotion process: erecting statutory notices across all affected streets, as within The Scotsman newspaper, providing notification, and inviting feedback with regards to the speed limit change.

- August 2011- TRO consultation results reported.

- November 2011- report requesting a variation to the TRO to remove short cul-de-sacs and to restrict the speed of vehicles to 20mph on Mayfield Road on the approach to its junction with Ratcliffe Terrace, an area not covered by the original TRO. Both of these changes were to reduce the level of signage, a key concern raised by the public, the Blacket Residential Association and the Grange and Prestonfield Community Council.

Local Councillors have been made aware of the recommendations of this report, with no adverse comment received.

Councillor Rose requested a meeting. This was held on 15 July 2013 to discuss the report findings.

Councillor Main provided feedback, requesting that Greenbank and Braidburn be considered for future 20mph implementation.

Background reading/external references

- Background Paper - Report to the Transport, Infrastructure and Environment Committee 21 September 2010 titled "20mph Speed Limit Pilot in South Edinburgh" http://www.edinburgh.gov.uk/download/meetings/id/28100/20mph_speed_limit_pilot_in_south_edinburgh

- Background Paper - Report to the Transport, Infrastructure and Environment Committee 8 February 2011 titled "20mph Speed Limit Pilot in South Edinburgh" http://www.edinburgh.gov.uk/download/meetings/id/31404/item_25

- Background Paper - Report to the Transport, Infrastructure and Environment Committee 2 August 2011 titled "South Edinburgh 20mph Limit Pilot– Response to Traffic Regulation Order Consultation" http://www.edinburgh.gov.uk/download/meetings/id/32958/item_23-south_edinburgh_20mph_limit_pilot-response_to_traffic_regulation_order_consultation

- Background Paper - Report to the Transport, Infrastructure and Environment Committee 29 November 2011 titled "20mph Speed Limit Pilot in South Edinburgh – Variation to Traffic Regulation Order" http://www.edinburgh.gov.uk/download/meetings/id/34253/item_30-20mph_speed_limit_pilot_in_south_edinburgh-variation_to_traffic_regulation_order

- Background Paper - Call for comments on revision of DfT's speed limit circular, December 2009 http://www.dft.gov.uk/pgr/roadsafety/speed-limits/pdf/guidance.pdf

- Background Paper - DfT Circular 01/2006 Setting Local Speed Limits http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/dftcircular106/dftcircular106.pdf

- Background Paper – Transport Research Laboratory, Report 421: The effects of drivers' speed on the frequency of road accidents http://20splentyforus.org.uk/UsefulReports/TRLREports/trl421SpeedAccidents.pdf

- Background Paper - Royal Society for the Prevention of Accidents, Inappropriate Speeds http://www.rospa.com/roadsafety/adviceandinformation/driving/speed/inappropriate-speed.aspx

- Appendix 1: Speed limits across south central Edinburgh

- Appendix 2: Location of vehicle speed and volume surveys

- Appendix 3: Vehicle speed results

- Appendix 4: Volume changes

- Appendix 5: Resident attitude survey results

- Appendix 6: Representations received

Report

South Central Edinburgh 20mph Limit Pilot Evaluation

1. Background

1.1 Based on the Transport, Infrastructure and Environment Committee's decision of 2 November 2011, this report provides an evaluation of the South Central Edinburgh 20mph Limit Pilot project and incorporates representations received.

2. Main report

2.1 For a number of years, the Council's Local Transport Strategy (LTS) has aspired to 20mph being the speed limit for residential streets and streets with high levels of pedestrian activity. The development of 20mph limits on such streets is a key element of the LTS and both the Council's Active Travel Action Plan (ATAP), and the Road Safety Plan for Edinburgh to 2020 (RSP). The Council has adopted challenging targets to increase levels of cycling in the city and reduce the number of road traffic incidents. Lowering speeds helps to encourage increased levels of walking and cycling, while reducing the severity of potential incidents.

2.2 The Council has implemented many 20mph zones, with physical traffic calming features that now cover approximately 50% of the city's residential streets. These have a proven track record of casualty reduction and are self-enforcing. They are, however, costly to implement and the benefit of casualty reduction is falling relative to the significant levels of expenditure. Such physical traffic calming measures also require additional maintenance expenditure.

2.3 With a relaxation of UK traffic calming legislation in 2011, it is now possible to create 20mph zones without solely relying on the use of physical traffic calming features at set intervals. Features that were previously confined to 20mph limit areas, e.g. repeater signs and surface markings, can be incorporated instead. Where speeds or road traffic incidents remain a pressing concern, physical traffic calming measures may continue to be used.

2.4 Area-wide 20mph limits were first introduced in residential streets, city-wide, in Portsmouth. Portsmouth's vision was for speeding on residential streets to become as unacceptable as drink driving. Initial results of the Portsmouth scheme were encouraging, with a reduction in average speeds (greatest on roads with the highest 'before' speeds), and indications that casualties have fallen.

2.5 Several English local authorities have since followed this approach by implementing 20mph as the default speed limit for residential streets, including Oxford, Bristol, Warrington, Islington, and Hackney. A greater number have made the political commitment to 20mph limits in principle, for example Norwich and Birmingham[1].

2.6 With current levels of available funding available to the Council, it would take many more years to introduce physically traffic calmed 20mph zones to all residential areas. Depending on the scale of implementation, however, 20mph limits may be introduced at $1/6^{th}$ of the cost of traditional 20mph zones. 20mph limits also offer opportunity for street clutter reduction and localised, flexible solutions, to speeding vehicles in residential areas.

2.7 Furthermore, the consultation exercises identified a strong wish, within the south central Edinburgh community, for 20mph streets. It is important, however, to assess the contribution 20mph limits make towards reducing speeds, encouraging walking and cycling, creating 'liveable' streets for people and reducing incidents and their severity.

2.8 2006 Department for Transport (DfT) guidance suggests that 20mph limits are appropriate for roads where average speeds are already low (below 24mph). The DfT (2009) also encourages highway authorities to introduce 20mph zones or limits into streets which are primarily residential in nature and into town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets and playgrounds.

2.9 Based on this guidance, and on consultation feedback (notably concerns raised by Lothian Buses and Police Scotland), Committee approved a 20mph limit TRO to cover the majority of south central streets. The following through routes, in addition to a series of short culs-de-sac (for signage reduction purposes), were excluded from the TRO and so remain with a 30mph speed limit:

- The north-south Marchmont Road/Kilgraston Road/Blackford Avenue/West Mains Road/Esslemont Road route; and

- The east-west Church Hill/Strathearn Road/Grange Road route.

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[1] http://www.20splentyforus.org.uk/

2.10   To enable this, the Council received authorisation through the Scottish Government to implement an area-wide 20mph Limit Pilot across south central Edinburgh. At the request of community and residential groups the authorisation also allowed for a slight reduction in the number of signs used within the Pilot area so minimising the visual impact on conservation and heritage areas.

2.11   The scheme was launched on 23 March 2012, via an outdoor public event in the heart of Marchmont comprising representatives from the community (Sciennes and James Gillespie Primary Schools, Grange and Prestonfield Community Council; local ward councillors; and neighbourhood police), as well as Streets Ahead Partners, Road Safety Scotland, Transport Scotland and the local media.

Evaluation

2.12   In order to evaluate the scheme, a number of 'before' and 'after' surveys were undertaken to provide a baseline of data against which the scheme was evaluated. The evaluation methods and results are detailed in Appendices 2-6.

2.13   *Vehicle speed & volume surveys*: 48 'before' speed surveys were undertaken across a sample of street locations in the pilot area, including streets on the external boundary. Speed surveys were undertaken at the same locations after implementation. Of these, 20 locations remained with a 30mph limit, while 28 locations changed to the new 20mph limit.

2.14   For the 28 locations that had their speed limit changed to 20mph, average 'before' speeds were 22.8mph, while 'after' speeds fell to 20.9mph; an average fall of 1.9mph. Speeds after implementation also reduced on the 20 locations that remained with a 30mph limit, though the average fall was only 0.8mph (to 25.4mph), less than the fall witnessed across 20mph limit streets.

2.15   There were 12 'before' locations (from the 28 locations reduced to 20mph) where the average speed exceeded 24mph, an average of 25.8mph. The average 'after' speed at the same 12 locations was 22.4mph. An average drop of 3.3mph (see Appendix 4 which clarifies decimal place rounding) on these streets.

2.16   Four locations across the pilot saw slight increases in average vehicle speeds from the 'before' to the 'after' survey: Rillbank Crescent from 14.9 to 15.6mph, Causewayside (north end) from 21.1 to 22.3mph, West Mayfield from 21.9 to 22.5mph, and Prestonfield Avenue (south end) from 21.9 to 22.5mph.

2.17 Four locations continued to have average speeds at or above 24mph, namely Lauder Road, West Savile Terrace, Oswald Road and East Mayfield, though all four locations saw a drop in vehicle speeds (from 0.7mph on Oswald Road to 3.6mph on East Mayfield). To ensure speeds fall towards 20mph, it is proposed that permanent engineering changes are made to these streets from a suite of options including additional signs and markings, Vehicle Activated Speed (VAS) signs[2], physical traffic calming measures, or road narrowing, in consultation with local residents and community groups.

2.18 In-terms of vehicle volumes, which were measured as part of the speed surveys, there was an overall increase in the number of vehicles on most (34 from the 48 locations measured) 20mph and 30mph streets from the 'before' to the 'after' period. No locations, however, experienced a notable volume increase (or decrease). Due to the overall increase in vehicles on most streets, it is not possible to clearly determine any noticeable displacement of traffic from 20mph roads to 30mph roads (or vice-versa) as a result of the Pilot.

2.19 Based on stakeholder representations received throughout the Pilot monitoring period (see Appendix 7), additional speed surveys were undertaken by the Police's Traffic Support Wardens at certain locations experiencing high vehicle speeds as often reported by the public.

2.20 For locations where, following the Wardens' presence, speeding traffic remained a pressing concern, additional signs or surface markings were installed. In some instances, it was also arranged for a mobile VAS sign, which flashes up a '20 Slow Down' message to speeding drivers, to be temporarily erected at locations for a period of two-to-three weeks.

2.21 The speed surveys have demonstrated that the 20mph speed limit has resulted in an overall positive drop in speeds in the majority of cases. The average speed of vehicles on streets, provided with a 20mph speed limit, has dropped by an average of 1.9mph from 22.8mph to 20.9mph. Although 75% of the surveyed 20mph streets continue to have average vehicle speeds in excess of 20mph, in all streets (except the four locations for further attention) speeds remain lower than 24mph, the DfT threshold recommended for the effective operation of 20mph Limits.

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[2] A Road Safety scheme on Causewayside is proposed (four permanent VAS signs) to compliment the Quality Bike Corridor (Kings Building to George Square), and help address the slight speed increase evidenced at its north end.

2.22   ***Road incident analysis***: most areas of road safety concern have previously been treated across the Pilot area. Assessing incident reduction as a direct result of the Pilot is restricted, however, as currently there only exists verified incident data covering a nine month period following the Pilot's launch on 23 March 2012. There is limited value in analysing data covering this period, as analysis usually spans a three or five year period. Incident data will therefore be monitored and reported on for the three year period following the launch of the Pilot.

2.23   With the modest reductions in average speed experienced in general across the Pilot's streets, it can be expected that the number and severity of collisions will also fall. This is based on evidence[3] stemming from a Transport Research Laboratory report identifying that a 1mph reduction in average speeds on urban roads with already low average speeds (akin to the Pilot's streets), results in a 6% reduction in incident frequency. Since the average speeds on 20mph streets fell by nearly 2mph, incident reductions of a higher order can be expected.

2.24   The Royal Society for the Prevention of Accidents summarises as follows "higher speeds mean that drivers have less time to identify and react to what is happening around them, and it takes longer for the vehicle to stop. It removes the driver's safety margin and turns near misses into crashes".

2.25   ***Attitude surveys***: over 1,000 door-to-door household attitude 'before' and 'after' surveys were undertaken across the Pilot, with both surveys being carried out as independent samples.

2.26   The main benefits of the Pilot, as viewed by residents, are (in priority order) safety for children walking about the area, safety for children to play in the street, better conditions for walking, less traffic incidents[4], and better cycling conditions.

2.27   Analysis of trends in relation to these benefits show:

- The proportion of children (all school ages) walking to school increased marginally from 63% to 65%.

- The proportion of older primary school children allowed to play unsupervised outside their home, on the pavement, or in the street rose from 31% to 66% 'after'.

- When considering how safe their street is for walking and cycling, the majority felt that speeds were safe (78% compared with 71% 'before').

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[3] TRL report 421, "The effects of drivers' speed on the frequency of road accidents") looked at more than 300 sections of road and more than 2 million observations of vehicle speed. Its overall concluding comment was " The value of restraining speeds in terms of saving unnecessary death and injury is clearly great."
[4] See Road Incident Analysis

- Respondents consider traffic speeds in the local area as safer for both walking and cycling. For cycling, 18% view it unsafe (compared to 26% 'before'), while for walking 12% viewed it unsafe (17% 'before').

- The proportion of children (all school ages) cycling to school increased from 4% to 12%'after' survey; with increases notable amongst older primary school age children cycling to school (from 3% to 22%).

2.28 The overall level of support for the 20mph speed limit has increased from 68% 'before' to 79% 'after', while the proportion of respondents strongly supporting the 20mph speed limit increased significantly from 14% 'before' to 37% 'after'. Only 4% were opposed, from 6% 'before'.

2.29 Appendix 5 specifically details the attitude surveys, whilst the table below summarises some important 'before' and 'after' survey findings.

	Before findings	After findings
% of support for the scheme	68%	79%
% of support for the scheme from households with children	83%	94%
% of respondents with children	10%	12%
% of respondents cycling once a month	15%	16%
% of respondents who agreed that traffic speeds affected how safe people felt walking in the local area	32%	24%
% of respondents who agreed that traffic speeds affected how safe people felt cycling	25%	20%
% of people who felt current traffic speeds were about right		
■ On their street	71%	78%
■ On busier roads	50%	68%
% of regular cyclists considering traffic speeds unsafe	51%	21%

2.30 Not reflected in the table is additional information regarding the change in residents' travel behaviour within the Pilot area, for the year period following the launch of the Pilot. The net change (the difference between the overall increase and decrease in mode use) was +7% for journeys by foot, +5% for journeys by bicycle, -3% for journeys by car. This reflects a net increase in levels of walking and cycling within the Pilot, while levels of car use in the Pilot reduced overall.

2.31 There was a change in the makeup of the sample between the before and after survey, with the 'after' sample containing 10% more car owners and 10% fewer people in the 20 to 29 age group. This should not have had a major effect on the outcomes of the survey as reported above. It is likely, however, to have impacted on the reported main and next main modes of residents' travel. For example the percentage of respondents reporting car as their main mode of travel increased from 20% to 25%.

2.32   Collectively, these conditions offer the ingredients to create 'liveable' streets, and help encourage behaviour change through increased active travel in the longer-term.

Future Strategy

2.33   On the basis that Committee approves, in principle, the issues outlined in the Local Transport Strategy report (also submitted 27 August 2013), a process will be developed to take forward the recommended action of implementing a programme of extending 20mph limits to all residential streets, main shopping streets, city centre streets, and streets with high levels of pedestrian and/or cyclist activity.

2.34   A commitment to a phased roll-out of 20mph limits to all residential streets, main shopping streets, city centre streets, and streets with high levels of pedestrian and/or cyclist activity, will be included in the new draft LTS for its second consultation phase.

2.35   It is possible for the Council to apply, through the Scottish Government, to implement 20mph limits on an area wide basis. It is recommended that, following on from the evident success of the Pilot, the Council makes an authorisation request to the Scottish Government to apply 20mph Limits to the type of streets outlined above.

2.36   Authorisation will offer the Council the flexibility to continue its 20mph programme, with the application of 20mph speed limits to streets in Edinburgh primarily serving as a means of improving liveability and encouraging more active travel, while contributing to reductions in road collisions and casualties. 20mph limit implementation offers a more time and cost-effective approach, relative to the traditional reliance on 20mph zones with physical traffic calming measures.

2.37   It is recommended the Council creates a process to enable the development of a timetable and criteria including:

   i)   definition of a strategic city wide 30mph (and above) network, including the routes through the city centre, building on principles in street design guidance;

   ii) definition of main shopping streets and other areas to be considered for 20mph Limits;

   iii) streets to be considered for a suite of permanent engineering measures (ie streets with high numbers of road traffic incidents or high traffic volumes or average speeds);

iv) a rationale/priority order for implementing 20mph limits to these areas; and

v) seeking approval from the Scottish Government for a citywide 20mph Traffic Regulation Order

2.38 On the basis of Committee approval, the intention would be to report back to Committee detailing resource implications, timetabling and criteria associated with a future roll-out of 20mph limits.

3. Recommendations

3.1 It is recommended that the Committee:-

3.1.1 notes the positive progress made under the Pilot; and

3.1.2 approves the draft strategy set out in this report for rolling out 20mph limits to all residential streets, main shopping streets, city centre streets, and streets with high levels of pedestrian and/or cyclist activity.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	46 - Consult with a view to extending the current 20mph traffic zones
Council outcomes	CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.
Single Outcome Agreement	SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.
	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 - Speed limits across south central Edinburgh
	Appendix 2 - Location of vehicle speed and volume surveys
	Appendix 3 - Vehicle speed results
	Appendix 4 - Volume changes
	Appendix 5 - Resident attitude survey results
	Appendix 6 - Representations received

Appendix 1 - Speed Limits across south central Edinburgh

Key:
- 20mph Limit Pilot Area
- Streets remaining at 30mph
- Streets with 20mph Limit

Dalkeith Road

Mayfield Gardens

Mayfield Road

Melville Drive

Grange Loan

West Savile Terrace

Marchmont Road

Newbattle Terrace

Morningside Road
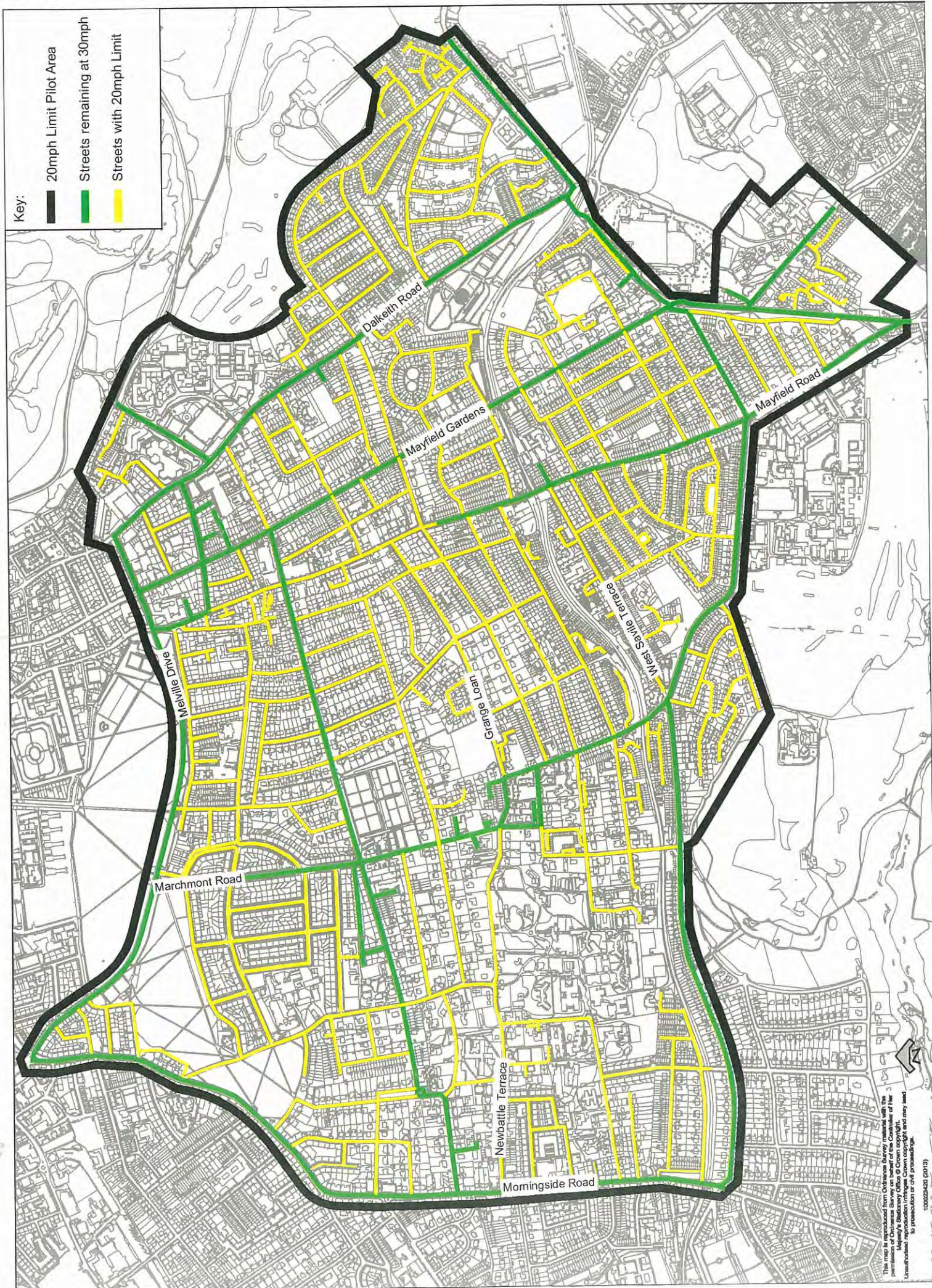
Appendix 2 - Location of vehicle speed and volume surveys

Notes:

01 - Melville Drive
02 - Rillbank Crescent
03 - Sciennes Road
04 - Hatton Place
05 - Tantallon Road
06 - St Catherine's Place
07 - Summerhall
08 - Causewayside (North)
09 - Stratheam Road
10 - Beaufort Road
11 - Grange Road
12 - Salisbury Place
13 - Dalkeith Road (North)
14 - Hope Terrace
15 - Church Hill Place
16 - Morningside Road
17 - Pitsligo Road
18 - Whitehouse Loan
19 - Blackford Road
20 - Grange Loan
21 - Kilgraston Road (North)
22 - Dick Place
23 - Lauder Road
24 - Findhorn Place
25 - Causewayside (South)
26 - Upper Gray Street
27 - Minto Street
28 - Kilgraston Road (South)
29 - Oswald Road
30 - Blackford Avenue (North)
31 - Ratcliffe Terrace
32 - Cluny Gardens
33 - Blackford Avenue (South)
34 - Mayfield Road
35 - Esslemont Road
36 - West Savile Terrace
37 - West Mains Road
38 - Craigmillar Park
39 - Dalkeith Road (South)
40 - East Mayfield
41 - Marchmont Road
42 - Newbattle Terrace
43 - West Mayfield
44 - Hallhead Road
45 - Prestonfield Avenue (South)
46 - Prestonfield Avenue (North)
47 - Priestfield Road (North)
48 - Priestfield Road (South)
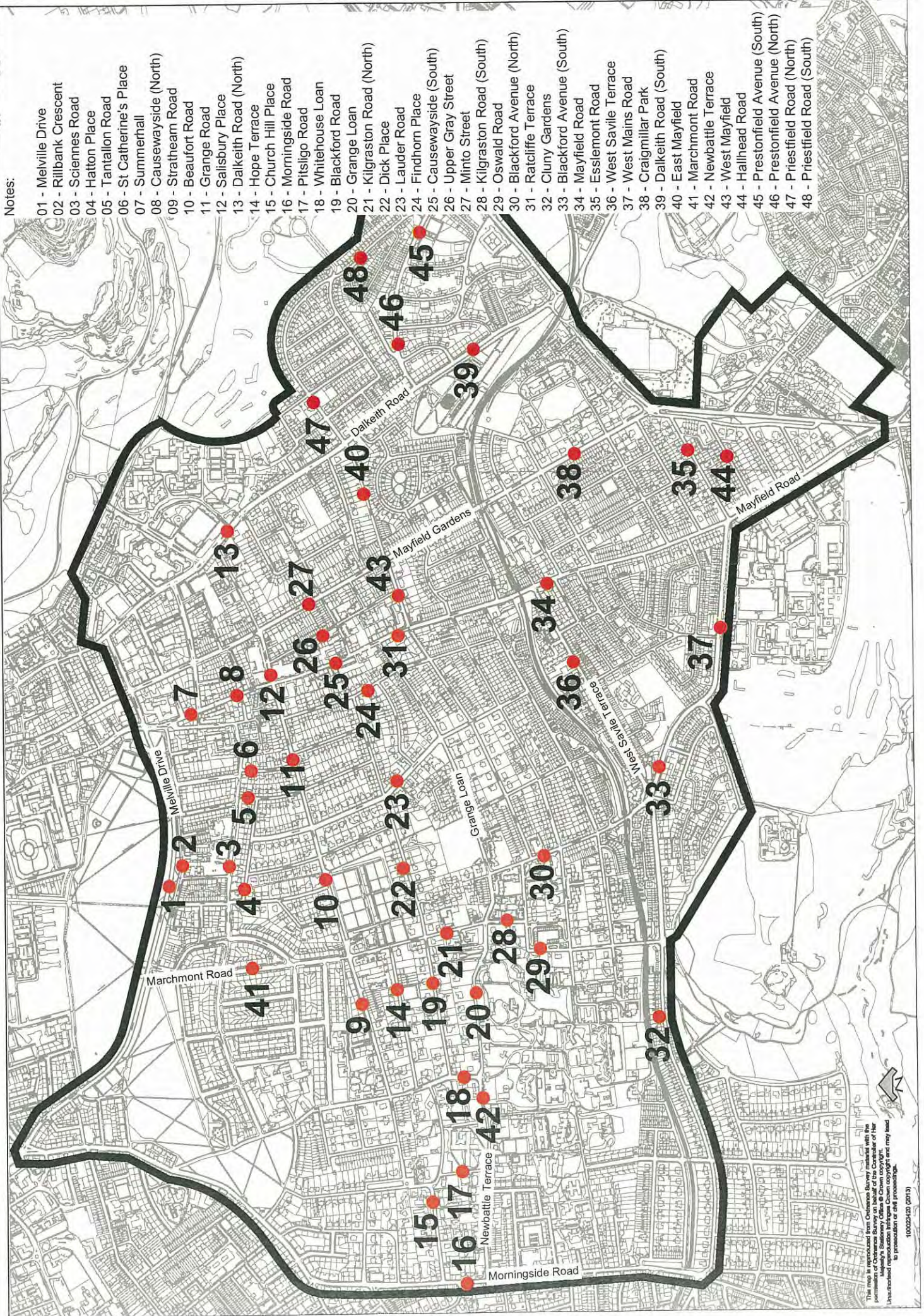
Appendix 3 – Vehicle Speed Surveys

2.1   During May and June 2011 vehicle speed and volume were surveyed across a sample of 48 street locations across the Pilot area, including both 20mph and 30mph streets, to establish 'before' speeds and volumes. This process was repeated again in May and June 2013 at the same locations to establish 'after' speeds and volumes.

2.2   20 of the locations surveyed remained with 30mph limits in operation, while 28 locations had their speed limits changed to the new 20mph limit.

2.3   For the 20 locations which retained a 30mph speed limit, average 'before' speeds were 26.14mph, while 'after' speeds fell to 25.39mph; a fall of 0.76mph –without any direct intervention to these streets. These are shown below:

Survey locations with limits remaining at 30mph:

Street Name	'Before'	'After'	Change
Melville Drive	26.3	24.3	-2.0
Summerhall Place	23.8	20.4	-3.4
Strathearn Road	24.0	25.9	1.9
Beaufort Road	26.6	28.0	1.4
Grange Road	27.6	27.5	-0.1
Dalkeith Road	26.8	24.8	-2.0
Church Hill Place	26.0	25.7	-0.3
Morningside Road	21.9	22.2	0.3
Kilgraston Road: north	26.75	28.20	1.45
Minto Street	25.9	23.9	-2.0
Kilgraston Road: south	25.0	22.9	-2.1
Blackford Avenue	24.4	26.6	2.2
Cluny Gardens	30.0	26.0	-4.0
Blackford Avenue	23.9	25.6	1.7
Mayfield Road	23.9	24.5	0.6
Esslemont Road	26.10	25.45	-0.65
West Mains Road	28.8	27.4	-1.4
Craigmillar Park	29.4	28.0	-1.4
Dalkeith Road	29.70	25.05	-4.65
Marchmont Rd	26.50	25.75	-0.75
30mph locations: averages	*26.14*	*25.39*	*-0.76*

Notes: combined average speeds for both directions of traffic flow; two decimal places shown in-part to clarify rounding issues

2.4   For the 28 locations (shown below) that had their speed limit changed from 30mph to 20mph, average 'before' speeds were 22.8mph, while 'after' speeds fell to 20.9mph; an average fall of 1.9mph.

Survey locations with limits reduced from 30 to 20mph:

Street Name	'Before'	'After'	Change
Rillbank Crescent	14.85	15.60	0.75
Sciennes Road	21.2	19.5	-1.7
Hatton Place	19.8	17.3	-2.5
Tantallon Place	16.80	12.65	-4.15
St Catherines Place	20.2	19.1	-1.1
Causewayside: north	21.1	22.3	1.2
Salisbury Place	19.5	19.1	-0.4
Hope Terrace	19.9	18.7	-1.2
Pitsligo Road	24.4	19.25	-5.15
Whitehouse Loan	25.1	22.1	-3.0
Blackford Road	24.7	23.3	-1.4
Grange Loan	28.0	18.8	-9.2
Dick Place	25.9	22.7	-3.2
Lauder Road	26.5	25.1	-1.4
Findhorn Place	23.0	19.2	-3.8
Causewayside: south	24.1	22.9	-1.2
Upper Gray Street	19.4	19.3	-0.1
Oswald Road	24.7	24.0	-0.7
Ratcliffe Terrace	22.6	22.5	-0.1
West Savile Terrace	27.2	24.7	-2.5
East Mayfield	29.80	26.25	-3.55
Newbattle Terrace	24.5	19.5	-5.0
West Mayfield	21.9	22.2	0.3
Hallhead Road	22.1	21.3	-0.8
Prestonfield Avenue: south	21.5	22.7	1.2
Prestonfield Avenue: north	22.7	22.5	-0.2
Priestfield Road: north	23.6	22.4	-1.2
Priestfield Road: south	24.7	20.7	-4
20mph locations: averages	*22.8*	*20.9*	*-1.9*

Notes: combined average speeds for both directions of traffic flow; two decimal places shown in-part to clarify rounding issues; 'before' surveys for Prestonfield Ave & Priestfield Rd undertaken April 2010

2.5 This implies that there has been a general fall in overall speed limits, even on the streets in or around the pilot, where no speed limit changes have been implemented (through routes). The nature of the fall in surveyed speeds identifies that the fall on streets with a new 20mph speed limit, is notably higher (by a ratio of over 2.5:1) than the fall witnessed on the 30mph through routes.

2.6   Due to the DfT guidance recommending against the use of 20mph Limits on streets with vehicle speeds at or above 24mph, it is worth examining any changes to vehicle speeds across such streets across the pilot. 12 locations, as shown below, experienced 'before' speeds above 24mph, and were locations where the speed limit was reduced from 30mph to 20mph.

Survey locations with speeds at or above 24mph:

Street Name	'Before'	'After'	Change
Pitsligo Road	24.4	19.25	-5.15
Whitehouse Loan	25.1	22.1	-3.0
Blackford Road	24.7	23.3	-1.4
Grange Loan	28.0	18.8	-9.2
Dick Place	25.9	22.7	-3.2
Lauder Road	26.5	25.1	-1.4
Causewayside: south	24.1	22.9	-1.2
Oswald Road	24.7	24.0	-0.7
West Savile Terrace	27.2	24.7	-2.5
East Mayfield	29.80	26.25	-3.55
Newbattle Terrace	24.5	19.5	-5.0
Priestfield Road: south	24.7	20.7	-4
20mph locations: averages	*25.78*	*22.44*	*-3.34*

Notes: combined average speeds for both directions of traffic flow; two decimal places shown in-part to clarify rounding issues; 'before' survey for Priestfield Rd undertaken April 2010

2.7   For these 12 locations, the average 'before' speed was 25.8mph, while the average 'after' speed was 22.4mph; a drop on average of 3.4mph. This, as was the case in Portsmouth, signifies a greater drop in speeds on streets which experienced the highest 'before' speeds.

2.8   This demonstrates an overall positive drop, taking the majority of speeds below the 24mph DfT threshold for using 20mph Limits. The 'after' surveys identified that four (from 12 'before') locations continued to have average speeds at or above 24mph: namely Lauder Road, West Savile Terrace, Oswald Road and East Mayfield.

Appendix 4 - Volume changes
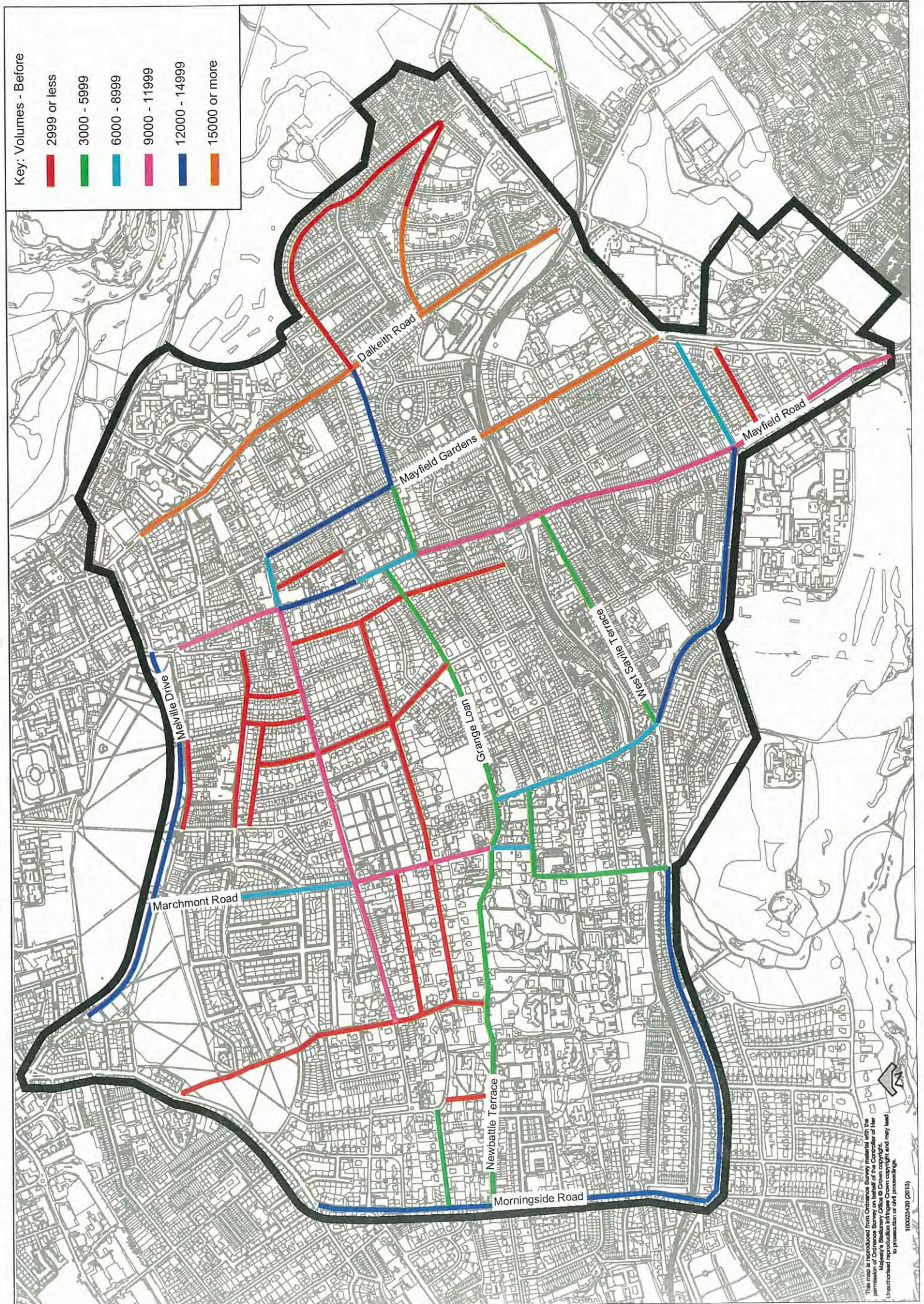
Key: Volumes - Before

- 2999 or less
- 3000 - 5999
- 6000 - 8999
- 9000 - 11999
- 12000 - 14999
- 15000 or more

Dalkeith Road

Mayfield Gardens

Mayfield Road

West Savile Terrace

Melville Drive

Grange Loan

Marchmont Road

Newbattle Terrace

Morningside Road

Appendix 4 - Volume changes

Key: Volumes - After
- Reduction 0-10%
- Reduction 10-20%
- Increase 0-10%
- Increase 10-20%
- Increase 20-30%
- Increase 30-40%
- Increase 40-50%
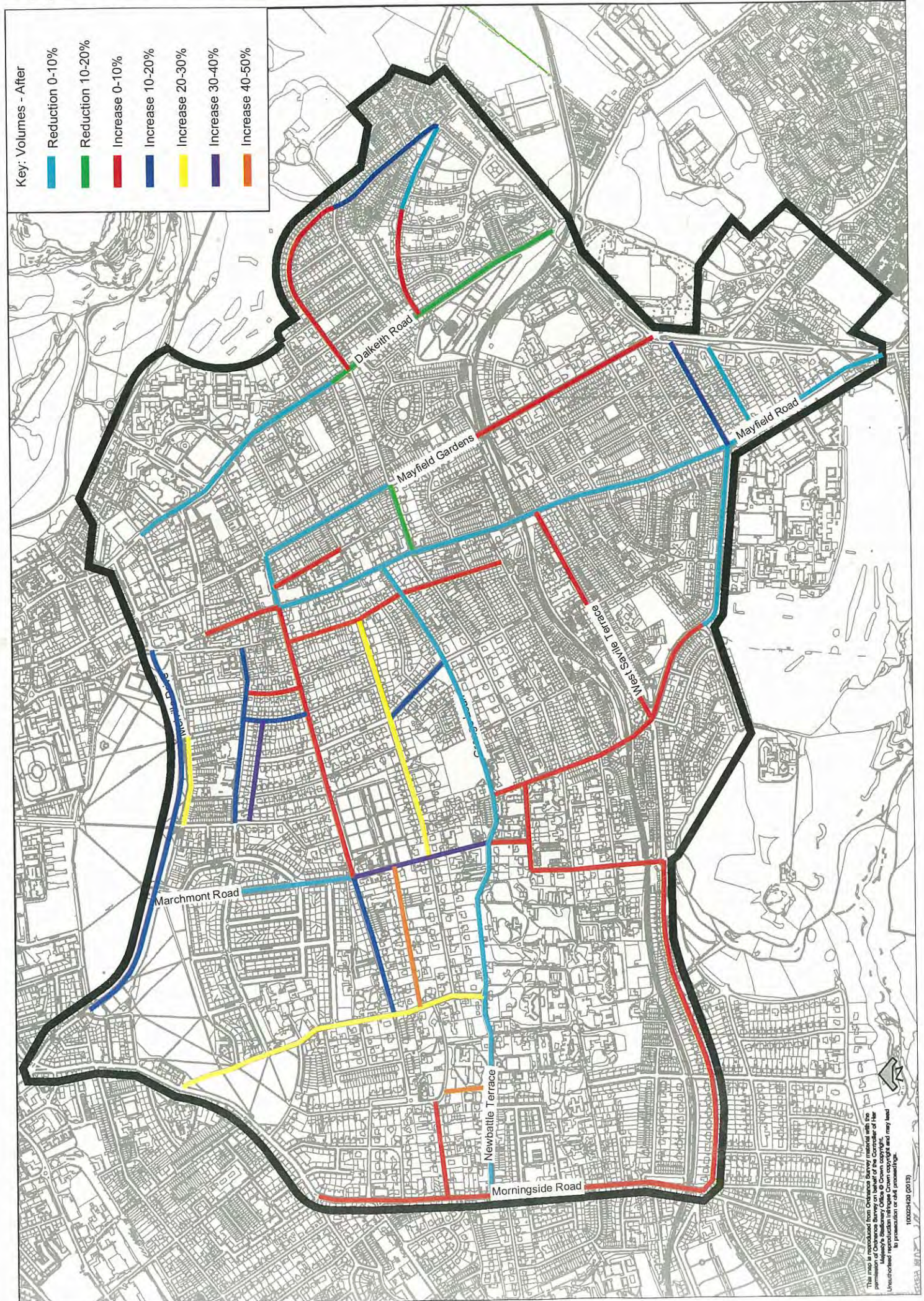
Appendix 5 – Residential Household Attitude Surveys

Over 1,000 door-to-door households 'before' surveys were undertaken in December 2011 and January 2012, with the same number of 'after' surveys repeated in February and March 2013; to establish residents attitudes to the Pilot, to walking and cycling, and to their local environment.

The 'before' and 'after' surveys were both carried out utilising the same sampling and survey methodology in order to yield survey data upon which behaviour and attitudes can be assessed. The surveys were carried out as independent samples in order to allow for the collation of the same number of interviews across each survey period, providing the same level of robust data for each survey.

It should be noted that for each survey period there is a margin of error associated with the survey data due to the fact that the surveys were completed through a sample of residents and not every single resident living in the survey area. Therefore, there may be variance between the 'before' and 'after' surveys due to chance being a factor of the change in sample.

Key differences observed in the sample profile of the 'before' survey respondents compared to the 'after' survey respondents are:

i) Fewer younger respondents were surveyed in the 20-29 age group (34% in the 'before' survey and 24% in the 'after' survey);

ii) Fewer students were surveyed (29% in the 'before' survey and 22% in the ''after' survey'); and

iii) More car owners were surveyed (63% did not own a car in the 'before' survey and 53% did not own a car in the 'after' survey).

The following sections summarise the key significant findings from the 'before' survey compared to 'after' survey.

Attitudes towards 20mph speed limit

A large majority of respondents (79%) are in support of the 20mph speed limit compared to 4% who oppose. This is a significant increase from 68% of respondents supporting in the 'before' survey, and 6% who opposed it. Importantly, respondents were significantly more likely to strongly support (14% 'before' and 37% 'after').

Households with children are more likely to support the 20mph limit with 94% (83% 'before') of households with children in support compared to 77% (67% 'before') of households without.

Analysis by street speed limit indicated that respondents who live in the 20mph streets are slightly more likely to be in support (80%, 70% 'before') than those in 30mph streets (72%, 64% 'before'). Additionally, the proportion opposing the speed limit is marginally higher in 20mph streets (5%, 6% 'before') than in 30mph streets (1%, 5% 'before').

Respondents were asked, unprompted, about the benefits of the 20mph speed limit. The main benefits suggested by respondents were regarding safety for children, better conditions for walking, cycling and less accidents. These benefits were also the main benefits that were perceived in the 'before' survey.

In terms of the disadvantages, 8 in 10 respondents said they could not think of any disadvantages of the proposed 20mph speed limit in the 'before' survey. This has risen to 89% in the 'after' survey.

There was an increase in the proportion of respondents stating that they felt that traffic speeds on their street was 'just about right', rising from 71% 'before', to 78% 'after'. The perception of traffic speeds on 'busier roads' being 'just about right', changed more increased from 50% 'before' to 68%.

The 'before' survey indicated that respondents (soon to be) living in 20mph streets were more likely to worry about traffic speeds (34%) than those living in 30mph streets (27%). 'After' surveys indicate that such concerns decreased to 24% and 20% respectively.

Children's Travel and Play

Due to the small number of households interviewed who had children, analysis of questions regarding children's safety although interesting, are not statistically significant.

Just over one in ten respondents (12%) interviewed stated they had at least one child under the age of 16 living in their household (similar to the 'before'). Analysis by proposed street speed limit revealed that more households within the 20mph streets had children in the household (13%) than in 30mph streets (8%).

Fewer respondents cited the benefit of safety for children walking and playing in the street in the 'after' survey than had cited this as a perceived benefit in the 'before' survey (walking: 45% 'before' and 34% 'after'; cycling: 39% 'before' and 29% ''after').

Analysis of trends in relation to travel to school shows some interesting differences compared to the 'before' survey. Most notably:

- The proportion of lower primary school age children walking to school has increased from 58% in the 'before' survey to 74% in the 'after' survey.

- The proportion of older primary school children cycling to school has increased from just 3% in the 'before' survey to 22% in the 'after' survey.

- For all children, there has been a decrease in the use of a car as a method of transport to school (21% in the 'before' survey and 13% in the 'after' survey).

All respondents were asked about their perception of traffic speeds for older primary school children. This increased from 67% to 73% in the 'after'.

There has been an increase in the proportion of older primary school age children who were allowed to play unsupervised outside their home, on the pavement or in the street (rising from 31% 'before' to 66% 'after').

Compared to the 'before' survey, there has been an increase in the perception of safety for older primary school children walking, with the feeling of safety increasing from 67% 'before' to 73% 'after'.

Despite positive changes in behaviour, comparison to the 'before' survey results in relation to factors that influence parents' and guardians' attitudes to children's independent travel and street play indicates that there is now a higher level of concern about all factors (stranger danger, mixing with other children without adult supervision, danger from traffic and pollution from traffic) when compared to the 'before' survey.

Attitudes towards traffic speeds for walking and cycling

The majority of respondents considered traffic speeds for walking (up to 86% from 81%) and cycling (up to 74% from 65%) very or fairly safe.

Respondents who live in 20mph streets are more likely to consider traffic speeds in the local area to be very or fairly safe for cycling than those who lived in 30mph streets (75% in 20mph streets compared to 69% in 30mph streets).

The proportion of respondents feeling that traffic speeds were unsafe for cycling has decreased from 26% 'before' to 18% 'after', with 12% in the 'after' considering traffic speeds unsafe for walking (17% 'before').

When asked about perceptions of safety for cycling, cyclists and non cyclists indicated higher levels for feelings of safety in the 'after' survey (77% for regular, and 75% for non or infrequent cyclists) compared to the 'before' (52% for regular, and 67% non or infrequent cyclists).

Respondents living in 20mph streets are significantly more likely to consider traffic speeds to be safe for walking (76%) and cycling (50%) than in 30mph streets (63% safe for walking and 38% for cycling 'before').

Concern shown by regular cyclists towards traffic speeds has fallen from 65% in the 'before' survey to 46% in the 'after' survey.

Whilst traffic speed remains the main concern of those outlined, in-terms of concern relating to safety for both walking and cycling in the local area, the level of concern has decreased for walking (32% 'before' to 24% 'after') and cycling (25% to 20% 'after') . Traffic volumes are the second greatest level of concern, though again levels of concern fell from the 'before' to the 'after' for both walking (23% to 18%) and cycling (21% to 17%).

Travel Methods and Reasons

Travel by foot remained ('before' and 'after') the most common travel method, while there was an increase in those travelling by foot most often in the local area (from 38% to 44% 'after'). Travel by foot overall, however, went down from 80% to 73% (main & next main mode of travel combined).

Analysis by speed limit indicates that the proportion of respondents living in the 20mph streets travelling by foot has risen from 36% 'before' to 44% 'after'. There has not been a significant change for respondents living in 30mph streets.

Travel by bicycle, as the most common travel method, remained at 9%, though it decreased as main travel mode (6% to 4%), while increasing as the next main mode (3% to 5%).

Travel by car or van, as the most common travel method, increased from 28% to 40%, increasing as both the main mode (20% to 25%) and next main mode (8% to 15%) of travel

When asked about travel over the last year in the local area, there were notably different results to the above in-terms of net increase/decrease by mode of travel. Travel by foot increased 7% (16% increase 'before'), cycling increased 5% (8% increase 'before'), while travel by car or van decreased 3% (2% increase before).

Appendix 6 – Representations Received

Following the launch of the Pilot, a variety of stakeholder representations were been received from residents, Councillors and community representatives. Through Service Requests and other forms of communication, the Council has been aided by local feedback. In many cases this included locations still experiencing issues with speeding vehicles.

Service Request Topics	Number of related enquiries
Scheme rational	2
Statistics underlying the scheme	1
Evaluation measurement methods	1
Scheme costs	4
Alternative methods to the pilot approach	1
Governance of the pilot and its possible roll-out	1
Anticipated impacts on congestion	1
Road traffic incident statistic details	3
Speeding traffic concerns (issues of enforcement were cited in the majority)	1 Cluny Gardens, 3 West Savile Terr, 1 Duncan St, 3 Priestfield Rd, 1 Prestonfield Ave, 1 Lauder Rd, 1 Dick Pl, 1 Blackford Rd, 1 Newbattle Terr, 1 Kilmaurs Rd, 1 Mortonhall Rd, 1 Causewayside/Ratcliffe Terr, 2 West Mayfield, 2 Whitehouse Terrace, 1 Hallhead Rd
Lack of enforcement (specifically)	2
Parking concerns	2
Street clutter concerns	3
No knowledge of the scheme/consultation process	2
Speeding cyclists	1
Difficulties faced by crossing pedestrians	2
Wish to extend the scheme elsewhere	1 Braid Ave, 2 Braid Cres, 1 Braidburn Terr, 1 Greenbank Lane, 1 Corstorphine/ Murrayfield
Physical traffic calming enquiry	2
Issues with signage and surface markings	4
Questioning the effectiveness of the scheme	1
Council's efforts regarding 20mph limits/zones	6

Note: topics do not include consultation exercise feedback as detailed in previous TIE reports under *background reading/external references*.

The Council has no powers to enforce speed limits; this has to be undertaken by the police. The wardens offer a high visibility presence, undertake spot-check speed surveys, and issue Community Speed Concern letters to drivers who exceed the 20mph speed limit by 5mph. The wardens allocated a significant amount of resources to assist the Council in monitoring speeds at various locations and times – see the bottom of this Appendix.

The long-term sustainability of such resourcing remains a concern for the Police. A statement received from Lothian and Borders Police (prior to becoming Police Scotland) regarding the Pilot approach reads "*Lothian and*

Borders Police believe the best means of securing long-term reduction in speed is through education, encouragement or physically preventing motorists from speeding through engineering solutions such as speed bumps. Enforcement is another option, should motorists fail to respond to education or encouragement efforts by all of the agencies involved in the promotion of road safety but should come after alternative effort has been made and proportionate to the other issues that the police service deal with".

It remains to be seen what the formal stance from Police Scotland will be towards resourcing and enforcement of 20mph Limits.

Police Support Warden Surveys

Street	Date	Average speed (& direction)	Letters issued	Av. letters per visit
Blackett Ave	24/01/2013	21.6 (E) & 21 (W)	10	2
	25/01/2013	19 (E) & 19.7 (W)		
	31/01/2013	18.1 (E) & 18.7 (W)		
	07/02/2013	20.1 (E) & 29 (only ove veh.)		
	07/02/2013	20.1 (E) & 29 (only ove veh.)		
	08/02/2013	n/a & 25.7 (W)		
Blackford Road	04/09/2012	27.8 (S) & 32.7 (N)	13	4
	12/09/2012	20.7 (S) & 22.8 (N)		
	02/10/2012	23.5 (E) & 24 (W)		
Causewayside	23/07/2012	22.1 (direction not given)	100	10
	24/07/2012 AM	21.5 (direction not given)		
	24/07/2012 PM	21.4 (direction not given)		
	19/04/2013	19.7 (N) & 19.5 (S)		
	22/04/2013	21.5 (N) & 21.8 (S)		
	24/04/2013	21.4 (N) & 19.7 (S)		
	26/04/2013	21.2 (N) & 20.6 (S)		
	11/05/2013	22 (N) & 21.7 (S)		
	16/05/2013	20.8 (N) & 21.5 (S)		
	21/05/2013	21.4 (N) & 22.5 (S)		
Clinton Road	29/04/2013 AM	20.4 (E) & 19.4 (W)	11	2
	29/04/2013 PM	n/a & 23.5 (W)		
	30/04/2013	23.4 (E) & 25.8 (W)		
	02/05/2013	22.6 (E) & 30 (W)		
	09/05/2013	20.5 (E) & 18.8 (W)		
	21/05/2013	27 (E) & 16 (W)		
Dick Place	10/09/2012	23.1 (E) & 21 (W)	4	1
	12/09/2012	23 (E) & 19.1 (W)		
	14/09/2012	18.5 (E) & 20.7 (W)		
	02/10/2012	24.1 (E) & 23 (W)		
East Mayfield	14/09/2012	28 (E) & 24 (W)	28	9
	28/09/2012	23.3 (E) & 23.6 (W)		
	03/10/2012	20.1 (E) & 20.3 (W)		
Findhorn Pl	23/07/2012	21.4 (direction not given)		
Kilmaurs Rd	17/09/2012	18.2 (N) & n/a		
	03/10/2012	19.1 (N) & 15.5 (S)		
Lauder Road	11/09/2012	25.1 (N) & 24 (S)	9	5
	28/09/2012	24.7 (N) & 21.1 (S)		
Hallhead Rd	18/02/2013	22 (E) & 21 (W)	2	1
	21/02/2013	15 (E) & 16 (W)		
	22/02/2013	27 (E) & 21.5 (W)		
Mayfield Terr	25/01/2013	19.7 (E) & 22.7 (W)	2	1
	31/01/2013	18 (E) & n/a		
	06/02/2013	19 (E) & 24 (W)		
	08/02/2013	21.3 (E) & 18.3 (W)		
Mortonhall Rd	03/09/2012	23 & 23	52	9
	03/09/2012	22 (E) & 25.4 (W)		
	04/09/2012	23.2 (E) & 31.2 (W)		
	05/09/2012	22.3 (E) & n/a		
	17/09/2012	23.5 (E) & 17.5 (W)		
	28/09/2012	22 (E) & 22.5 (W)		
Newbattle Terr	12/09/2012	23.7 (E) & 21.9 (W)	15	8
	28/09/2012	22.2 (E) & 22.4 (W)		

Location	Date	Speed	Count	Letters
Oswald Rd	24/07/2012	**26.1 (direction not given)**	221	**11**
	25/07/2012	23 (direction not given)		
	26/07/2012	24.6 (direction not given)		
	03/09/2012	21.9 (N) & 27.3 (S)		
	04/09/2012	28.3 (N) & 20.8 (S)		
	17/09/2012	23.8 (N) & 22.5 (S)		
	24/09/2012	25.1 (N) & 22.9 (S)		
	22/02/2013	21.1 (N) & 21.5 (S)		
	28/02/2013	24.6 (N) & 19.3 (S)		
	01/03/2013	20 (N) & 27.1(S)		
	05/03/2013	22.1 (N) & 26 (S)		
	02/04/2013	22 (N) & 21.1 (S)		
	08/04/2013	22.6 (N) & 20.2 (S)		
	23/04/2013	20.1 (N) & 20.7 (S)		
	25/04/2013	19.8 (N) & 20.6 (S)		
	26/04/2013	21.3 (N) & 19.4 (S)		
	07/05/2013	21.5 (N) & 25 (S)		
	11/05/2013	21.4 (N) & 21.6 (S)		
	16/05/2013	20.5 (N) & 21.3 (S)		
	21/05/2013	23 (N) & 19.7 (S)		
Priestfield Rd	23/07/2012	19.9 (direction not given)	62	7
	14/09/2012	23.4 (W) & 21.9 (E)		
	19/09/2012	20.4 (W) & 19 (E)		
	21/02/2013	22 (W) & 20.2 (E)		
	28/02/2013	20.2 (W) & 18.8 (E)		
	01/03/2013	19.7 (W) & 21 (E)		
	08/03/2013	21.1 (W) & 17.3 (E)		
	02/04/2013	19.3 (W) & 21.5 (E)		
	08/04/2013	19.1 (W) & 21.2 (E)		
Ratcliffe Terr	24/07/2012	22.6 (direction not given)	6	6
South Oswald Rd	03/09/2012	19 (E) & 27.9 (W)	27	9
	04/09/2012	19.8 (E) & 24.3 (W)		
	05/09/2012	20 (E) & n/a		
West Mayfield	23/07/2012	20.3 (direction not given)	8	8
West Saville Terr	20/04/2012	26.8 (E) & 25.7 (W)	498	**15**
	23/04/2012	22.6 (E) & 22.3 (W)		
	24/04/2012	**26.2 (E) & 26.9 (W)**		
	27/04/2012	25.9 (E) & 24.4 (W)		
	30/04/2012	**27.4 (E) & 27.9 (W)**		
	01/05/2012	25.8 (E) & 24.3 (W)		
	02/05/2012	22.3 (E) & 22.4 (W)		
	03/05/2012	26.0 (E) & 25.8 (W)		
	23/07/2012	23.6 (direction not given)		
	11/09/2012	25 (E) & 24.5 (W)		
	24/09/2012	26.3 (E) & 22.9 (W)		
	02/10/2012	24.9 (E) & 24.7 (W)		
	24/01/2013	22.5 (E) & 22.4 (W)		
	28/01/2013	20.9 (E) & 23 (W)		
	31/01/2013	26.9 (E) & 23 (W)		
	06/02/2013	19.3 (E) & 25 (W)		
	07/02/2013 AM	24 (E) & 24.5 (W)		
	07/02/2013 PM	22.1 (E) & 22 (W)		
	08/02/2013	21 (E) & 20.3 (W)		
	18/02/2013	22.4 (E) & 22.6 (W)		
	20/02/2013	20.9 (E) & 26 (W)		
	21/02/2013	23 (E) & 23.1 (W)		
	01/03/2013	21 (E) & 19.7 (W)		
	05/03/2013	22 (E) & 24.1 (W)		
	12/03/2013	24 (E) & 23.5 (W)		
	02/04/2013	22.8 (E) & 21.5 (W)		
	03/04/2013	22.1 (E) & 22.3 (W)		
	24/04/2013	23.5 (E) & 22.5 (W)		
	26/04/2013 AM	24.1 (E) & 20.9 (W)		
	26/04/2013 PM	22.6 (E) & 21.9 (W)		
	07/05/2013	23.1 (E) & 22.8 (W)		
	13/05/2013	22.1 (E) & 24.2 (W)		
	21/05/2013	20.1 (W) & 25.2 (E)		
Whitehouse Loan (south end)	10/09/2012	23.5 (N) & 21.8 (S)	23	8
	12/09/2012	21.4 (N) & 24 (S)		
	19/09/2012	24.2 (N) & 24.7 (S)		
Whitehouse Terr	12/09/2012	22.4 (E) & 25.9 (W)	16	8
	19/09/2012	22.9 (E) & 21.3 (W)		

Note: Average mean of 26-28mph, or double figures for warning letters per average visit; Average mean of 24-26mph, or greater than 5 warning letters per average visit; Average mean of <24mph, or 5 or fewer warning letters per average visit

Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Active Travel Action Plan – Two Year Review

Item number	7.4
Report number	
Wards	ALL

Links

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

Mark Turley

Director of Services for Communities

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Executive summary

Active Travel Action Plan – Two Year Review

Summary

The Active Travel Action Plan (ATAP) was agreed in September 2010. This report summarises key achievements in the first two and a half years of the plan, reports the findings of a review of the plan's actions, including partner consultation and makes recommendations for changes for discussion at this Committee.

Recommendations

It is recommended that the Committee:

1   notes the increase in staff resources dedicated to active travel and the assistance this will bring in the delivery of the ATAP;

2   notes the consultation carried out, and the review of progress to date set out in Appendix 1 (actions);

3   notes that promotion of the ATAP will be enhanced as part of an overall marketing strategy; and

4   approves the revised actions and timescales set out in Appendix 2 and 3.

Measures of success

Appendix 1 sets out the ATAP actions and progress against them.

Financial impact

Funding for Active Travel has significantly increased since the adoption of the ATAP. In February 2013, the Council committed to spend 6% of its Transport budgets on cycling. If this level of Council funding continues, along with funding and support from the Scottish Government, Sustrans, Paths for All, NHS Lothian and the European Union, it is considered that significant progress can be achieved with the ATAP.

Equalities impact

An Equalities and Rights Impact Assessment (ERIA) has been performed. It was found that there are several positive impacts on equalities and rights as a result of the ATAP review and no adverse impacts were found.

Sustainability impact

The ATAP was subject to a Strategic Environmental Assessment. It was found that there are no adverse environmental impacts arising from the ATAP. If implemented successfully it is likely to be environmentally beneficial. No significant changes have been made to the ATAP to require a revised assessment.

Consultation and engagement

The original development of the ATAP involved engagement with a wide range of stakeholders and interested groups. The Plan has been taken forward through a Steering Group and a range of Working Groups involving relevant Council services and external partners.

As part of the ATAP review, an online survey of stakeholders and other interested parties was carried out.

Progress in implementing ATAP and suggested amendments have been discussed at:

- meetings with Council officers;

- follow-up workshops to the online survey including representatives from interested parties a) on joint walking and cycling actions (Sustrans, NHS, Scottish Government, Greener Leith); b) on walking actions (Living Streets); and c) on cycling actions (Spokes, CTC, Pedal on Parliament); and

- the Cycle Forum.

Background reading/external references

Active Travel Action Plan

- September 2010

Report

Active Travel Action Plan – Two Year Review

1.   Background

1.1   The Transport, Infrastructure and Environment Committee agreed, at its meeting of 21 September 2010 (Item 11), that:

> 1.1.1   the Active Travel Action Plan (ATAP) will be reviewed every two years to:
>
> - measure progress on the actions; and
>
> - ensure the ATAP reflects current Government and Council policies, as well as the current economic conditions.

1.2   This report covers the first of these biennial reviews.

2.   Main report

Progress and key achievements

2.1   Since the approval of the ATAP, the Council has committed 5% of the transport budget towards increasing cycling. In 2013/14, this budget commitment is 6%. This has enabled the rate of progress to accelerate.

2.2   Monitoring suggests that, since 2010, both cycle use and walking in Edinburgh have risen. The annual city centre cordon count shows a 25% increase in cycling from 2009 to 2012. In November 2012, just under 1,600 cyclists entered the city centre from 8am to 9am. Automatic counts suggest a 16% cycling increase across the city from 2010 to 2012. The city centre cordon count also indicates a 7% increase in walking from 2009 to 2012.

2.3 Key actions implemented in the last two years include:

Walking and cycling

- A 20mph speed limit pilot over a wide area in South Central Edinburgh. Encouraging active travel was a key aim of this project. Full results of before-and-after monitoring of the project are described in a separate report to this Committee. Survey results from the Local Transport Strategy Consultation and the Edinburgh People Survey indicate further increases to the already strong public support for wider use of 20mph speed limits.

- The 'family network' investments in an off-road route from Leith to Portobello, surfacing and lighting the Restalrig rail path from Lochend to Seafield and improvements in the city centre to Bruntsfield route at Argyle Place and South Meadow Walk, have all significantly improved conditions for both pedestrians and cyclists.

Walking

- Upgrading of 34 pedestrian crossings in conjunction with the Council's road safety and traffic signals maintenance programmes.

- Changing prioritisation of footway maintenance to give greater emphasis to Edinburgh's busiest footways.

- Introducing a method to guide the future removal of guardrail in the city.

Cycling

- In addition to the projects mentioned under 'cycling and walking', the route from Craigleith on the North Edinburgh cycle network to the Botanic Gardens has been upgraded.

- On-road cycle improvements have been introduced between George IV Bridge and King's Buildings.

- 69% of Primary 6 children received school cycle training in 2012/13 up from 31% in 2009/10. This surpasses the initial 50% cycle training target which was to be achieved by 2013/14.

- Winter maintenance has been introduced to off-road cycle routes.

- Cycle route assessments have been performed by Sustrans resulting in a number of modifications to the 'family network'. A revised network plan is shown in Appendix 4.

2.4 Appendix 1 summarises progress against all of the ATAP actions. Significant progress has been made on many actions but a number are behind schedule. Overall, 17 actions are complete, 50 are on track or ongoing, 43 have mixed progress or are behind schedule and 14 have not started. The cycling budget has now increased as noted in the Financial Impact section. Staffing has also been increased to help deliver the ATAP, with support from Sustrans and Paths for all as well as Council budgets. Together these mean that progress should now improve further. Table 1 summarises the increased staffing.

Table 1: Active Travel Staffing increases

Walking/Active Travel
Filled permanent Professional Officer vacancy (fully Council funded)
New Active Travel Officer (18 month position – 50% Paths for All funding)
Cycling
New Cycling Officer (fully Council funded)
New Cycle Signing Officer (30 month position – 50% Sustrans funding).

Review of ATAP actions - consultation

2.5 The full list of ATAP actions has been reviewed in consultation with the Council's delivery partners and relevant pressure groups. The consultation took the form of an online questionnaire followed up by three workshops, along with consideration at the Council's Cycle Forum.

2.6 Stakeholders felt that ATAP had been reasonably effective at raising the profile of walking and cycling but less so, as yet, at improving conditions - particularly for walking. A majority were satisfied generally with progress overall.

2.7 ATAP contains actions relating to infrastructure improvement, maintenance, marketing and training for cyclists. All these aspects of ATAP remain important to stakeholders and other consultees. Particular points emphasised during the consultation include the desire to see increased progress or emphasis on:

- Walking actions as a whole.

- Enforcement options for existing 20mph limits.

- Control of car parking in cycle lanes and consideration of segregation of cyclists.

- Cycle parking provision.

- Child cycle training.

- Improving marketing.

- Monitoring of outcomes and benefits.

2.8   The additional staff resource allocated to walking will allow increased progress on the relevant actions. Specifically, the following workstreams currently underway will help address some of the points noted in 2.8:

- Additional resource is currently being directed towards the preparation of street design guidance and priority actions for pedestrians in ATAP, utilising Paths for All funding.

- The ATAP Marketing Strategy is in an advanced stage of preparation and marketing measures will be piloted on the Leith to Portobello and George IV Bridge to King's Buildings routes this year.

- A Monitoring Strategy is being prepared with Sustrans to assess and demonstrate the impact of the ATAP, including changes in numbers of cyclists and pedestrians up until 2020.

Review of ATAP actions - proposals

2.9   Appendix 2 sets out a list of revised actions for the ATAP, taking into account progress to date and the consultation discussed above. In most cases, it is proposed to take forward current actions with only minor updating and appropriate revisions in timescale. Appendix 3 summarises the relatively small number of more substantive changes that are proposed. Key changes in actions or in priorities are summarised below.

Joint Actions

2.10   Only one significant change is proposed to the 'Joint' actions. This is an amendment to action J9 which previously referred to the 20mph speed limit pilot in South Edinburgh. This action now refers to a wider roll-out of 20mph speed limits, the extent of which is proposed in the draft Local Transport Strategy and is included in a separate report to this Committee.

2.11   Several other minor changes to Joint actions were a result of the recent Committee approved report 'Public and Accessible Transport Action Plan' in January 2013 where actions were made more specific.   This includes re-wording of actions J10, J13, J16, J23 and a new action – J5A.

Walking Actions

2.12   The key change envisaged for the walking actions in ATAP is an increase in the priority of taking them forward.

2.13   No major changes to the action list are envisaged. However, it is proposed to make several of the actions more specific. For example, actions W16 to W18, which relate to reviewing provision for pedestrians at traffic signals and crossings, have been amended from 'ongoing' actions to actions that have a more specific short-term objective.

2.14   Actions regarding the accessibility to Haymarket and Waverley Stations were expanded and included new actions W8A and W9A which include reviewing and upgrading of bus stops in the areas.

2.15   A new action, W35, is proposed to introduce more seating on off-road paths.

Cycling Actions

2.16   The most significant changes proposed for the cycling actions are as follows:

a   A new specific action, C2.1, relating to high quality links from the family network to the city centre. This action highlights proposals that were largely already included in the family network proposals.

b   A commitment in action C3b to review the options for rolling out the 'Cycle Friendly City' area-based approach from South Central Edinburgh to other areas of the city.

c   A revision of action C4 that relates to providing for cyclists on main roads. The detailed list of roads to be improved has been deleted and replaced by a commitment for preparation, by the end of 2013, of a programme for review and upgrade of provision. This programme will incorporate the roads previously mentioned in action C5, which has also been deleted.

d   Deletion of actions C8 and C9 that referred to detailed technical matters.

e   In response to the stakeholder consultation it is proposed to increase the priority for action C15, which relates to a review of parking restrictions in cycle lanes. It is planned to have this exercise complete by the end of March 2014.

f   Amendment to the proposals for C33, Pilot on-street residential bike parking, to proceed on the basis that users will be charged a fee for the facility to cover the ongoing maintenance and management costs. Please refer to Appendix 3.

2.17 A number of suggestions made during the consultation process will be fed into the current review of the Local Transport Strategy and into the ATAP Marketing Strategy. Some detailed points, for example incorporation of a cycle route from Fountain Park to Morrison Street along the Western Approach Road into the family network, will also be taken on board.

2.18 The consultation raised the desire to clarify the respective roles of the Cycle Friendly City programme and the family network.

3. Recommendations

3.1 It is recommended that the Committee:

    3.1.1 notes the increase in staff resources dedicated to active travel and the assistance this will bring in the delivery of the ATAP;

    3.1.2 notes the consultation carried out, and the review of progress to date set out in Appendix 1 (actions);

    3.1.3 notes that promotion of the ATAP will be enhanced as part of an overall marketing strategy; and

    3.1.4 approves the revised actions and timescales set out in Appendix 2 and 3.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	**P43** - Invest in healthy living and fitness advice for those most in need. **P50** - Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	**CO5** – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities. **CO7** – Edinburgh draws new investment in development and regeneration. **CO8** – Edinburgh's economy creates and sustains job opportunities. **CO9** – Edinburgh residents are able to access job opportunities. **CO18** – Green - We reduce the local environmental impact of our consumption and production. **CO19** – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. **CO22** - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	**SO1** - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all. **SO2** - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health. **SO4** - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	**Appendix 1** – Progress report on ATAP actions **Appendix 2** – Proposed revised action list indicating revisions **Appendix 3** – Proposed substantive wording changes - details **Appendix 4** – Revision of the 'family' network

Appendix 1: Progress on ATAP Actions
a. Joint actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	Co-ordinating the Active Travel Plan			
J1	Set up a co-ordinating group for active travel initiatives.	S	Complete	
	Design, audit and training			
J2	Develop an audit tool for major schemes, aimed at maximising benefits for pedestrians and cyclists by April 2012.	S	Behind	
J3	Produce (revised) design guidance for walking and cycling, taking into account the 'Designing Streets' philosophy and 'Cycling by Design' by end 2011. The new guidance may be in the form of stand-alone documents, or integrated with existing guidance, such as the Edinburgh Standards for Streets.	S	Behind	
J4	Train practitioners using design guidance.	S-L	not started	
	Priority corridors and areas			
J5	During 2010 and 2011, use relevant information to further develop priorities for investment in pedestrian priority and for maintenance of footways, footpaths, cycle lanes and cycle tracks. (See Walking and Cycling Actions for proposals relating to using the above prioritisation).	S	Behind	

* = See appendix 2 for full revised list of actions

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	Network Development			
J6	By April 2011 set up an Internet-based system for members of the public to report /identify 'missing links' or other proposals for improving the walking and cycling environment.	S	Behind	
J7	Develop a plan showing key missing links for pedestrian and cycle routes as an input to Development Planning.	S	Largely complete	Yes
J8	Work with Royal Park to improve conditions for cycling and walking.	S-M	On track	
J9	Subject to discussions with Lothian and Borders Police and the Scottish Government, introduce a pilot area-wide 20mph speed limit in part of suburban Edinburgh by April 2012. Monitor and evaluate and, if appropriate, roll out more widely.	S	Complete	Yes
J10	Work to increase enforcement of Planning Conditions with regard to walking and cycling.	S-M	on track	
J11	Support the Active Travel Action Plan by facilitating the creation and signing of routes through NHS property and University of Edinburgh sites.	S-L	Behind	
J12	Based on the best practice elsewhere and experience with pilot pedestrian/cycling audit, develop and review an auditing tool to assess streets/public spaces for the provision of walking and cycling facilities.	S	Behind	
	Maintenance			
J13	Seek to ensure that utilities reinstate lines, symbols and coloured surfacing where they are removed as part of street works.	S	Ongoing	
J14	Improve maintenance reporting through a web application.	S	Ongoing (CLARENCE)	

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	Schools			
J15	Continue Safe Routes to School programme.	Ongoing	On-track	
J16	Continue developing School Travel Plans, with targets for increasing walking and cycling levels.	Ongoing	On-track	
J17	Continuation and expansion of Sustrans' I-Bike Scheme	Ongoing	On-track	
	Marketing, promotion and signing			
J18	Incorporate cycling/walking issues/activities into Curriculum for Excellence.	S-M	Not started	
J19	By April 2011 Produce an Active Travel Communication Strategy to coordinate marketing and promotion initiatives - see below for likely contents. The Communication Strategy will be taken forward under a unified brand.	S	Behind	
J20	Take opportunities to promote walking and cycling organise scheme openings; • promotional events eg North Edinburgh Cycling, Bike Station, We love Leith; • support local initiatives; • review opportunities for ensuring mainstream budgets are applied to address inequalities through promoting active travel; and • review opportunities presented by new and different funding streams; e.g. Climate Challenge Fund.	S-M	On track	
J21	Promote cycling and walking for travel, physical activity, recreation and health.	S-L	On track	
J22	Continue 'Better way to work' scheme and seek funding to continue.	S	Complete	Action deleted

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
J23	Promote Active Travel in workplaces/travel plans.	S-L	Not started	
J24	Modify website to promote walking and cycling more effectively.	S	Complete	
J25	Promote health benefits of cycling and walking for all abilities.	Ongoing	On-track	
J26	Corridor or destination based promotion, focussing on corridors where other improvements are being undertaken.	Ongoing	On-track	
J27	Undertake Personal Travel Planning schemes, subject to securing external funding.	S-L	Not started	
J28	Maintain existing initiatives, funding allowing, to increase walking for health, focussing on deprived areas.	S-L	On track	
Signing				
J29	Install courtesy signs to encourage considerate behaviour by cyclists and pedestrians on shared paths	S- M	On track	
Monitoring and review of ATAP				
J30	Review and assess ATAP actions.	S/M/ L	On track	
J31	Monitor ATAP outcomes through indicators, including public satisfaction.	S/M/L	Behind	
Seeking legislative change				
J32	Continue discussions with the Scottish Government with a view to securing legislation to tackle footway parking.	Ongoing	On track	

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
J33	Encourage Scottish Government to seriously consider reducing the default urban speed from 30mph to 20mph.	S	N/A	

b. Walking actions report

	Action	Initial Timescale	Progress	Significant revision proposed *
	Priority corridors and areas			
W1	Implement a package of pedestrian improvements on the Haymarket to Dalry Corridor during 2010 and 2011.	S	Behind	
W2	Based on identified priority corridors and areas develop a prioritised list of pedestrian corridor/area improvements by the end of 2011 (see map 1 and Joint action 4).	S	Behind	
W3	Based on identified priority corridors and areas, review prioritisation of footway maintenance with a view to increasing the priority for maintenance of heavily used routes by the end of 2010.	S	Behind	
W4	Review frequency of inspections of the highest priority routes by end 2011.	S	Behind	
	Integration with public transport			
W5	Based on the audits of routes to Saughton and Broomhouse tram stops carry out improvements to the pedestrian routes to these stops in time for the opening of the tram.	S	Behind	
W6	Audit other tram stops and improve pedestrian routes to/from these.	M	On track	
W7	As part of any major re-development in the Haymarket area, review and upgrade pedestrian and cycle routes to Haymarket Station and, if feasible, increase the number of access points.	S- M	On track	

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
W8	As part of any city centre public realm/pedestrian priority project, review and upgrade pedestrian and cycle access to Waverley Station.	M	On track	
W9	By April 2012 produce a priority list of bus stops for improved access (ie routes to and from the stops)	S	Complete	
W10	Take forward a footway parking ban when possible.	S-L	not started	
Crossings and junctions - General				
W11	Continue to provide DDA compliant dropped kerbs at controlled and uncontrolled crossings as an automatic part of maintenance schemes and new projects.	Ongoing	On-track	
W12	Set up a process for reporting missing dropped kerbs/identifying priority new dropped kerbs by the end of 2011.	S	Behind	
W13	Implement identified new dropped kerbs.	S-L	Behind	Yes
W14	Continue the programme of pedestrian crossings installations, including zebras, islands and build outs. During 2010/11 new puffin crossings are proposed for Bellevue, Gilmerton Road, Dalry Road, Dundas Street, Drumbrae Drive and Lasswade Road.	Ongoing	On-track	
W15	Examine usage of existing pedestrian crossing facilities and identify if either the existing or new installations are required.	Ongoing	Behind	
W16	Review all major junctions and assess the effectiveness of existing crossing and control methods, with regard to use by all age and ability ranges.	Ongoing	Behind	Yes

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	Crossings and junctions - Traffic signalled junctions			
W17	Review all pedestrian phases and crossing clearance times in accordance with current best practice.	Ongoing	Behind	Yes
W18	Continue to add pedestrian phases to traffic signalled junctions.	Ongoing	Behind	Yes
W19	Develop an Urban Traffic Control (UTC) strategy/action plan to increase provide priority to pedestrians at traffic signals (eg pedestrian phase delivered at next signal stage at quieter times of day). Pilot at one or more junctions by the end of 2011. Apply similar principles at stand-alone traffic signals.	S	Behind	
W20	Pilot a formal 'X' crossing at one or more junctions by 2013. Extend if successful.	M	Behind	
	Tackling footway obstructions			
W21	Based on experience elsewhere, develop a process for review and removal of guardrailing in Edinburgh by April 2011. Apply to both reviewing existing and installing new guardrailing. Provide cycle parking if the removed guardrail was useful as/used for cycle parking.	S	Complete	
W22	Building on the experience of a pilot on George Street and in other councils, further develop a 'de-cluttering decision maker' tool by April 2011.	S	Complete	
W23	Carry out pilot guardrail review and de-cluttering on Haymarket to Dalry corridor as part of pilot corridor improvement by end of April 2012.	S	Complete	
W24	Introduce 24 hour waiting and loading restrictions at all pedestrian crossing points, junctions and playground / park entrances within the Controlled Parking Zone by 2015.	M	not started	
W25	By April 2012 set up a process to make it easier to request new, or extended, parking and	S	Behind	

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	loading restrictions at junctions.			
	Signing			
W26	Review pedestrian signing and wayfinding by 2012, considering how to take full advantage of both traditional and new technology.	S	Behind	
W27	Following the review of signing and wayfinding, enhance and upgrade pedestrian signing.	S	Behind	
	Marketing and promotion (see Joint actions)			
W28	Implement Active Travel Marketing Strategy - See below for likely contents relating specifically to walking.	S-M-L	Behind	
W29	Work with partners to produce and distribute 'Walking Time Maps' (eg to hospitals, green spaces etc) and other material promoting walking.	S-M	on track	
W30	Improve the Council's website to better promote walking, including providing links to walkit.com, other walking initiatives and websites. Also link into the Road Safety Partnerships website to promote safe walking and cycling practices.	S	Complete	
W31	Support school based campaigns to encourage walking, for example 'Go for Gold'.	?	Complete	
W32	Promote, support and develop health walking schemes across the city, particularly in deprived areas, funding permitting.	S-M	On track	
W33	Continue to promote parks, greenspaces and paths to these areas.		Ongoing	
W34	Publicise walking routes and paths that are particularly suitable for disabled people.	S	Behind	

c. Cycling actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	Network Development - 'Family' Network			
C1	Produce outline proposals for all routes to enable input to Planning process and other projects.	S	Behind	
C2	Fill key gaps in core/national cycle network routes and link network to key destinations by April 2014 ('A' Priorities): • Union Canal to Princes Street, Rose Street (NCN 75); • Roseburn (end of North Edinburgh rail paths) to Princes Street, Rose Street (NCN 1); • links from North Edinburgh rail paths network to East (from Warriston- NCN 75) and West (from Craigleith - NCN 1) gates of Botanic Gardens; • link from 'Innocent' railway cycle path to the Meadows (NCN 1); • A90 (and adjacent and connections) to Queensferry and Forth Bridge.	S-M	Mixed - varies by individual route section	Yes

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	Network development - Cycle Friendly City			
C3	By April 2014 implement a comprehensive package of on-street improvements for cyclists in the 'South Central' area, including corridor improvements from the city centre, via both Newington (by end 2011) and Marchmont (by end 2012), to the University of Edinburgh Kings Buildings site and the Royal Infirmary. Complement these improvements with improved cycle parking and marketing. Review the options for rolling out these measures to other areas and draw up a programme for this rollout.	S-M	Mixed	Yes
C4	Review (by end 2011) and upgrade (by April 2014) provision for cyclists on main roads: • A7 Dalkeith Road - Old Dalkeith Road; • A701 Bridges – Liberton Road – Burdiehouse Road; • A772 Gilmerton Road; • A702 Lothian Road – Bruntsfield Place; • A70 Dalry Road - Slateford Road; • A71 Gorgie Road - Calder Road; • A8 West Coates - Corstorphine Road - Glasgow Road; • A90 Queensferry Road, Crewe Road South – Orchard Brae; and • A1 London Road – Willowbrae Road. This work to include review of parking restrictions in cycle lanes and assessing filling missing links and improvements at junctions.	S-M	Behind	Yes
C5	Implement (further) Quality Bike Corridors (QBCs) - Produce outline designs for a forward programme of corridor improvements by April 2012, including Portobello Road, Colinton Road, Morningside Road – Comiston Road and Easter Road. Minimum standards for QBCs	S-L	Behind	Action deleted

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	include: • good on-road provision; • parking; • marketing – destination and catchment;			
C6	Improve links to tram stops/transport interchanges, starting with routes to Balgreen and Saughton tram halts	S-M	On track	
C7	Implement, sign and promote suitable cycle alternatives to the tram route.	S	Behind	Action deleted
C8	Introduce advance cycle detection at signalled cycle crossings and toucans.	S-L	not started	Action deleted
C9	If feasible, pilot the introduced an Advance cycle phase to give cyclists an early green light at one or two key junctions	S-L	not started	Action deleted
C10	Develop reporting system for traffic signals that fail to detect cyclists and implement remediation programme.	S-M	complete	
C11	Compile programme of exemption of cyclists from one-way restrictions by September 2011	S	Behind	
C12	Carry out a programme of installing lighting (LED and Conventional) on off-road paths.	S-L	On track	
C13	By 2012 implement a programme to modify kerbs at entry and exit points of cycleways and shared paths ensuring they are flush, free of obstructions (for bikes, trailers and tandems) and clearly marked.	S	Behind	
C14	Install 50 additional Advanced Stop lines per year until all potential traffic signal approaches have this facility.	S-M	Behind	Yes

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
C15	Review and upgrade parking/loading restrictions in existing cycle lanes.	S-M	Behind	
C16	Improve surface and drainage of Water of Leith Walkway.	S	Complete	
C17	Consider the potential for using on-road segregated cycle tracks.	S-L	On track	
Network Development - General				
C18	Review accesses to the North Edinburgh path network and, funding permitting, implement improvements.	S	Behind	
C19	Produce a signing/wayfinding strategy and programme.	S	Behind	
C20	Sign network according to the signing / wayfinding strategy.	S-M	On track	
C21	Introduce a presumption against relaxing parking regulations that protect any cycle facility.	S	Behind	
Maintenance				
C22	Institute regular prioritised and programmed maintenance of cycle lanes and advanced stop lines, (white lines, cycle symbols and coloured surfacing). Also of cycle signing.	S	Ongoing	
C23	Increase priority of maintenance of surfaces, vegetation and lighting on off-road routes including non-adopted paths and winter maintenance.	S	Ongoing	Yes
C24	Encourage greater community involvement/'ownership' of the off-road cycle path network and strengthen volunteer involvement in maintenance (rangers etc).	S	Behind	
C25	Create a function/application on website to report abandoned bikes.	S	Behind	

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	Cycle Parking - On-street			
C26	Review and upgrade city centre cycle parking by 2012.	S	Behind	
C27	Carrying out a programme of reviewing and upgrading "Town centre" bike parking.	S-M	On track	
C28	Continue programme of installing bike parking on request.	Ongoing	On track	
	Cycle Parking - Major destinations			
C29	Review and upgrade cycle parking at major destinations eg cinemas, festival venues, hospitals sports centres, libraries, other Council facilities.	M	On track	
C30	Continue to apply bike parking standards to new developments. Monitor and enforce their detailed implementation.	Ongoing	Behind	Yes
	Cycle Parking - Employers			
C31	Provide bike parking best practice information to employers.	S	Behind	
	Cycle Parking - Residential			
C32	Produce/disseminate guidance on cycle parking for tenements/flats.	S	Complete	
C33	Pilot on-street residential bike parking.	S-L	On track	Yes
C34	Funding permitting, pilot improved bike parking for existing social housing.	S-M	Not started	

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	Schools and training			
C35	Prepare (by April 2011) a plan, including annual targets, to increase the number of primary age children from P6 onwards receiving cycle training[1] to 50% by 2013/2014 and 100% by 2016/2017. The plan will also include actions aimed at encouraging increased cycling by secondary age pupils dependant on availability of resources and mandate.	S	Complete	
C36	Funding permitting, promote cycle training to Head Teachers and School Councils.	S	Complete	Action deleted
C37	Support School Councils in implementing cycle training.	M	On track	Action deleted
C38	Develop and deliver appropriate measures to ensure higher numbers of teenagers cycle.	M	Not started	
C39	Support after school bike clubs.		Ongoing	
C40	Incorporation of cycling/walking issues/activities into curriculum for excellence – physical activity and sport / physical activity and health.	S-M	Not started	
C41	Support Lothian and Borders Police's bike theft prevention schemes eg bike register scheme to reduce bike theft in the City.	S-L	On track	
	Marketing and promotion - see joint actions			
C42	Implement measures in the Active Travel Marketing Plan - these are likely to include actions listed below:		On track	
C43	Promote good driver, cyclist and pedestrian behaviour to reduce conflict between road and	S-L	On track	

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[1] Information is available on the CEC website: http://www.edinburgh.gov.uk/info/834/extra-curricular_activities/1228/active_schools/2

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	path users – (including professional drivers and driving instructors).			
C44	Promote/support adult cycle training (eg through website).	S	Complete	
C45	Promote/support led rides.	S	Complete	
C46	Install one or more Public bike counter(s) at prominent locations.	S-M	On track	
C47	Continue production, updating and distribution of Explore Edinburgh by Bike leaflets.	Ongoing	On track	
C48	Continue production, updating and distribution of the Edinburgh Cycle map and cycle maps of the Lothians council areas (providing leisure opportunities for Edinburgh residents).	Ongoing	On track	
C49	Publicise the operation of Advanced Stop Lines and work with Lothian and Borders Police to enforce their operation.	S	Mixed	
C50	Raise awareness of bike recycling and the role of the Bike Station.		Ongoing	
C51	Work with tourist /accommodation agencies to ensure that visitors are made aware of cycling opportunities (maps, bike hire, etc) as a standard part of the accommodation /tourist package.	S-L	not started	
C52	Support and promote Cycling Scotland's Pedal for Scotland event.	S-M-L	On track	
C53	Support local and national cycle promotion initatives including: Cycle Friendly Schools, Give me Cycle Space (marketing campaign), Cycle Friendly Employer Scheme, A better way to work.		Ongoing	

Appendix 1 – Review of ATAP actions

	Action	Initial Timescale	Progress	Significant revision proposed *
	Community cycling initiatives			
C54	Support Community bike clubs/workshops.		Ongoing	
	Leading by example			
C55	Develop new programmes to increase demand and up-take of cycling, particularly in deprived areas.	S-L	On track	
C56	Achieve Cycle Friendly Employer status for major Council and University of Edinburgh sites.		Behind	
C57	NHS Lothian to promote BikeBUDI scheme to its staff.		On track	
C58	Cycle safety working group of key stakeholders to meet twice yearly to discuss incident data analysis and agree relevant interventions including awareness raising/enforcement/training.		Ongoing	
	Integration with public transport			
C59	Work with rail industry to provide/improve bike parking at stations/bike hubs.	Ongoing	On track	
C60	Introduce 'Station Travel Plans' / 'Safe Routes to Stations' – Pilot scheme at Dalmeny station.	M	not started	
C61	Seek/ support a pilot bus bike carriage scheme for an appropriate urban- rural route.	M	not started	
	Bike share			
C62	Support development of small-scale bike share schemes.	M	On track	

Notes:

Appendix 1 – Review of ATAP actions

* = See appendix 2 for full revised list of actions

The September 2010 version of ATAP contained some timescales within the body of the text that were different from those in the Appendix. For clarity, the timescales in the Appendices of ATAP have been used here.

Appendix 2 – Proposed Revised Action List indicating wording revisions

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
	JOINT ACTIONS		
	CO-ORDINATING THE ACTIVE TRAVEL PLAN		
J1	Set up a co-ordinating group for Active Travel initiatives.	C	N/A
	DESIGN, AUDIT AND TRAINING		
J2	Develop an audit tool for major schemes, aimed at maximising benefits for pedestrians and cyclists.	M	Minor/update
J3	Produce revised design guidance for walking and cycling integrated with existing guidance.	S	Minor/update
J4	Train practitioners using design guidance.	S	Minor/update
	PRIORITISATION OF INVESTMENT AND MAINTENANCE		
J5	Further develop priorities for investment in pedestrian priority and for maintenance of footways, footpaths, cycle lanes and cycle tracks. (See Walking and Cycling Actions for proposals relating to using the above prioritisation).	S	Minor/update
J5A	Review and upgrade pedestrian and cycle routes to smaller stations in Council area.	S-M	New action
	NETWORK DEVELOPMENT		
J6	Set up an Internet-based mechanism for members of the public to report /identify 'missing links' or other proposals for improving the walking and cycling environment.	S	Minor/update
J7	Set up a mechanism to assess, and where appropriate implement, proposals made under J6	S	Substantive (see Appendix 3)
J8	Work with Historic Scotland to improve conditions for cycling and walking in Holyrood Park.	S-M	Minor/update
J9	Roll out 20mph speed limits across Edinburgh in accordance with decision to be taken as part of the 2013 LTS process.	S-M	Substantive (see Appendix 3)
J10	Increase enforcement of Planning Conditions with regard to walking, cycling and Public Transport	S-M	Minor/update

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
J11	Support the Active Travel Action Plan by facilitating the creation and signing of routes through NHS property and University of Edinburgh sites.	S-L	None
J12	Based on the best practice elsewhere and experience with Pilot Pedestrian/Cycling audit, develop and review an auditing tool to assess streets/public spaces for the provision of walking and cycling facilities.	S-M	None
	MAINTENANCE		
J13	By enforcing compliance with Streetworks Acts, ensure that utilities reinstate lines, symbols and coloured surfacing where they are removed as part of street works.	S	Minor/update
J14	Improve maintenance reporting through a web application.	S	None
	SCHOOLS		
J15	Continue Safe Routes to School programme.	Ongoing	None
J16	Continue developing School Travel Plans, including encouraging Public Transport use.	Ongoing	Minor/update
J17	Continue Sustrans' I-Bike Scheme	Ongoing	Minor/update
J18	Incorporate cycling/walking issues/activities into Curriculum for Excellence.	M	None
	MARKETING , PROMOTION AND SIGNING		
J19	Implement Active Travel Marketing and Communications Strategy to coordinate marketing and promotion initiatives . See actions J20 to J27 below for themes .	S	Minor/update
J20	Organise scheme openings and promotional events. (See J19)	S-L	Minor/update
J21	Promote cycling and walking for travel, physical activity, recreation and health, including promoting the health benefits of cycling and walking for people of all abilities. (this action incorporates former action J25)(See J19)	S-L	Minor/update
J22	Continue 'Better way to work' scheme and seek funding to continue. SCHEME ENDED MARCH 2012 - FUNDING TO CONTINUE WAS NOT SECURED	X	Deleted –see action text
J23	Promote public and active transport in workplaces/travel plans/etc e.g. hospitals by establishing Travel Planning Officer. (See J19)	S-L	Minor/update

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
J24	Modify website to promote walking and cycling more effectively. (See J19)	S	None
J25	Promote health benefits of cycling and walking for all abilities. INCORPORATED INTO J21	X	Integrated into other action
J26	Carry out corridor and/or destination based promotion – focussing on corridors where other improvements are being undertaken. (See J19)	S-L	None
J27	Undertake Personal Travel Planning, subject to securing funding. (See J19)	S-L	Minor/update
J28	Maintain existing initiatives, funding allowing, to increase walking for health, focussing on deprived areas. DUPLICATE OF W32	X	Integrated into other action
J29	Install courtesy signs to encourage considerate behaviour by cyclists and pedestrians on shared paths	S	None
	MONITORING AND REVIEW OF ATAP		
J30	Review and assess ATAP actions.	S-L	None
J31	Refine and implement plan for monitoring ATAP outcomes and targets.	S	Minor/update
	SEEKING LEGISLATIVE CHANGE		
J32	Continue discussions with the Scottish Government with a view to securing legislation to tackle footway parking.	Ongoing	None
J33	Encourage Scottish Government to seriously consider reducing the default urban speed from 30 mph to 20 mph.	Ongoing	None
WALKING ACTIONS			
	PRIORITY CORRIDORS AND AREAS		
W1	Implement a package of pedestrian improvements on the Haymarket to Dalry Corridor during 2010 and 2011.	C	N/A
W2	Develop a prioritised list of pedestrian corridor/area improvements (see Map 1 and Joint Action 5).	S	Minor/update
W3	Further refine prioritisation of footway maintenance to better reflect amount and type of use.	S	Minor/update

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
W4	Review frequency of inspections of the highest priority routes by end 2011.	C	N/A
	INTEGRATION WITH PUBLIC TRANSPORT		
W5	Based on the audits of routes to Saughton and Broomhouse tram stops carry out improvements to the pedestrian routes to these stops in time for the opening of the tram.	S	None
W6	Audit other tram stops and improve pedestrian routes to/from these.	S-M	None
W7	Review and upgrade pedestrian and cycle routes to Haymarket Station and, if feasible, increase the number of access points.	S	Minor/update
W7A	Review and upgrade bus stops at Haymarket Station	S-M	Minor/update
W8	Review and upgrade pedestrian and cycle routes to Waverley and upgrade the access points, particularly underused routes.	S	Minor/update
W8A	Review and upgrade bus stops at Waverley	S-M	Minor/update
W9	By April 2012 produce a priority list of bus stops for improved access (i.e. routes to and from the stops) and implement a programme of improvements, with an initial target of 20 bus stops per year from 2012-2013 onwards.	S-L	Minor/update
W10	Take forward a footway parking ban when possible.	S-L	None
	CROSSINGS AND JUNCTIONS		
	General		
W11	Continue to provide dropped kerbs at controlled and uncontrolled crossings as an automatic part of maintenance schemes and new projects.	Ongoing	Minor/update
W12	Set up a process for reporting missing dropped kerbs / identifying priority new dropped kerbs (see J6).	S	Minor/update
W13A	Building on the current approach of responding to local requests, develop a programme to install dropped kerbs identified by public requests and proactively. Pilot this approach	S	Minor/update
W13B	Implement programme developed in W13	M-L	Minor/update
W14	Continue the programme of pedestrian crossings installations, including zebras, islands and build outs.	Ongoing	Minor/update

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
W15	Continue programme to examine the usage of existing pedestrian crossing facilities and identify if either the existing or new installations are required.	Ongoing	Minor/update
W16	Develop and then commence implementation of a programme for reviewing signalled junctions, assessing the effectiveness of existing crossing and control methods with regard to use by all age and ability ranges, and making appropraite modifications.	S	Substantive (see Appendix 3)
	Traffic Signalled junctions		
W17	Develop and then commence implementation of a programme for reviewing all pedestrian phases and crossing clearance times in accordance with current best practice and making modifications where necessary.	S	Substantive (see Appendix 3)
W18	Review the programme of adding pedestrian phases to traffic signalled junctions and develop a forward plan for this.	S	Substantive (see Appendix 3)
W19	Develop and pilot an Urban Traffic Control (UTC) Strategy / Action Plan relating to pedestrian delays at pelican/puffin/toucan crossings and traffic signals (eg pedestrian phase delivered at next signal stage at quieter times of day) Pilot at one or more junctions.	S	Minor/update
W20	Pilot a formal 'X' crossing at one or more junctions. Extend if successful.	S- M	Minor/update
	TACKLING FOOTWAY OBSTRUCTIONS		
W21	Apply process for review and removal of guardrailing to both reviewing existing and installing new guardrailing. Provide cycle parking if the removed guardrail was useful as/used for cycle parking.	S - M	Minor/update
W22	Building on the experience of a pilot on George Street and in other Councils, further develop a 'de-cluttering decision maker' tool .	S-M	Minor/update
W23	Carry out pilot guardrail review and de-cluttering on Haymarket to Dalry corridor as part of pilot corridor improvement - by end of April 2012.	C	Complete
W24	Depending on the progress legislation that may remove the need for this action, develop and then commence implementation of a programme to introduce 24 hour waiting restrictions (and loading restrictions if necessary) at all pedestrian crossing points, junctions and playground / park entrances within the Controlled Parking Zone.	S-M	Minor/update
W25	Review and if necessary improve the mechanism for requesting new or extended parking and loading restrictions at junctions. Introduce a web-based tool.	S-M	Minor/update
	SIGNING, MARKETING AND PROMOTION		

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
	Signing		
W26	Review pedestrian signing and wayfinding by 2012, considering how to take full advantage of both traditional and new technology.	C	Complete
W27	Enhance and upgrade city centre pedestrian signing.	S - M	Minor/update
	Marketing and promotion (see Joint Actions)		
W28	Implement Active Travel Marketing Strategy - See actions W29 to W34 below for themes relating specifically to walking.	S-L	Minor/update
W29	Work with partners to produce and distribute 'Walking Time Maps' (eg to hospitals, green spaces etc) and other material promoting walking.	S-M	Minor/update
W30	Improve the Council's website to better promote walking, including providing links to walkit.com, other walking initiatives and websites. Also link into the Road Safety Partnerships website to promote safe walking and cycling practices. DUPLICATE OF J24	X	Integrated into other action
W31	Support schools- based campaigns to encourage walking – for example 'Go for Gold'.	Ongoing	Minor/update
W32	Promote, support and develop health walking schemes across the city, particularly in deprived areas, funding permitting.	S-M	Minor/update
W33	Continue to promote parks, greenspaces and paths to these areas.	Ongoing	Minor/update
W34	Publicise walking routes and paths that are particularly suitable for disabled people.	S	Minor/update
	Seating		
W35	Review the off-road path network for seating provision and carry out a phased programme of improvements	S - L	New action
CYCLING ACTIONS			
	NETWORK DEVELOPMENT		
	'Family' Network		
C1	Produce outline proposals for all FAMILY NETWORK routes to enable input to Planning Process and other projects.	S	None

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
C2A	Fill key gaps in core / national cycle network routes, and link network to key destinations.	S-M	Minor/update
C2B	FAM Union Canal to Princes Street, Rose Street (NCN 75);	M	Minor/update
C2C	FAM Lothian Rd to Royal Mile ;	M	Minor/update
C2D	FAM Roseburn (end of N Edinburgh rail paths) to Princes Street, Rose Street (NCN 1);	M	Minor/update
C2E	FAM Union Canal to N Edinburgh path network link (NCN 1 to NCN 75); - low cost	M	Minor/update
C2F	FAM Union Canal to N Edinburgh path network link (NCN 1 to NCN 75) - high spec	L	None
C2G	FAM - Link to Edinburgh Zoo from Carrick Knowe cycleway;	M	None
C2H	FAM Links from N Edinburgh rail paths network to East (from Warriston- NCN 75) gate of Botanic Gardens;	M	Substantive (see Appendix 3)
C2I	FAM Granton rail path to Cramond promenade;	S	Minor/update
C2J	FAM Further upgrade of Portobello - Seafield – Leith - N Edinburgh path network link (NCN 76);	S	Substantive (see Appendix 3)
C2K	FAM Link from 'Innocent' railway cycle path to Meadows (NCN 1);	S	Minor/update
C2L	FAM Upgrade link from Meadows via city centre to N Edinburgh path network (NCN 1 and 75);	M	Minor/update
C2M	FAM Upgrade link from Union canal to Meadows (NCN 7); and	M	Minor/update
C2N	FAM A90 (and adjacent and connections) to Queensferry and Forth Bridge.	S	Minor/update
new C2.1	Incorporate effective links from the City Centre Princes/St George St measures to family network links West to Roseburn, SW to the Union Canal and NE/E to Leith Walk and Regent Road		New action
	Cycle Friendly City		
C3A	Implement a comprehensive package of on-street improvements for cyclists in the 'South Central' area, including corridor improvements from the city centre via Marchmont to the University of Edinburgh Kings Buildings site and on other major roads. Complement these improvements with improved cycle parking and marketing.	S-M	Minor/update

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
C3B	In consultation with ATAP partners, review the options for rolling out the South Central Edinburgh Cycle Friendly City approach to other areas and prepare a programme for any rollout.	S	Minor/update
C4A (new)	Prepare a programme for reviewing and upgrading provision for cyclists on main roads.	S	Minor/update
C4B	Implement improvement programme	M	Minor/update
C4B	MAIN - A7 Dalkeith Road - Old Dalkeith Road, A701 Bridges – Liberton Road – Burdiehouse Road, A772 Gilmerton Road;	X	Deleted (see Appendix 3)
C4C	MAIN A702 Lothian Road – Bruntsfield Place;	X	Deleted (see Appendix 3)
C4E	MAIN A70 Dalry Road - Slateford Road, A71 Gorgie Road - Calder Road;	X	Deleted (see Appendix 3)
C4F	MAIN A8 West Coates - Corstorphine Road - Glasgow Road;	X	Deleted (see Appendix 3)
C4G	MAIN A90 Queensferry Road, Crewe Road South – Orchard Brae; and	X	Deleted (see Appendix 3)
C4H	MAIN A1 London Road – Willowbrae Road.	X	Deleted (see Appendix 3)
C5	Implement (further) Quality Bike Corridors (QBCs) - Produce outline designs for a forward programme of corridor improvements by April 2012, including Portobello Road, Colinton Road, Morningside Road – Comiston Road and Easter Road.	X	Deleted (see Appendix 3)
C6	Improve links to tram stops/transport interchanges, starting with routes to Balgreen and Saughton tram halts; and ensure sufficient cycle storage at tram stops.	S	Minor/update
C7	Implement, sign and promote suitable cycle alternatives to the Tram route.	X	Deleted (see Appendix 3)
C8	Introduce advance cycle detection at signalled cycle crossings and toucans.	X	Deleted (see Appendix 3)
C9	If feasible, pilot the introduced an Advance cycle phase to give cyclists an early green light at one or two key junctions	X	Deleted (see Appendix 3)
C10	Develop a web report system for traffic signals that fail to detect cyclists.	S	Minor/update

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
C11	Compile and implement a programme of exemption of cyclists from one-way restrictions.	S-M	Minor/update
C12	Implement a programme of installing lighting (LED and Conventional) on off-road paths.	S-L	None
C13	Implement a programme to modify kerbs at entry and exit points of cycleways and shared paths ensuring they are flush, free of obstructions (for bikes, trailers and tandems) and clearly marked.	S	None
C14A	Prepare a programme for installing additional Advanced Stop lines .	S	Substantive (see Appendix 3)
C14B	Implement ASL programme identified in C14A		Substantive (see Appendix 3)
C15A	Review parking/loading restrictions in existing cycle lanes.	S	Minor/update
C15B	Upgrade parking/loading restrictions in existing cycle lanes.	S-M	Minor/update
C16	Improve surface and drainage of Water of Leith path.	S	N/A
C17	Consider the potential for using on-road segregated cycle tracks.	S-L	None
	General		
C18A	Review accesses to the North Edinburgh path network and draw up a programme of improvements .	S	Minor/update
C18B	funding permitting, implement improvements to North Edinburgh path network accesses	S-L	Minor/update
C19	Produce a signing/wayfinding strategy and programme.	S	N/A
C20	Sign network according to the signing / wayfinding strategy.	S-M	None
C21	Introduce a presumption against relaxing parking regulations that protect any cycle facility.	S	None
	MAINTENANCE		
C22	Institute regular prioritised and programmed maintenance of cycle lanes, advanced stop lines, (white lines, cycle symbols and coloured surfacing). and cycle signing..	S	Minor/update
C23	Increase priority of maintenance of surfaces on off-road routes (ADOPTED)	S	N/A

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
C23	Refine and implement programme of maintenance of surfaces, vegetation and lighting on off-road routes including non-adopted paths and winter maintenance.	S	Minor/update
C24	Encourage greater community involvement / 'ownership' of the off-road cycle path network and strengthen volunteer involvement in maintenance	S	Minor/update
C25	Create a function/application on website to report abandoned bikes.	S	None
	CYCLE PARKING		
	On Street		
C26	Review and upgrade city centre cycle parking .	S	Minor/update
C27	Carry out a programme of reviewing and upgrading "Town centre" bike parking.	S-M	None
C28	Continue programme of installing bike parking on request.	Ongoing	None
	Major Destinations		
C29	Review and upgrade cycle parking at major destinations eg cinemas, festival venues, hospitals sports centres, libraries, other Council facilities.	M-L	None
C30	Continue to apply bike parking standards to new developments. *Monitor and enforce their detailed implementation.*	Ongoing	None
	Employers		
C31	Provide bike parking best practice information to employers.	S-M	None
	Residential		
C32	Disseminate guidance on cycle parking for tenements/flats.	S	Minor/update
C33	Pilot on-street residential bike parking.	S	Substantive (see Appendix 3)
C34	Funding permitting, pilot improved bike parking for existing social housing.	S-M	None
	TRAINING, MARKETING, PROMOTION		

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
	Schools and Training		
C35	Implement measures to ensure an increase the number of primary age children from P6 onwards receiving cycle training to 50% by 2013/2014 and 100% by 2016/2017. .	S	Minor/update
C36	Funding permitting, promote cycle training to Head Teachers and School Councils.	X	Integrated into other action
C37	Support School Councils in implementing cycle training.	X	Integrated into other action
C38	Develop and deliver a plan aimed at encouraging increased cycling by secondary age pupils/teenagers.	M	Minor/update
C39	Support After school bike clubs.	Ongoing	None
C40	Develop a plan for the incorporation of active travel issues/activities into the curriculum for excellence – physical activity and sport / physical activity and health.	S-M	None
C41	Support Lothian and Borders Police's bike theft prevention schemes eg bike register scheme to reduce bike theft in the City.	X	None (renumbered to C63)
	Marketing and Promotion - see Joint Actions		
C42	Implement measures in the Active Travel Marketing Plan - these are likely to include actions listed below:	Ongoing	None
C43	Promote good driver, cyclist and pedestrian behaviour to reduce conflict between road and path users – (including professional drivers and driving instructors).	S-L	None
C44	Promote/support adult cycle training (eg through website).	S	None
C45	Promote/support led rides.	S	None
C46	Install one or more Public bike counter(s) at prominent locations.	S-M	None
C47	Continue production, updating and distribution of area/route based Bike Leaflets.	Ongoing	Minor/update
C48	Continue production, updating and distribution of the Edinburgh Cycle Map and cycle maps of the Lothians council areas (providing leisure opportunities for Edinburgh residents).	Ongoing	None
C49	Publicise the operation of Advanced Stop Lines and work with Lothian and Borders Police to enforce their operation.	S	None

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
C50	Raise awareness of bike recycling and the role of the Bike Station.	Ongoing	None
C51	Work with tourist /accommodation agencies to ensure that visitors are made aware of cycling opportunities (maps, bike hire, etc) as a standard part of the accommodation /tourist package.	S-L	None
C52	Support and promote Cycling Scotland's Pedal for Scotland event.	S-L	None
C53	SUPPORT LOCAL AND NATIONAL CYCLE PROMOTION INITIATIVES including: Cycle Friendly Schools, Give me Cycle Space (marketing campaign), Cycle Friendly Employer Scheme, A better way to work.	Ongoing	None
	Community Cycling Initiatives		
C54	Support Community bike clubs/workshops.	Ongoing	None
C55	Develop new programmes to increase demand and up-take of cycling, particularly in deprived areas.	S-L	None
	Leading by Example		
C56	Achieve Cycle friendly employer status for major Council and University of Edinburgh sites.	S-M	None
C57	NHS Lothian to promote BikeBUDI scheme to its staff.	Ongoing	None
C58	As part of the Road Safety Plan a cycle safety working group of key stakeholders will meet twice yearly to discuss incident data analysis, and agree relevant interventions including awareness raising/enforcement/training.	Ongoing	Minor/update
	INTEGRATION WITH PUBLIC TRANSPORT		
C59	Work with rail industry to provide/improve bike parking at stations/bike hubs.	Ongoing	None
C60	Introduce 'Station Travel Plans' / 'Safe Routes to Stations'	M	Minor/update
C61	Consider a pilot bus bike carriage scheme for an appropriate urban - rural route.	M-L	Minor/update
	MISCELLENEOUS		
C62	Support development of small-scale bike share schemes.	S-M	None

	Active Travel Action Plan Actions	Timescale* (See footnote)	Wording Revisions
C63	Support Lothian and Borders Police's bike theft prevention schemes eg bike register scheme to reduce bike theft in the City.	S-L	None (renumbered from C41)

* = Time key
S = by end 2014. M by end 2017. L = 2018 and beyond. C = action complete. X=deleted or integrated into another action

Appendix 3 – Details of significant wording changes or deletions

Note: This appendix gives details of or reasons for changes which are not self-explanatory in Appendix 2. So it does not include actions deleted for reasons explained briefly in table 2 or because they have been incorporated into another action.

|	Active Travel Action Plan Actions	Reason for change
JOINT ACTIONS		
	NETWORK DEVELOPMENT	
J7 (new)	Set up a mechanism to assess, and where appropriate implement, proposals made under J6	Previous J7 largely completed - route plan used as input to new Local Development Plan. New J7 clarifies need to set up a structured approach for feeding publicly identified proposals through to potential implementation.
J7 (old)	Develop a plan showing key missing links for pedestrian and cycle routes as an input to Development Planning.	
J9	Roll out 20mph speed limits across Edinburgh in accordance with decision to be taken as part of the 2013 LTS process.	The the pilot 20mph speed limit in S Edinburgh is in place.
J9 (old)	Subject to discussions with Lothian and Borders Police and the Scottish Government, introduce a pilot area-wide 20mph speed limit in part of suburban Edinburgh by April 2012. Monitor and evaluate and, if appropriate, roll out more widely.	
WALKING ACTIONS		
	CROSSINGS AND JUNCTIONS	
W16	Develop and then commence implementation of a programme for reviewing signalled junctions, assessing the effectiveness of existing crossing and control methods with regard to use by all age and ability ranges, and making appropriate modifications.	The revised action recognises the need to develop a specific programme to carry out this activity
	Traffic Signalled junctions	
W17	Develop and then commence implementation of a programme for reviewing all pedestrian phases and crossing clearance times in accordance with current best practice and making modifications where necessary.	The revised action recognises the need to develop a specific programme to carry out this activity
W18	Review the programme of adding pedestrian phases to traffic signalled junctions and develop a forward plan for this.	The revised action recognises the need for a review of the programme and development of a revised forward plan.

	Active Travel Action Plan Actions	Reason for change
W35	Review the off-road path network for seating provision and carry out a phased programme of improvements	The new action recognises the importance of seating availability in making walking a realistic option for all.
	CYCLING ACTIONS	
	NETWORK DEVELOPMENT	
	'Family' Network	
C2H	FAM Links from N Edinburgh rail paths network to East (from Warriston- NCN 75) gate of Botanic Gardens;	Route to West gate under construction
C2J	FAM Further upgrade of Portobello - Seafield – Leith - N Edinburgh path network link (NCN 76);	Initial upgrade work complete
new C2.1	Incorporate effective links from the City Centre Princes/St George St measures to family network links West to Roseburn, SW to the Union Canal and NE/E to Leith Walk and Regent Road	To highlight these links, which are important if cycling is to be seen as a realistic option for travel to the city centre for a significantly wider group of the population.
	Cycle Friendly City	
	DELETED ACTIONS C4B-H,C5,C7 to C9	
C4B-H	Listing of individual main roads for improvement	Revised actions C4A and C4B make the listings of roads in C4B – H and in C5 redundant. A programme of improvements will be developed which is likely to cover similar roads.
C5	Implement (further) Quality Bike Corridors (QBCs) - Produce outline designs for a forward programme of corridor improvements by April 2012, including Portobello Road, Colinton Road, Morningside Road – Comiston Road and Easter Road.	
C7	Implement, sign and promote suitable cycle alternatives to the Tram route.	This action largely referred to the on-road section of tram route between the city centre and Newhaven which is not currently being progressed.
C8	Introduce advance cycle detection at signalled cycle crossings and toucans.	This action will be covered by design guidance.
C9	If feasible, pilot the introduced an Advance cycle phase to give cyclists an early green light at one or two key junctions	Such a pilot will be taken forward if it forms a useful element of any project. However no sites have been identified to date so a specific action is not appropriate.
	NETWORK DEVELOPMENT	
	Network Development – General	

	Active Travel Action Plan Actions	Reason for change
	Cycle Parking - Residential	
C33	Pilot on-street residential bike parking.	Following investigations into the procurement of this project it is recommended the users are charged a nominal fee, estimated at £5-10 per month, for use of the secure storage facilities. Consultation has been carried out which established monthly payment in this region is considered acceptable for users. This will also cover the majority of the maintenance and management costs which will allow the council to operate the project at cost neutral once implemented.

* = Time key
S = by end 2014. M by end 2017. L = 2018 and beyond. C = action complete. X=deleted or integrated into another action

Appendix 4: Revised 'family network' of cycle routes
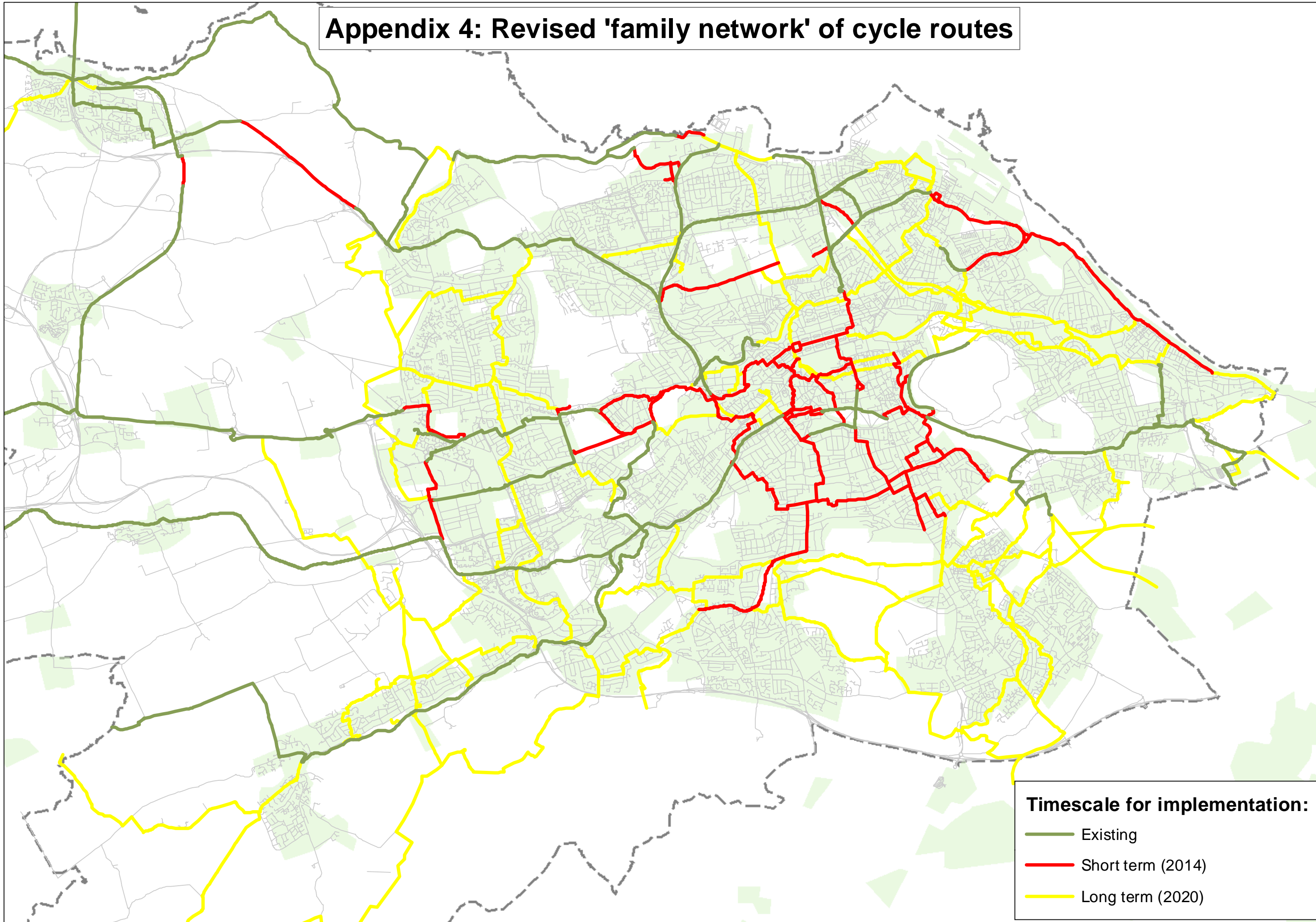
Timescale for implementation:

— Existing

— Short term (2014)

— Long term (2020)

Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Public and Accessible Transport Action Plan; Report on Consultation

Item number	7.5
Report number	
Wards	All

Links

Coalition pledges	[P18](#)
	[P19](#)
Council outcomes	[CO7](#)
	[CO8](#)
	[CO9](#)
	[CO10](#)
	[CO22](#)
Single Outcome Agreement	[SO1](#)

Mark Turley

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Executive summary

Public and Accessible Transport Action Plan; report on consultation

Summary

The draft Public and Accessible Transport Action Plan (PATAP) was approved on 15 January 2013. A consultation period ran 21 January to 22 March. The report describes the outcomes of the consultation and presents a finalised PATAP for approval.

Recommendations

It is recommended that the Committee approves the final PATAP.

Measures of success

The PATAP includes detailed targets and monitoring processes.

Financial impact

No direct costs arise from adoption of the Plan. Individual actions within the Plan may incur additional costs, but these will be reported to Committee case by case over the remaining lifespan of the Plan (until 2020).

Equalities impact

The main impacts on equality are: removing or minimising disadvantage, and encouraging participation in public life.

The main impacts on rights are: enhanced access to education, and enhanced right to good standard of living; access to facilities to relax and play; facilitated right to association.

There are no ERIA recommendations.

Sustainability impact

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

- This report's proposals will reduce carbon emissions because they are concerned with improving public transport, thus encouraging travel by carbon-efficient modes.

- The need to build resilience to climate change impacts is not relevant to this report's proposals because no practical, relevant resilience-building measures were identified.

- This report's proposals will help achieve a sustainable Edinburgh because improved public transport potentially meets the needs of existing and future communities; is generally healthier than car-based lifestyles; it eliminates 'transport disadvantage'; it enables a more efficient local transport network, benefiting local businesses and residents; and reduces energy, water, waste, and materials use.

Consultation and engagement

The main report sets out outcomes from the consultation programme.

Background reading/external references

Appendix 1 – Public and Accessible Transport Action Plan

Local and strategic development plans

Climate Change Framework

Transport 2030 Vision

Report

Public and Accessible Transport Action Plan; report on consultation

1.   Background

1.1   The PATAP is one of the key Action Plans which will deliver the objectives of the Council's Local Transport Strategy.

1.2   The draft PATAP was approved by this Committee on 15 January 2013. Consultation on the draft was undertaken between 21 January and 22 March 2013.

1.3   It was emailed to around 60 stakeholders, who were invited to comment; and any other individual or group expressing an interest. It was also discussed in scheduled meetings with external agencies such as bus operators.

2.   Main report

2.1   There were 13 responses to the consultation. These are summarised in Appendix 1, with an indication of how issues raised are being addressed, if appropriate.

2.2   The proposed final PATAP is included in Appendix 2. The numbering system applied to the list of Actions will subsequently change slightly, to be consistent with the list of Actions in the Active Travel Action Plan – Two Year Review, which is the subject of a separate report to this Committee.

2.3   The responses were quite diverse. Insofar as it is possible to generalise, the draft was mostly welcomed with the exception of some cycling interests who felt that it did not refer sufficiently to cycling. There were very few comments on the 100 actions themselves.

2.4   The text has been changed where appropriate to reflect the responses; the most substantial change being an additional chapter on integration. Very few changes were made to the actions. Three new actions have been added: concerning pedestrian/cycle routes to smaller stations, the impact of Borders Rail on bus services, and working with adjoining Councils on Park and Ride. Changes from the Consultative Draft are temporarily highlighted in yellow.

2.5   The PATAP is consistent with the Transport 2030 Vision, reflects the relevant
       Coalition pledges, and will be consistent with the new Local Transport Strategy.
       It will run until 2020. Progress will be monitored every two years and the Plan
       will be reviewed in 2015.

2.6   In the report to Committee on the draft PATAP on 15 January 2013, it was
       reported that options for future provision of Community and Accessible Transport
       were being developed and discussed with service providers and users; and that,
       as the Action Plan developed, account would be taken of the needs of Health
       and Social Care services and their users.

2.7   In light of the preliminary discussions with service providers and users, however,
       it became clear that a wider review was appropriate. It is anticipated that this will
       be concluded by April 2014.

2.8   A separate report on this review will be presented to a future meeting of the
       Transport and Environment Committee.

3.   Recommendations

3.1   It is recommended that the Committee:

       3.1.1   approves the final Public and Accessible Transport Action Plan;
               and

       3.1.2   notes that the review of future Community and Accessible
               Transport provision now comprises a separate workstream which
               will be completed by April 2014 and reported to a future meeting of
               the Committee.

Mark Turley

Director of Services for Communities

Links

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

Name	Date received	Organisation	Comments	Response to comments
Tony Kenmuir	20/1/13	Central Taxis	Section 5 lists 'issues'; no conclusions, policies, plans; seem redundant. Hope final draft has substance.	See Action L4; develop these in a Taxi/PHC plan
			PHC trade wants bus lane etc access; taxi rights and privileges without vehicle/qualifications/tariff.	No change planned
			Rank space for >4% of taxis. Some (e.g. W Charlotte Sq) where no demand. Do you intend to adjust this? Consider extra, night ranks for crowds. Many hotel entrances have double yellow line. Vans/cars park in ranks. Many have only single yellows. Traffic Wardens claim no jurisdiction.	Draft states Council's estimate is 1 space per 4.85 taxis, not 4%. Action L2 includes reviewing rank numbers and locations
			Encouraging use of 'green' vehicles; means what?	Vehicles with low environmental impact (see G2)
			Bus station bars taxis even with infirm passengers; nearest stance closed for years, tram work. Waverley has taxi levy. Regularly many passengers queue while non-permitted taxis drive away. Edinburgh Airport rides rough-shod over Taxi and PHC. Drew issues to Council's attention, no response.	There is a taxi rank north side St Andrew Sq. Non-permit taxis may pick up inside Waverley if no others there Outstanding Licence Applications being dealt with; inappropriate to comment meantime
			Technological advances and opportunities; integrating taxi/PHC licensing policy with Council transport strategies; means what?	Establishing systems to ensure licensing and transport policies are consistent and co-ordinated
			Reviewing taxi limitation policy is destabilising; question hangs over individual investments. Wherever taxi numbers de-restricted, policy reversed within 10 yrs, including Edinburgh. Disaster for consumer, standard, vehicle and driver quality, congestion, environment; encourages underworld involvement, exploitation of immigrant workers. Consult us and James Cooper, Napier University first.	Rigorously reviewing current policies is necessary in order to assess whether they are still appropriate. Recent review involved consultation
			Options to improve licensing service; almost £300 for MOT; one Council-owned provider. Newly qualified drivers wait months for licence applications signature	Can be addressed by L4 (Taxi/PHC plan)

				Options for improving passenger service; means what?	To be addressed by L4 (Taxi/PHC plan)
				Action Plan should suggest actions, policies in place, conclusions after consultation. Listing issues raises open questions; unhelpful. Delighted discuss these points further if it turns issues into actions.	L4 (Taxi/PHC plan) sets out how this will be progressed
David Griffiths	31/1/13	ECAS		Disappointed objectives p5 don't include CAT, though SOA refers to accessible transport.	Will amend
				p13 surprising no mention of ECTOG, PEP, SEAG, DOVE, LCTS. Support proposal develop and consult on way ahead for CAT.	They are in table
				Welcome PHC inclusion; some disabled people prefer. Support bus lane access.	Kerb access is important; unaffected by bus lane
				p18 recommend reference to use of Nat Conc card on trams	Will amend
				p22 is there data on minority groups feeling safe on bus?	Not aware of any
				Don't monitor unmet demand for CAT by measuring one provider's refusals	Data from annual report; TEC-approved formula
				CAT review should research unmet and future demand.	Will do
				Use of only Lothian Buses data; parts of W Edinburgh have only FB service	Only LB data readily available
				Action A5 should consider more than value for money	Assessing service provided relative to resources used is essential given resource constraints
John Yellowlees	4/2/13	Scotrail		Borders railway 2015; very different to Airdrie-Bathgate project. Completely new mode for Borders; Airdrie-Bathgate improved existing mode. Within Edinburgh, no chance of more than 2tph. Outwith Edinburgh, much of corridor well served by bus; rail likely to abstract existing public transport users, attract car users, generate new journeys. PATAP doesn't consider how manage impact on bus.	Core business case estimates significant proportion passengers switch bus to rail. In 2015 about 760K single rail trips shift; some bus services remain. Operators cut costs mainly by reducing services. Core case assumes bus services cut to cover 90% of revenue losses
				EGIP now won't affect Edinburgh Park. South Gyle, Edinburgh Gateway & Park on periphery of one catchment area. Edinburgh Gateway will abstract from existing stations. Until timetable finalised PATAP can't state most journeys new to rail.	New EGIP means abstraction possible only from South Gyle. Planning application TA indicates Edinburgh Gateway peak trips >double S Gyle now; so most trips new to rail
				Use data to quantify where station carpark demand is/will be suppressed. Spell out Council sustainable station access aspirations	Action being considered in light of Transport Scotland's Park and Ride research (March 2013)
Rhona Neill	13/2/13	People First Scotland		p7 3.7% = those rating experience of public transport poor. People with Learning Difficulties often report poor experience; mostly some drivers'	Noted

		77-79 Easter Rd	attitude/services perturbed. Some take a year to learn a bus route, change can reduce independence. Members experience Hate crime on public transport. Don't always feel safe. Develop a system for booking taxis with enough detail to avoid taxi refusal/people being unable to board the taxi. Wish to know plans for accessible information, to be involved	Information on changes can be forwarded if wish Could include in L3 (technology development) Noted
Judy Cantley	2/3/13		A lot of good and helpful ideas but little reference to integrating cycling-public/accessible transport. Should stress e.g. secure bike parking at Park and Ride and stations, with safe access routes to them; bike parking close to main bus and bus/tram interchanges	See, for example, Actions W7v, W8, E1, E2, C6, C59, C60v, C61
Peter Hawkins	14/3/13	CTC Lothians	Disappointing in sparsity of references to cycling, and potential for integrating it and public transport. Could mention bikes on trams trials promised trials. Action E1; At Edinburgh Gateway a huge opportunity to integrate Edinburgh Gateway with a main east-west cycle route is being lost; partly Network Rail failure, but CEC should do more. Edinburgh Park station access is not integrated with local cycle routes. Haymarket: A major transport interchange like this should have a bike hub, as mentioned in C59. Streets to/from station must give more priority to cyclists and pedestrians. C6 Hope this will upgrade the main path through Saughton Park. C59, C60v, C61, H15 are welcome. Hope the increased cycle budget will enable the medium-term items to become short-term.	Integration section added, so other references unnecessary. See W7v, W8, E1, E2, C6, C59, C60v, C61 etc Is illustrative rather than comprehensive Are addressed in W7v, E1, E2, C59 etc but constraints of land ownership Is scheduled for March/April 2013. Noted. Only H15 depends on Council funding; can be short term
Sandy Scotland	15/3/13	Spokes Planning Group	Document is a curious mixture. Little to disagree with in first section and list of actions. But sections on specific modes makes no reference to integration (major part of LTS consultation) Needs a whole section on integration bus train tram walking cycling and reference in individual sections.	Will add Integration section; so other references unnecessary
Douglas Muir	18/3/13	Midlothian Council	Looks good; a couple of observations Bus operations; refer to Orbital Bus proposals? Bus Infrastructure; pleased by reference to Lothianburn P&R; Midlothian may also expand Sheriffhall P&R during the PATAP life. Difficult to mention all P&R sites outwith Edinburgh perhaps refer to "working with	Will refer to issue, see also H10 (identify funding) Will amend Agreed

			adjoining Councils to expand P&R facilities located outside Edinburgh" Rail; date for Borders Rail should be 2015 Mention e.g. potential loss of Edinburgh Crossrail and encouraging NR to improve the network e.g. Portobello Junction upgrade and new stations/services	Will amend Included in R6. Prefer to avoid listing all specific constraints
John Moore	21/3/13	LCTS	Transport supports networking/activities which help make communities resilient and sustainable. An objective would be useful (page 5) on accessibility, especially linked to CAT section.	Will amend
			Assume final content of CAT section will be influenced by the review of CAT; with opportunity to influence that through co-production process.	Yes ('outcomes' rather than 'content')
			'relevant objectives' should include group travel needs. If section describes HcL services, should include other ECTOG members' services. Clearer if ECTOG were referenced in relation to 'SLA contracts'. Should be possible to give 2013/14 data.	Objectives addressed above Is illustrative rather than comprehensive Do not see how this would help Will update all data where possible
			Mismatch between this section's content and PATAP Actions e.g. blue badges and dropped kerbs; needs better linkage.	Draft chapter doesn't include all associated CEC activities; illustrative rather than comprehensive
			Action 'to improve value for money among funded services', whereas Section 4 refers to implementing value for money improvements; the former suggests the Council already decided a need to improve value for money; presumably evidence could only emerge from a review.	References amended to match. Assessing value for money is always essential, especially when resources constrained
			Need harmonise training taxi and PHC drivers, especially disability awareness.	Noted. Consider in L4 Taxi/PHC plan
			If can't use public transport, 'accessibility of hospitals' indicator not much use; amend to include community transport?	Data source does not provide this
			HcL refusal rate not the sole/indicator of unmet need for door-to-door service; unmet demand best measured by surveys over time.	One of a range of indicators. Do not agree regular surveys necessarily best
Bill Campbell	22/3/13	Lothian Buses	Broadly agree with draft; many important well considered points. Section 1: Strongly welcome recognition of importance of reliable bus	Noted Noted

APPENDIX 1

				journey times; one of main operators' challenges; variability a key deterrent to bus use. A presumption in favour of measures to eradicate variability is paramount. Needs to be a matter of policy; releasing operator resources for service improvements. Different bus priority measures can achieve significant benefits.	
				Section 2 Bus operations. Endorse all relevant objectives and action areas. City Centre economy depends on people travelling, but no single focal point; passengers need a choice of stops. If buses aren't convenient, they go elsewhere. So principle of discouraging general through traffic can't extend to cross-city buses; most passengers travel to/from a part of the city centre.	Noted
				Scope for major new bus lanes may be limited, but important where possible; agree alternative ways of providing bus priority needed.	Noted
				Strongly endorse aim to reduce NOx. Any Low Emission Zone shouldn't just share AQMA boundaries; consider how traffic might consequently alter and encompass alternative routes. Lothian Buses runs 15 diesel-electric hybrids on a Princes St route, will soon introduce 10 hybrids on another (route 1) and, later, 20 on route 30. New vehicles cut diesel engine when stationary and move off under electric power. LB ambition to run electric for c. mile (e.g. Princes St). Can't renew fleet overnight, but LB would like to target routes through AQMAs; grant aid's been key. Medium term depends on commercial justification and grants. Technological development may allow a City Centre LEZ, perhaps an Electric Vehicle Zone.	Noted
				Section 3 Bus Infrastructure. Support all objectives and action areas. Lothian Buses very keen to work with CEC on bus priority corridor with objective of designing high quality, high profile project aimed at attracting car users.	Noted
				Despite previous CEC initiative, key interchange infrastructure generally poor notably at West End (e.g. to change bus from Morningside to one	Noted

				travelling to Haymarket/Corstorphine involves long walk and wait at exposed stop). Needs firm policy statement supporting infrastructure improvement at key interchanges; may entail rethinking some current principles e.g. bus stops near junctions resisted in Edinburgh.	Will consider inserting in LTS
				Strongly support bus lane cameras and bus priorities on traffic signals	Noted
				Section 4 Community and Accessible Transport. With CEC, LB is delivering public transport classes to all school pupils with moderate learning difficulties in special educational needs schools and autistic-base schools in Edinburgh.	Noted
				Section 6 Rail. SHS opinion data 'the only below average score was…transfer' (others above average) disappointing, perhaps not surprising. LB welcomes recognition that bus-train integration at Waverley, in particular, is poor; even given topography, far below common practice abroad. Absolute minimum: unequivocal commitment to safeguard existing physical integration between station and bus stops, particularly Princes St closest to Waverley Steps. Especially important given expected increase in passengers accessing station by bus (page 10). Signage to bus stops close to station badly needed.	Noted
				Section 7 Tram. Encourage CEC to examine additional P & R at tramstops, notably Edinburgh Park station/Hermiston Gate.	Previous review indicated not favourable.
				Section 8 Information. Growing use of apps on mobile devices, but continuing benefit from installing Bustracker signs at well-used stops. LB support integrating Bustracker displays into bus shelters; less clutter. New contract for bus shelters should require this. Welcome Sestran contribution to Bustracker outwith Edinburgh. But must have a protocol to ensure expansion doesn't degrade existing information, e.g. reduced space for existing information.	Noted
				Operators bidding for CEC supported services should offer Bustracker-equipped buses. Bid evaluation should weight their favour.	Noted

			Appendix Actions. Endorse proposed actions, particularly: B6 and B7 (should be considered together) Need recognised process to co-ordinate events/roadworks, with decision-making authority. City Wide Traffic Management Board has become less effective because less commitment to processes supporting it; need a renewed commitment.	Noted
			H11 see above re cross-city. H16 parking practice hasn't changed in line with Sunday traffic. Strongly support extending parking restrictions on city centre bus routes Sunday and evenings; commercial case for higher frequency would significantly improve. Could use some funding from charges for service enhancement, but better use that funding to rigidly enforce parking restrictions on bus routes every day.	Noted
			H24 review bus terminii; would appreciate clarification.	Ensure fit for purpose, meet modern standards, well located etc
			H26 seems current specification for road surface construction at stops not robust enough.	Noted
			LB looks forward to working closely with CEC in finalising PATAP and subsequent implementation	Noted
Janice Fenny	22/3/13	Sustrans	Welcome opportunity to comment. People should have travel options for everyday journeys; including walking, cycling, public transport. Should feel safe and confident using them; specifically, can depend on excellent, reliable public transport.	Noted
			High public transport use in Edinburgh compared to much of UK; CEC to be praised, but must not be complacent; continually strive to improve. Consultation demonstrates CEC willing consider suggestions.	Agree; see Foreword and Introduction
			Some reservations that 'Modelling predicts that in year 1, 27% of Tram passengers will be new to public transport, mainly having previously travelled by car'; tram route already well served by buses, so difficult to see why. Further explanation useful.	Data from revised Tram Business Plan; various reasons, e.g. tram is higher quality; does not fully duplicate bus route
			Pleased that 'public transport mode share should not grow by shifting pedestrians and cyclists onto buses and trains; it must gain market share from car travel'. Very important; where possible, should have walk/cycle	Noted

				option as first travel preference given benefits of active travel.	
				Interesting that Edinburgh buses' only below average score was transfer to other modes (SHS). Fully integrated transport is vital to encourage modal shift from car. Transport planners must consider entire journey; most journeys begin/end on foot. This must be safe and pleasant.	Noted. Chapter on integration added
				Objective to mitigate the local and global environmental and transport impacts of long distance travel should be expanded to include short distance travel; 68.5% of workforce lives in the city	PATAP implicitly mitigates impacts of short distance travel. Specific reference to long distance travel because it's often overlooked
				Welcome commitment to reducing buses' direct emissions, encouraged by proposals encourage further improvements, consider Low Emission Zones etc.	Noted
				Bus Infrastructure section should include objective to investigate and, where appropriate, establish more bus routes outwith city centre but linking outlying destinations; conduct study to investigate.	Have enhanced Action B5 to include new services 'outwith city centre linking outlying destinations'
				Reducing number of buses on Princes Street would reduce congestion and air pollution whilst reducing journey times for passengers who don't to go there.	Noted. Separate Princes St initiative ongoing
				Question how taxis and PHCs mitigate local/global impacts of long distance travel; remove objective as they don't have any more environmental benefits than private car.	Enhance choice, car-free lifestyle. PATAP notes whether they create extra mileage is contentious; on balance preferable to kiss and fly/kiss and ride
				Concerned by issue 'PHC trade members have long sought access to bus lanes and other priorities'; this should not proceed; to achieve a reliable, efficient bus network dedicated bus lanes must have no other traffic.	Is listed as issue; no presumption of change. This and other support for status quo noted
				Encouraging use of 'green' vehicles (p15) should be strengthened; should require of all taxis/PHCs, especially given access to city centre.	Will consider via L4 Taxi/PHC Plan
				Making Park and Ride available at the edge/outside the city commendable, but appears apply only to new facilities; fails address	Noted, though parking charged only at Newcraighall.

			existing facilities e.g. parking P&R must be free. Safe cycle routes to stations and secure cycle storage is vital.	Noted; see various actions, especially C6, C59
			Laudable aspiration for journey time under three hours Edinburgh-London, but won't be realised, especially as High Speed 2 (HS2) predicts journey time of 218 minutes. So CEC must continue to lobby hard for HS2 to Scotland.	Correct re current 'committed' HS2. However, CEC has and will continue actively to seek extended HS Line
			Encouraging that highlight the importance of integration tram-bus-rail; essential for success of tram. Would like to see sufficient cycle storage at tram stops a priority action.	Amended C6 to address
			Draft says trams will have the same ticketing and information arrangements as buses; does it mean tram tickets will cost the same as buses?	Yes
			Generally Edinburgh bus service information very good. Bustracker signs excellent, recommend including as many stops as possible. Agree with proposal for an all-operator map on CEC website.	Noted
Colin Howden	25/3/13	Transform Scotland	Very much support most measures in Plan. Comments concern omissions or points needing more emphasis.	Noted
			Introduction (and document generally) insufficient on active travel, public realm, 'quality of life' aspects of transport policy. Whilst this addressed in ATAP and City Centre strategy, PATAP should mention more. Many issues arise from poor engineering, road space prioritised for vehicles. Bring in Netherlands road engineers on consultancy to train staff? Need greater traffic enforcement at key City Centre junctions; key element is vehicles failing obey signals and/or Highway Code; blocking junctions. Volume bus/taxi movements in City Centre conflicts with other sustainable modes. Review bus routes to improve interchange at City Centre edge whilst reducing movements across Centre. Walking hindered by e.g.: non-enforcement (Highway Code Rule 170 vehicles give way to pedestrians when turning at a junction); poor footway maintenance; footway clutter; insufficient protection when sharing space with cyclists.	PATAP is an Action Plan; not a policy document, design guidance, and does not duplicate ATAP. The issues reflect a wider environment rather than a lack of design knowledge Amended H6 to reflect Noted. See, however, comments by Lothian Buses above Will be considered by ATAP review

				Little recent expansion of bus lanes; why no aspiration for more bus priorities. Re Taxis; suggest 'Driver behaviour' be added to 'Issues'. Don't agree services on the ESSR are financially unviable; should be examined as part of aspirations to expand network. If trams used ESSR it would allow access to south Edinburgh including RIE. Confident tram will be popular and lead to demand for extension to Leith/Newhaven. CEC should plan for completion, and opportunities for joint running via ESSR.	Bus priorities focus is on SVD at junctions etc Will consider in L4 Taxi/PHC plan Studies have repeatedly failed to produce viable case. CEC will continue to monitor any new circumstances warranting reconsideration Noted
Paul White	28/3/13	CPT		Section 1: Edinburgh has one of UK's best bus networks. Much of CEC 2030 Vision already delivered. CEC can do much to ensure bus network 'is reliable, convenient and economical across the city at all times'.	Noted
				TAS Report 'The Economics of Bus Operation in Scotland' says best policy objective is minimise 'generalised cost' of using public transport i.e. total cost (time and money) door to door: reduce waiting times; reduce bus environmental impact (minimise delays); contribute to minimising operation costs (increasing bus market appeal; improving commercial viability; improving productivity)	Noted
				Many actions need input from national/government e.g. improving reliability and punctuality; better bus stop infrastructure (well-lit and with real time information); integrate into planning decisions. Partnership between Council and bus operators paramount to minimising generalised cost.	Noted
				Draft notes that Edinburgh residents consider their buses more on time, frequent, well timed, clean, etc. So CEC may want to consider its 'enabling' role; existing regulatory regime working well.	
				Section 2: clarify meaning of objective 'ensure the bus network is economical at all times'. Laudable if it means minimising operating costs, but not if suggesting Council role in setting fares. Best method for CEC to intervene in fares is addressing cost pressures e.g. congestion.	Primarily means economical for user. Doesn't imply direct Council intervention in fares; CEC cannot do so anyway

				PTEG report 'The Case for the Urban Bus': 'exceptional value for money in terms of the return on public investment and support.' Councils' support for non-commercial bus services can generate wider benefits of over £3 for £1 spent.	Noted
				CEC's aim of reducing emissions is ambitious; one full bus can replace 70 cars. As well as LEZs, perhaps consider Statutory Quality Partnership including Euro Engine standards.	Noted
				Section 3: Council pledges to 'encourage the improvement of routes and times' but Section 2 rules out extending bus lanes. Bus priorities are invaluable tool.	Section 2 says expansion equivalent to previous years not planned. Does not rule out extension. Bus priority work now focussed on signals
				Proposed priorityconnect Corridor should be identified in liaison with operators.	Will be
				Section 8: Endorse objective of maximising provision of information. Welcome CEC support of Traveline Scotland, it should continue as the single source of all-operator multi-modal public transport information. Encourage CEC to promote all information channels at bus stops/station, and literature.	Objective slightly changed to providing high-quality, not just maximising, information.
				Draft refers to a 'substantial commitment required for monitoring, and exploiting, new media channels to provide passenger information.' Would be easier if partnership working with Traveline Scotland on new technology.	Noted
				J10v: Increase enforcement of planning conditions with regard to public transport. CPT recently had cause to write to CEC stressing importance of considering public transport at outset of any decision. J16v: Continue developing School Travel Plans, including encouraging public transport use. Councils often compelled to accept lowest tender for supported school services. Should not be awarded solely on price if wish a positive first experience of public transport. J23v: Promote public transport in workplaces/travel plans/etc via Travel	Noted

			Planning Officer. Traveline's working with NHS Glasgow on travel plans to accompany hospital appointment letters. CEC should liaise with Traveline re best practice. B1: Work with bus operators on Tram and bus integration etc. Edinburgh's One-Ticket is a pilot for national integrated ticketing. We assume ticketing integration will be carried out through existing scheme. B5: Examine opportunities for finance to 'kick start' new services to new developments etc. Scottish Government says Bus Route Development Grant still exists; in reality, lack of ring-fencing means it rarely goes to transport. CEC will be able bid for the Bus Investment Fund (national £3m to encourage public sector to invest in schemes to boost use). H25: Review coach set down and uplift points; disappointingly the only reference to coach industry. CPT would like extension of coach parking. Drivers should be able drop passengers then park nearby. CPT could arrange meeting with operators to share experiences. CPT awards UK 'Coach Friendly' status; tourism in Edinburgh could increase if awarded. After publication of PATAP document, CPT read of CEC's thoughts on Princes St/George St; surprised to hear in national press, not raised at Edinburgh Bus Service Development Group and SESTRAN Bus Forum. This was not addressed in draft. Press reports scheme may be approved within a week. CPT not aware of consultation with bus sector despite enormous impact on existing services. Investment on many elements listed above may be heavily compromised if cross-city services are funnelled into fewer accessible streets. CPT hopes CEC is indeed committed to improving public transport as PATAP consultative draft states, and this commitment is reflected in any city centre changes.	 Any such report would be inaccurate. Council decided on 19 March to consult on plans. Noted
Lisa Black		SESTRAN	Very much reflects SEStran Regional Transport Strategy. Generally clear and concise view of issues and proposals. Could be improved by greater appreciation of what's happening outside Edinburgh and potential impacts. Public transport integration is key issue, SESTRAN recently took responsibility for Oneticket; could be basis of fully integrated ticket. Letting Bus Contracts should require RTI equipment on buses on	 Integration section added Noted

				supported services	
				SEStran Equalities forum considered access to Waverley and Haymarket; helpful to consider their outcomes when working with rail industry.	Noted
				Supporting bus services can be costly but RTS emphasises importance.	See B9
				Sunday City centre parking tends to associate with leisure activity; impact of charging on city centre economy must be considered. May need consider Sunday restriction where inconsiderate parking causes problems.	Noted
				Restricting high polluting vehicles seems reasonable. Implementation may be more problematic than outlined.	Noted
				Investing in travel planning can have significant returns.	Noted
				Page 8 reference should be made to regional bodies e.g. SEStran.	Amended to include
				Should recognise potential for new bus routes to address new travel patterns	Draft refers to changing travel patterns
				Should mention Bustracker on services from outside Edinburgh and potential for P&R sites associated with the orbital bus project.	Amended to include / See H18, H33
				Concerns about Scottish Ambulance Service announcement that it will concentrate on emergency call outs. No indication how CEC will address consequences.	Through CAT review
				Should mention EGIP and lack of clarity re electrification to/from Dunblane, and the Dalmeny chord.	Is a changing programme, so problematic to describe
				Mention SEStran project introducing Bustracker outside Edinburgh to link with current provision in the city.	Amended to include
				W7v and W8 should include accessibility facilities	Access is inherent to all schemes
				B1, B14 should include SEStran/Oneticket	Not necessary
				H17 add SEStran	Amended to include

Public and Accessible Transport Action Plan 2013 - 2020

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YOUR COUNCIL – YOUR CITY

Contents

Foreword

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

Public transport plays an essential role in the lives of many of the city's residents, workers and visitors. It enables access to employment, health care, education and leisure opportunities. It uses the road network efficiently, and so mitigates congestion. A good public transport system has fewer environment impacts than a car-based transport system. This Public and Accessible Transport Action Plan (PATAP) sets out to deliver these benefits by enabling and encouraging people in Edinburgh to use public transport more often.

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

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

Councillor Lesley Hinds
Convener of Transport

Section 1: Introduction, Background and Objectives

Introduction

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


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

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

The Council's 2030 Vision

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

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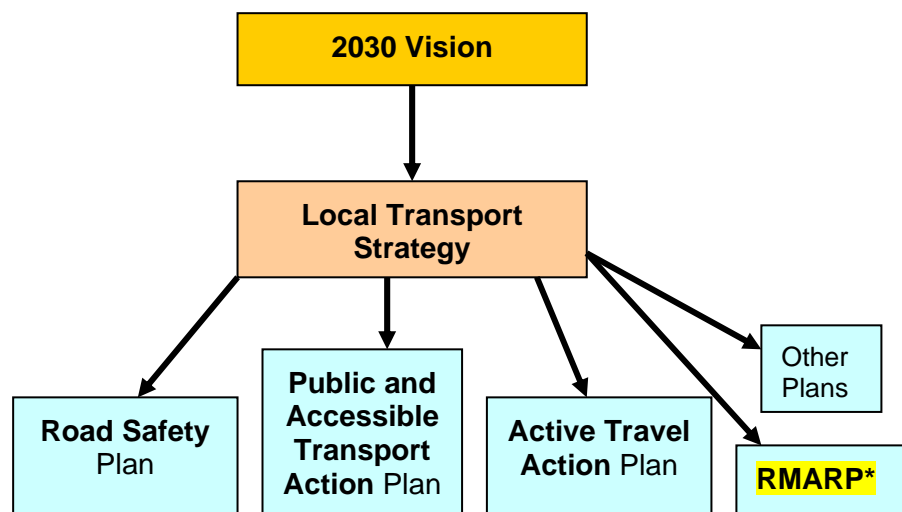
* Road Maintenance and Renewals Action Plan

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

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

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

- ensure taxis and PHCs are convenient and accessible, particularly where other public transport is inconvenient
- providing high-quality information
- high-quality, cost effective Community and Accessible Transport
- support a strong city centre economy
- promote and facilitate local, national and international connectivity
- mitigate the local and global environmental and transport impacts of long distance travel
- integrate public transport modes, and other modes (walking, cycling and car) with public transport

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

Background trends

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

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

68.5% of its workforce lives in the city[1]; around 6% each in Midlothian, in West Lothian and in East Lothian, and 4.7% in Fife. It has hardly changed since 2001[2], when 64,500 (24%) of the city's workforce commuted by bus, 11,200 (4%) by train.

Edinburgh residents; public transport share of trips
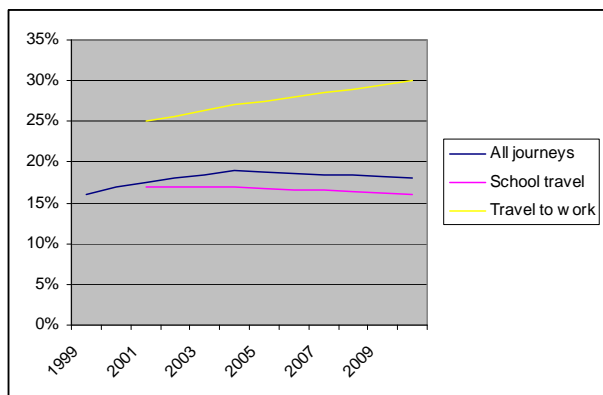
Future trends

The introduction of Trams in 2014 will be a major milestone during the Public and Accessible Transport Action Plan period. For forecasting and target setting, PATAP combines Tram and bus patronage figures. Modelling[3] predicts that in year 1, 27% of Tram passengers will be new to public transport, mainly having used the car previously, with a smaller number of new trips. The modelling suggests that in 2015, 128 million trips will be made on bus and Tram, a 17% increase; by 2020, 145 million.

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

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

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

Some background themes

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

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[1] Annual Population Survey 2008 (Scottish Government)
[2] 2001 Census

[3] Business Case Update 2010
[4] Network Rail, Scotland Route Utilisation Strategy, 2011

Public transport's potential

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

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

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

The Council's role, and joint action

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

The Council seeks to meet this challenge through partnership with bus operators, and managing the local road network to support bus operation. To date this strategy has been very successful, and the long-term decline in bus use has reversed. The Council's inputs can include, for example, bus priority measures (lanes and/or signalling) supported services, Park and Ride, bus stop and other improvements.
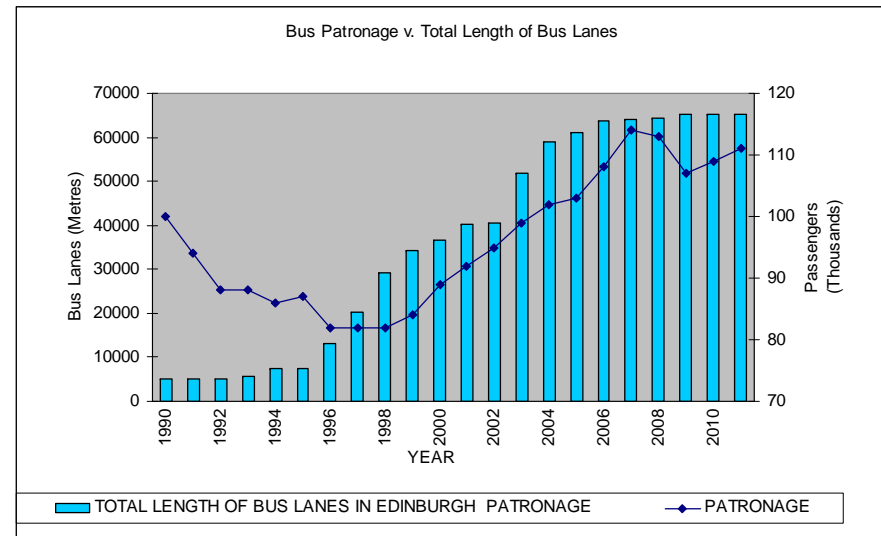
The Council has no statutory role in rail services, but it actively promotes improvements. Since the Scottish Government introduced the Single Outcome Agreement approach to Council funding, the Council has been unable to fund projects on the scale of the Edinburgh Crossrail project (2001)[5]. Therefore the Council will continue to focus on promotion, or other 'soft' interventions.

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

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

Monitoring and review

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

Section 2: Bus Operations

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

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

Most bus services in Edinburgh are operated by Lothian Buses, others (primarily beyond the city boundaries) by Firstbus, Stagecoach and Scottish Citylink. Other operators provide in particular the non-commercial services which are financially supported by the Council.

As shown in Section 1, since 1998, bus patronage in Edinburgh has grown every year except 2008 and 2009. Public transport has catered for a greater share of Edinburgh residents' journeys to work, but not off-peak travel. Much of the bus patronage growth must consist of trips by non-residents.

Edinburgh Bus Station
Edinburgh Bus Station is operated directly by the Council, and used by some four million people per year. On weekdays, typically around 800 buses arrive or depart. Income is generated by charging

bus operators for using the site, and other sources such as use of luggage lockers and toilets. Nevertheless, operating the Bus Station has been a loss-making activity since 1994.

More than 97% of bus services in Edinburgh are provided commercially by bus operators. The Council financially supports a few non-commercial bus services, in whole or part, and some cross-boundary services jointly with neighbouring Councils. The annual cost of this support is around £1.2 million.

Issues

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

- The rising cost of fuel, both directly and as a result of reductions in Bus Service Operators' Grant (BSOG) by government
- City centre management; improving pedestrian access and emissions
- Integration with the Tram (opening in 2014)
- General ongoing roadworks
- By 2024, a substantial increase in passengers embarking/disembarking at three main rail stations, and the opening of Edinburgh Gateway station. This means more passengers travelling to stations by bus
- Edinburgh Bus Station's financial deficit
- Reliability and faster journeys arising from new and improved bus lanes accounted for much of the patronage growth over the past decade. No equivalent expansion is planned for future years
- The need to improve reliability by traffic management initiatives
- Meeting gaps in provision, such as travel around (not just through) the city

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

- An apparent shift towards public rather than private transport use

- The apparent decline in 'car culture'; e.g. the number of under-25s taking the driving test has fallen by over 20% in five years

Edinburgh's buses are newer than most other UK urban centres', and many meet a high emissions standard. Most services pass through the Central Air Quality Management Area. Lothian Buses has fitted all vehicles with idling cut-off devices. It also fitted exhaust technology to upgrade 44 buses to better than Euro 5 emissions standard (September 2011). With Scottish Government support, it has or is acquiring a total of 45 hybrid diesel-electrics.

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

Section 3: Bus Infrastructure

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

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

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

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

There are about 2,500 bus stops in the city, of which about 1,450 have shelters. 950 shelters are Council owned, the others belonging Clear Channel Ltd (under an advertising contract), and about 10 privately owned. Currently 400 bus stops have Bustracker real time information displays.

CEC-built P & R sites	Spaces
Ingliston	1085
Hermiston	450
Straiton	600
Newcraighall	565
Built by other Councils	**Spaces**
Ferrytoll	1040
Sheriffhall	561
Wallyford	300

Future Park and Ride plans include extending Hermiston by 600 spaces, progressing a new site at Lothianburn ==and possibly extending Sheriffhall (both== by Midlothian Council) ==and potentially developing== a new site at Gilmerton (==where land== is safeguarded).

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

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

priorityconnect Corridor

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

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

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

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

Section 4: Community and Accessible Transport

Relevant objectives	
Ensure the bus network is reliable, convenient, and economical across the city at all times	Ensure taxis and PHCs are convenient and accessible, particularly where other public transport is inconvenient
High-quality, cost effective CAT	Integrate public transport, and other modes with public transport

The main areas for action
Developing and consulting on value for money improvements in Council and funded services

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

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

- Eligible persons can use Patient Transport Services for health appointments.
- For eligible community groups, daycare centres, community groups and organisations, a range of group travel is available.

SLA contracts annual value 2013-14	
HcL Dial a Ride	£341,435
HcL Dial a Bus	£106,555
Group travel (LCTS, SEAG, PEP, Dove Transport)	£309,038
Lothian Shopmobility	£78,207
Taxicard spend 2011/12 (not an SLA),£562,052	

During 2011, consultants reviewed the Council-funded services. This revealed two significant challenges to maintaining the high-quality range of services in future: the need to maintain and improve service levels with a constrained resource, and continuously increasing demand. Current arrangements are not viable in the medium to long term. During 2013-14, the Council will review these and Council-operated services, develop proposals for the future and consult on what and how change should be introduced.

Section 5: Taxis and Private Hire

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

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

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

Taxis and PHCs enhance travel choice and offer a viable alternative to car ownership and use. They are important for accessible transport, providing safe door-to-door transport for people with disabilities.

As licensing authority, the Council applies certain requirements beyond those that are statutory. These have included wheelchair accessibility, specified vehicle types, fares meters, disability training and knowledge of the city. The requirements for PHCs are much less strict. The Council limits the number of taxi, but not PHC, licences issued.

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

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

Issues
1. PHC trade members have long sought access to bus lanes and other priorities
2. Whether the number of taxi ranks, is sufficient, and whether they are well-located
3. Encouraging the use of 'green' vehicles
4. Taxi and PHC access to transport hubs e.g. stations, the Airport
5. Technological advances (particularly communications), and the opportunities they offer
6. Integrating taxi/PHC licensing policy with the Council's transport strategies
7. Reviewing the policy regarding limiting taxi numbers
8. Various options for improving the licensing service
9. Options for improving taxi/PHC services for passengers

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

Section 6: Rail

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

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

The 11 railway stations in the Council area range from basic halts with around 20,000 passengers/yr, to a national hub at Waverley, used by more than 22 million. Scottish services are operated by Scotrail; cross-border services by East Coast, CrossCountry Trains, Virgin West Coast, and First Transpennine Express.

Between 2004 and 2010, journeys to or from the rest of Scotland grew from 15.3million to 19.8m. Trips to or from the rest of the UK grew from 2.2 m to 3.1m[6]. Most trips to Edinburgh stations are from Glasgow, Fife, West Lothian, then within Edinburgh.

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[6] Office of Rail Regulation and Scottish Transport Statistics

A year after reopening the Airdrie-Bathgate route (December 2010), with Bathgate-Edinburgh frequencies doubled, travel had grown between Edinburgh, Bathgate (4%), Uphall (21%) Livingston North (12%), and by 14% along the whole route from Helensburgh. Similar effects are expected from reopening the Borders railway (2015); its impact on bus services needs to be considered.
Sentence on EGIP omitted
The impact of the planned Edinburgh Gateway station will be complex. The Tram will link it, Edinburgh Park and the Airport. The new station may abstract some passengers from existing stations, but most are likely to be new to rail. Significant development is also expected near Edinburgh Park and Edinburgh Gateway.
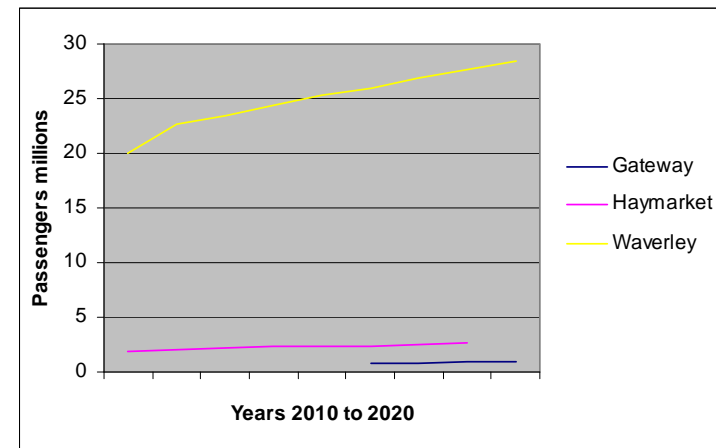
Haymarket estimated from ORR factored by NR/Transport Scotland projection

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

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

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

There are over 6,500 car park spaces at stations in the Edinburgh Travel to Work Area, mostly owned by local authorities. Some car parks have been expanded but are still over-subscribed. Transport Scotland published research on Park and Ride in March 2013. It will be essential for future planning, and is being considered at the time of writing.

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

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

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

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

Section 7: Tram

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

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

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

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

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

Section 8: Information

Relevant objectives	
To <mark>provide high-quality</mark> information to potential travellers	<mark>Integrate public transport, and other modes with public transport</mark>

The main areas for action
Updating the Bus Information Strategy

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

The Strategy also sets out aspirations for information in the future. The current minimum standards include, for all operators:
- websites with current timetables and fare information, concessions and maps
- comprehensive timetable leaflets showing start dates, route maps, Traveline Scotland information, wheelchair accessible routes, public holiday services
- a commitment to subscribe to and promote Traveline Scotland
- service changes advertised on buses 21 days in advance

Future goals set out in the Bus Information Strategy are now included in this Action Plan:
- accessible information for those with disabilities
- comprehensive information at the bus, Waverley and Haymarket stations, tourist information centres, Council offices, libraries,

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

Currently 400 stops have Bustracker real time information displays. Displays were initially concentrated along main arterial bus routes, subsequently at key bus stops on less well used and less frequent bus routes.

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

The most significant change has been the introduction of Bustracker information on the web, by text, and by apps. Information on service disruption is posted on the Edinburgh Travel Disruptions Twitter feed. Extending the system to services outwith Edinburgh is being progressed by SEStran, the regional transport partnership.

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

Section 9: Integration

Relevant objectives
Integrate public transport, and other modes with public transport

The main areas for action	
Physical integration	Reviewing Interchange principles
Integrated ticketing	Audits, reviews and improving access to/from stops/stations
Park and Ride improvement	

SHS opinion data shows that, compared to other Scottish large urban areas, Edinburgh residents gave a public transport a below average score only on easy transfer to other modes of transport.

Although the Council does not have PTE-type powers to facilitate intervention in this area, there are some steps that it can take. There are two types of intervention:
- Ensuring the physical environment facilitates interchange
- Information and ticketing

With regard to interchange between tram, bus, train and train, the Council is currently discussing information and ticketing with the relevant operators in order to facilitate single-ticket travel. However, at least some elements may be better co-ordinated at a national or regional level.

The physical environment relating to interchange between tram, bus, and train is addressed case by case; but in all cases convenient short, step-free walking, (weather-protected where practical) is a fundamental objective.

Walking is integral to bus and tram travel and therefore forms part of these modes; the pedestrian environment forms a significant part of the 'Bus-friendly design guide'.

Walking to, from and between bus stops, railway stations and tram stops is addressed by eight new actions in PATAP, as well as continuing current practice. Interchange between public transport and cycling is addressed by six actions in PATAP; bus-bike interchange is also addressed in the Bus-friendly design guide. The walking and cycling actions are mostly joint actions, and shared with the Active Travel Action Plan.

Interchange between car and public transport is focused on Park and Ride, and described in sections 3 and 6 on bus infrastructure and rail.

Section 10: Targets and Monitoring

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

Indicator	Baseline	Previous annual report	Most recent	Trend
Greenhouse gas emissions for road transport in Edinburgh	CO_2: 786 thousand tonnes per year Decrease year on year	CO_2: 743 thousand tonnes/yr 2008	CO_2: 723 thousand tonnes/yr 2009	✓
Local nitrogen dioxide concentrations	27 micrograms per cubic metre Decrease year on year	24 micrograms per cubic metre 2009	31 micrograms per cubic metre 2010	–
Working age population, resident in SEStran area, within 30 minutes public transport travel time from centres of employment	City Centre: 322,822 South Gyle Business Park: 145,653 Victoria Quay, Leith: 184,693 Ferry Road / Crewe Toll: 210,466 Increase year on year	City Centre: 330,186 South Gyle Business Park: 156,182 Victoria Quay, Leith: 210,686 Ferry Road / Crewe Toll: 222,675	City Centre: 341,083 South Gyle Business Park: 162,032 Victoria Quay, Leith: 221,295 Ferry Road / Crewe Toll: 233,419	✓
Accessibility of hospitals by public transport (population within 30 mins public transport travel time), 8am-9am weekdays	Western General Hospital: 225,122 Royal Infirmary: 97,086 Increase year on year	WGH: 2006 212,810 2008 218,460 RIE: 2006 130,172 2008 130,772	WGH: 2010 228,199 RIE: 2010 134,144	✓

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

	buses low floor

58% of bus stops with 24hr Clearway markings

Increase year on year | buses low floor

60% of bus stops with 24hr Clearway markings | low floor

63% of bus stops with 24hr Clearway markings | |
| Accessibility for those with no car access | 39% very/fairly difficult (access to GP)

65% very/fairly difficult (Visiting friends and relatives)

67% very/fairly difficult (access to supermarket shopping)

Decrease year on year | 40% very/fairly difficult (access to GP)

62% very/fairly difficult (Visiting friends and relatives)

64% very/fairly difficult (access to supermarket shopping) | 44% very/fairly difficult (access to GP)

73% very/fairly difficult (Visiting friends and relatives)

68% very/fairly difficult (access to supermarket shopping) | ✘ SHS reduced sample size 2007, new weighting 2008. Figures here re-weighted. Results subject to sampling variability. Care needed re year-year changes |
| Demand not met for door to door transport | Handicabs Dial a Bus refusals: 1.6%

Handicabs Dial a Ride refusals: 19.3%

Decrease year on year | Handicabs Dial a Bus refusals: 1%

Handicabs Dial a Ride refusals: 16.1% | Handicabs Dial a Bus refusals: 0.26%

Handicabs Dial a Ride refusals: 15.4% | ✓ |
| Journey time variability by general traffic (public transport to follow in future years) | General traffic - greatest average travel time variability 12 minutes AM, 13 minutes PM

Decrease variability for public transport Stabilise or reduce variability for cars | Not available | Proportion of journeys by general traffic on main roads within 3 minutes of average journey time: 88%

Proportion of journeys by general traffic on city centre roads within 3 minutes of average journey time: 95% | |

Indicator	Baseline	Previous annual report	Most recent	Trend	Indicator
Peak person trips to City Centre	Increase walk, cycle, public transport; reduce private cars				

2007	Bicycles	Cars & taxis	Pedestrians	Bus pax	Bi	C/T	Ped	BP	Bi	C/T	Ped	BP
A90	30	1279	58	1725	35	1241	71	1760	39	1448	68	1597
A8	61	1366	236	3032	88	574	233	3210	70	1486	236	3446
A70	61	639	917	2428	36	321	1270	2538	54	675	1159	2686
A702	30	665	131	1540	32	563	315	2026	81	978	320	2122
A7	27	1016	397	4164	56	553	500	5100	78	1139	524	5246
B1350	44	1073	215	4391	46	490	407	4379	50	1279	321	4154
A900	36	1318	725	3939	42	956	936	4392	60	135	540	2947
Total	289	7356	2679	21219	335	4698	3732	23402	432	8140	3168	22198

Indicator	Baseline	Previous annual report	Most recent	Trend	Indicator
Satisfaction with bus services	Increase year on year	satisfied with: Driver behaviour, attitude 97% Driving style, journey smoothness 94% Frequency 84% Punctuality 79% Reliability 92% 81% rate LBs overall service excellent/very good	satisfied with: Driver behaviour, attitude 85% Driving style, journey smoothness 97% Frequency 86% Punctuality 86% Reliability 94% 85% rate LBs overall service excellent/very good		

Other targets

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

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

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

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

	Car	31%	26%		20%	
	Trend data					**PATAP and ATAP targets for 2015 (and 2020)**
Modal split; Travel to work		2001	2004		2009-10	
	Walk	15%	22%		19%	
	Cycle	4%	4%		7%	
	PT	25%	27%		30%	
	Car	54%	46%		42%	

Appendix: PATAP Actions

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

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

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
	Joint Actions/variations on ATAP and Road Safety Plan				
J10v	Increase enforcement of Planning Conditions with regard to walking, cycling and Public Transport	nil	S-M	Planning	
J13v	By enforcing compliance with Streetworks Acts, ensure that utilities reinstate lines, symbols and coloured surfacing where they are removed as part of street works	S	S	Street Inspectors	Utilities
J16v	Continue developing School Travel Plans, including encouraging Public Transport use	Ongoing	Ongoing	Tran (Road Safety)	Education
J23v	Promote public and active transport in workplaces/travel plans/etc e.g. hospitals by establishing Travel Planning Officer	nil	M	Tran (Strat Planning)	Workplaces/ hospitals etc
J34	Review and upgrade pedestrian and cycle routes to smaller stations in Council area	nil	S-M	Neighbourhood partnerships	Network Rail, Scotrail
W5	Based on the audits of routes to Saughton and Broomhouse Tram stops, carry out improvements to the pedestrian routes to these stops in time for the opening of the Tram	S	S	Tran (Strat Planning)	
W6	Audit other Tram stops and improve pedestrian routes to/from these	M	S	Tran (Strat Planning)	SfC
W7v	Review and upgrade pedestrian and cycle routes to Haymarket Station and, if feasible, increase the number of access points	nil	S-M	Tran (Strat Planning)	TS, NR, Scotrail
W7v2	Review and upgrade bus stops at Haymarket Station	S-M	S-M	Tran (PT& Accessibility)	
W8	Review and upgrade pedestrian and cycle routes to Waverley and upgrade the access points, particularly	nil	S-M	Tran (Strat Planning)	Planning, TS, NR

	underused routes				
W8v	Review and upgrade bus stops at Waverley	S-M	S-M	Tran (PT& Accessibility)	
W9v	By April 2012 produce a priority list of bus stops for improved access (i.e. routes to and from the stops) and implement a programme of improvements, with an initial target of 20 bus stops per year from 2012-2013 onwards	S-L	S-L	Tran (PT& Accessibility)	
E1	Complete a wayfinding audit (Tram, bus, walk, cycle) on access routes to/from Edinburgh Gateway, Edinburgh Park, Haymarket and Waverley stations, and implement recommended actions	M-L	S-M	Tran (Strat Planning)	Tran (PT& Access)
E2	Identify interventions needed at Edinburgh Gateway, Edinburgh Park, Haymarket and Waverley stations to accommodate predicted long term growth	S	S	Tran (PT& Accessibility)	TS, NR, Scotrail
E3	Ensure the Planning process permits developments at locations and in a sequence that supports development of commercial bus services; by Development Control involvement in bus liaison meetings	S-L	S-L	Planning	
C6v	Improve cycle links to Tram stops/transport interchanges, starting with routes to Balgreen and Saughton Tram halts; and ensure sufficient cycle storage at tram stops	S-M	S-M	Tran (Strat Planning)	
C59	Work with rail industry to provide/improve bike parking at stations/bike hubs	Ongoing	Ongoing	Trans, ScotRail	TS, NR
C60v	Introduce 'Station Travel Plans'/'Safe Routes to Stations'	M	M	Network Rail	TS
C61v	Consider a pilot bus bike carriage scheme for an appropriate urban - rural route	S	S	Tran (Strat Planning)	Operators
S1	Investigate the cause of incidents involving elderly people using buses in Edinburgh	Ongoing	Ongoing	Tran (Road Safety)	Children & Fams,, Police, ACFAA Advisory Grp, Equal Network, LB, Firstbus
S2	Consider developing with partners a Safer Travel Partnership to improve the personal security of bus users, pedestrians and cyclists	M	S	Tran (Road Safety)	Police, Operators, etc

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

		Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
B13		Review winter gritting routes to ensure reflect updated bus routes	Ongoing	Ongoing	SfC	
B14		Encourage operators to develop the range of, and the access to, multi-modal, multi-operator, multi-journey tickets	Ongoing	Ongoing	Tran (PT& Accessibility)	Bus operators
B15		Work with operators to expand ticket products to suit City visitors	Ongoing	Ongoing	Tran (PT& Accessibility)	Bus operators
B16		Provide information to the Traveline Scotland service	Ongoing	Ongoing	Tran (PT& Accessibility)	
B17		Major events; action to promote public transport information	nil	Ongoing	Tran (PT& Accessibility)	Events
B18		Review and implement Bus Information Strategy • accessible information for those with disabilities • comprehensive information at bus, Waverley and Haymarket stations, tourist information centres, Council offices, libraries, hospitals, airport, main out-of-town shopping centres, park & rides, universities, colleges • an all-operator map of the city on the Council web-site • all bus company web-site links to Traveline Scotland • different bus companies to integrate information to reduce clutter and help comprehension • illuminated information displays • 'next stop' electronic signs on buses • internal route diagrams on buses showing interchanges	S	S	Tran (PT& Accessibility)	
B19		Consider impact of Borders Rail on bus services, prepare mitigating measures	S-M	S-M	Tran (PT& Accessibility)	
		Bus Infrastructure				
H1		Review all existing bus gates to ensure they are converted to bus lanes where required, using powers of traffic regulation variation so that they can be used by taxis	M	S	Tran Projects Dev	Tran Traffic Reg. & Enforcement
H2		Review Interchange principles; to enhance services to meet passenger needs better, enhance bus operations efficiency and be practical in traffic engineering terms	nil	S	Tran (PT& Accessibility)	
H3		Identify key Interchange sites and actions (at key Tram stops, Bus Station, Waverley, Haymarket, Edinburgh Park and Edinburgh Gateway). Implement improvements, subject to funding.	S-M	S-M	Tran (PT& Accessibility)	

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

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

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
H32	Extending Hermiston Park and Ride site by 600 spaces	S	M	Tran Projects Dev	
H33	Work with adjoining Councils to expand P&R facilities outside Edinburgh	S-L	S-L	Tran Projects Dev	
	Rail				
R1	Input to next Scotrail franchise (commencing 2014)	S-M	S-M	Tran (PT& Accessibility)	TS
R2	Implement actions W7v, W7v2, W8, W8v, E1, E2, C60v, H12 to address passenger growth at stations	M-L	S-L	Tran (PT& Accessibility)	
R3	Lobby government for significant improvement to long-distance rail travel times	S-L	S-L	Tran (PT& Accessibility)	
R4	Monitor opportunities for reintroducing passenger services on the ESSR	Ongoing	Ongoing	Tran (PT& Accessibility)	
R5	Promote and support introduction of High Speed Rail, aiming to reduce Edinburgh-London time to 2½-3 hrs	Ongoing	Ongoing	Tran (PT& Accessibility)	TS, SPG
R6	Work in partnership with the rail industry, SESTRAN, other Councils, Transport Scotland and others as appropriate to improve services and promote new rail schemes	Ongoing	Ongoing	Tran (PT& Accessibility)	Rail industry, SESTRAN, TS, other Councils
R7	Continue to respond to consultations by other agencies which impact on the future of rail services in and around Edinburgh	Ongoing	Ongoing	Tran (PT& Accessibility)	
	Taxi and PHC				
L1	Determine a suitable ratio of rank spaces: taxi licences	M	S	Tran (PT& Accessibility)	Licensing
L2	Revise the number and location of taxi ranks across the city. Use the Neighbourhood Partnership system to identify any high amenity areas that would benefit from a taxi rank	By end 2013	By end 2013	Tran (PT& Accessibility)	Licensing, operators, Dev Control
L3	Encourage development of a smartphone app showing nearest taxi rank, and taxis available	nil	By end 2014	Tran (PT& Accessibility)	Software developers

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

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

Further Information

Equalities, Diversity and Human Rights

See supplementary documents.

Strategic Environmental Assessment (SEA)

See supplementary documents.

Operational Plans

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

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

Contact

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Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Public Utility Company Performance 2012/13 and First Quarter 2013/14

Item number	7.6
Report number	
Wards	All

Links

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

Mark Turley

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Executive summary

Public Utility Company Performance 2012/13 and First Quarter 2013/14

Summary

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

The Council is required to balance the needs of the Public Utility Companies (PUs), supporting them to complete the works in the shortest practical time, against the overall needs of those who live, work and travel in the city.

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

The Council has a duty to manage and co-ordinate all road works across the city. Over the last two years, a comprehensive performance framework has been introduced. It is proposed to report performance to this Committee every quarter. The performance for the year 2012/13 and for the first quarter of 2013/14 is appended as part of this report.

A member/officer working group is proposed to develop the proposals for the content and functionality of the Edinburgh Road Works Ahead Agreement prior to it being presented for approval at the January 2014 Committee.

Recommendations

It is recommended that the Transport and Environment Committee:

1   agrees that a member/officer working group be established to develop proposals for the Edinburgh Road Works Ahead Agreement (ERWAA) brought back to Committee for final agreement on 14 January 2014;

2   notes the performance information shown in Appendix A;

3   notes the trend information shown in Appendices B and C; and

4   agrees that quarterly performance reports will be submitted to future meetings of the Committee.

Measures of success

Greater public satisfaction with:

- the planning, co-ordination and delivery of road works across the city;

- the quality of information supplied to people who live in, work in or visit Edinburgh; and

- the quality and longevity of PU reinstatements.

Financial impact

Road Services had a number of income streams in 2012/13 relating to the monitoring of PU works. This is shown in the following table together with, the income targets for the next financial year and the income achieved to date.

Income Stream	2012/13	Target Income 2013/14	Actual Income April – June 2013
Sample Inspection Fees	£67,449	£68,200	£15,873
Coring and Inspection Follow ups	£73,191	£139,536	£28,842
Coring Failures	£6,370	£22,540	£1,568
Fixed Penalty Notices issued	£56,050	£63,000	£11,680
Total	**£203,060**	**£293,276**	**£57,963**

Equalities impact

There are no equalities impacts arising directly from this report.

Sustainability impact

There are no sustainability impacts arising directly from this report.

Consultation and engagement

The Roadworks Support Team within Road Services meets quarterly with representatives of the South East Roads Authorities and Utilities Committee (SERAUC). At this meeting Roads Authorities are represented by the City of Edinburgh Council, East, Mid and West Lothian Councils plus Scottish Borders Council. All Utilities are also represented. The purpose of this meeting is to:

- discuss overall performance issues;

- report mutually agreed working practices;

- report local initiatives to RAUCs for adoption nationally; and

- report performance regionally of Councils and Utilities.

The chairmanship of SERAUC rotates between PU's and Councils on a two year cycle. Since November 2012, the City of Edinburgh Council has chaired these meetings. There has been one meeting to date, held on 21 May 2013.

Managers from the Roadworks Support Team also meet quarterly with the PUs, the Council's Neighbourhood Roads Managers, Bus Companies and other core managers to consider any issues relating to road work planning and co-ordination. The purpose of this meeting (Edinburgh RAUC) is to:

- consider both the Council's and PU's major projects;

- review medium term and annual programmes (both capital replacement and revenue maintenance) for road works;

- review local factors affecting road works, including traffic management proposals; and

- grant permission to carry out road works.

There has been one meeting to date, held on 14 May 2013.

In addition to the above meetings, individual liaison meetings are held every two months with representatives of each of the major PUs. Specific performance issues and improvement requirements are discussed at these meetings.

This quarter, the Council was represented at all relevant meetings as required within the Code of Practice for the Co-ordination of Works in Roads.

Background reading/external references

Utility Company Performance – Item 7.10, Transport and Environment Committee, 15 January 2013.

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

Code of Practice for Inspections", 3rd edition, approved by the Roads Authority and Utility Committee Scotland, November 2012.

Code of Practice for the Co-ordination of Works in Roads, version 1.0, April 2013.

Report

Public Utility Company Performance 2012/13 and First Quarter 2013/14

1. Background

1.1   The New Roads and Street Works Act 1991, as amended by the Transport (Scotland) Act 2005, gives statutory undertakers (PU companies and others given permission to work on roads) responsibility for signing, lighting and guarding works that are being undertaken. The Legislation also requires the road to be reinstated to prescribed requirements upon completion of works.

1.2   The same Legislation gives Councils the power to inspect, investigate and report on PU works and re-instatements. Councils also have powers to take such steps as appear necessary to remove any dangers works may cause to users or the roads.

1.3   The Act makes PUs wholly responsible for the management of their road works. Councils, as Roads Authorities, are responsible for monitoring the performance of the PUs and are empowered to charge them for a number of sample inspections carried out to monitor their performance. The sample size is currently 30% of the total annual number of re-instatements carried out over the previous three year period. Other inspections, carried out routinely by the Council, or in response to reports from the police or members of the public, may also be carried out. These inspections, unless a defect is found, are carried out at the Council's expense.

1.4   A previous report on 15 January 2013, recommended that a utility performance report be submitted to the Committee on a quarterly basis. The Committee approved the recommendation, to instruct the Head of Transport to enhance the scrutiny and monitoring of all road works. The Committee also agreed to instruct the Head of Transport to take the lead in developing a revived ERWAA.

1.5   To enable the Council to inspect 100% of PU reinstatements, a further two Inspectors have been employed within the Roadwork Support Team, on a two year fixed term basis.

Developments that have occurred during this quarter are also given within the report.

2.   Main report

Fixed Penalty Notices (FPNs)

2.1   The total number of FPN's issued to PUs in 2012/13 was 607. A further 177 FPNs were issued to other agents in relation to Road Occupation Permits ie skips, scaffolding etc.

2.2   The total number of FPN's issued to PUs in Q1 was 121. A further 36 FPNs were issued to other agents in relation to Road Occupation Permits i.e. skips, scaffolding etc.

Co-ordination

2.3   Each of the four quarterly meetings took place for Edinburgh RAUC and for the SERAUC. Of these meetings, Cable & Wireless were the only PU to have missed nearly every meeting. A letter is being sent to their management team to request an improvement in their attendance.

2.4   The City Wide Traffic Management Group (CWTMG) meeting takes place monthly and discusses major works on the strategic road network. Discussions cover both Council and PU works. Only when the CWTMG is satisfied that the disruption is manageable are works approved.

Utility Reinstatement Work

2.5   The sample Inspections carried out in 2012/13 were divided as follows:

Sample A Inspections	No - 628	Undertaken during the progress of the works.
Sample B Inspections	No - 637	Reinstatements within six months of the work being completed.
Sample C Inspections	No – 648	Reinstatements within three months of end of maintenance guarantee period.

2.6   The sample Inspections carried out in Quarter 1 were divided as follows:

Sample A Inspections	No - 162	Undertaken during the progress of the works.
Sample B Inspections	No - 149	Reinstatements within 6 months of the work being completed.
Sample C	No – 150	Reinstatements within 3 months of end of maintenance guarantee period.

Utility Defective Apparatus

2.7   The total amount of outstanding Defective Apparatus (manhole covers and other street ironwork) at the end of 2012/13 was as follows:

- Scotland Gas Networks - 22

- Scottish Water - 582

- BT Openreach - 53

- Scottish Power - 8

- Virgin Media – 27

- Others – 5

This amounts to 697 items of outstanding defective apparatus. The PU with the largest number of outstanding defective apparatus was Scottish Water.

2.8   The total numbers of outstanding Defective Apparatus for the three months of Q1 was as follows:

Utility	April	May	June
Scotland Gas Networks (SGN)	19	10	6
Scottish Water	586	508	534
BT Openreach	54	43	41
Scottish Power	4	8	8
Virgin Media	19	5	16

2.9   At the end of quarter 1, there were 607 items of outstanding defective apparatus. The PU with the largest number outstanding was again Scottish Water. Of the 534, that show as still outstanding, the Council has received assurances from Scottish Water that approximately 200 have already been repaired, with a further 200 on the schedule currently with their contractors. However, the Scottish Road Works Register still shows this total as outstanding. Scottish Water has received instructions from the Council to correct any errors and duplications in their registration work with immediate effect. Assurances have been gained that a dedicated team is currently working on this. Until such time as this can be verified no changes will be made to the Council's reports. These defects and the proposals to address them were discussed at an improvement meeting held on 18 June 2013.

Defective Reinstatements

2.10   The total number of outstanding Defective Reinstatements at the end of 2012/13 was as follows:

- Scotland Gas Networks (SGN) – 61;

- Scottish Water – 172;

- BT Openreach – 21;

- Scottish Power – 23;

- Virgin Media – 34; and

- Others – 27.

At the end of the year the total number of outstanding defective reinstatements in the city was 338. These will continue to be monitored every 17 days until they are repaired. The PU with the largest number of defective reinstatements is again Scottish Water and these were discussed at the improvement meeting noted in 2.18 below.

2.11 The total number of outstanding Defective Reinstatements for the three months of Q1 was as follows:

Utility	April	May	June
Scotland Gas Networks (SGN)	64	77	80
Scottish Water	155	198	202
BT Openreach	16	22	24
Scottish Power	21	32	29
Virgin Media	35	39	34

At the end of the quarter the total number of outstanding defective reinstatements in the city was 370. The PU with the largest number of defective reinstatements is still Scottish Water. These were discussed at the improvement meetings on 18 June 2013. Scottish Water is currently undertaking training of its contractors to address issues that result in failed reinstatements. The actions being taken by Scottish Water have been submitted and discussed with Road Services.

It can be seen that during May of quarter 1 every PU showed an increase in their failed reinstatements from April. The number of inspections carried out by the Council during May also increased, by 47%. The trend of increasing failed reinstatements found has continued into June with the exception of Scottish Power and Virgin Media. This trend will be discussed at the next liaison meetings with each PU. Details of their improvement actions will be requested.

The Edinburgh Roadworks Ahead Agreement

2.12   The Edinburgh Road Works Ahead Agreement (ERWAA) was signed in April 2007 by the major Utility Companies and the Council. The Agreement was designed to go beyond the minimum statutory requirements which were about to be introduced in Regulations as part of the Transport (Scotland) Act 2005. The stated ERWAA's objectives were to:

- Minimise the Impact of Road Works to the Public;

- Improve the Quality of Reinstatements;

- Measure and Report on the Service Performance;

- Ensure Safety and better information signage at Road Works;

- Provide better Co-ordination of works throughout the City; and

- Create a mechanism for continuing improvements from the creation of a Council/Utility Company review team meeting held on a monthly basis.

2.13   Since the launch, initiatives to meet the objectives include the setting up of a Traffic Control Centre, better communication between PU's and the Council by the setting up of Liaison meetings where the Council meets every individual PU on a two monthly cycle.

2.14   It is planned to re-launch the ERWAA after consideration on 14 January 2014 by Transport and Environment Committee. A member/officer working group is proposed to develop proposals for inclusion in the new agreement. It is envisaged that additional requirements will be added to the existing document and some of the less successful sections be removed. It will be important to obtain representation from the community to seek their suggestions and comments on the document. It is intended that this is discussed at an early meeting of the member / officer group.

Changes in 2012/13

2.15   Since January 2013, Road Services have registered all elements of their work that, under the standard requirements for registration, would normally be exempt. This includes all excavations and work involving the erection of single columns. As a result this additional registration contributed to an increase in the notification failure rate of the Councils registered work, in Quarter 4. The failure rate increased by 7% and additional training of council staff registering the work has taken place to address the increase in failures. The intention of registering additional work, is to set an example to PU's, that this type of work will now be registered. This will not only facilitate a better and more accurate co-ordination of road works but will allow the Council to monitor its own work more thoroughly.

Changes in the First Quarter of 2013/14

2.16   Two additional Inspectors have been employed on a two year fixed term contract to assist the four existing Inspectors achieve the target of 100% inspection of the reinstatements carried out by PU's.   Their training is ongoing and early indications show that both are on target to meet their inspection quotas.

Transport Research Laboratory Report

2.17   A project carried out by the Transport Research Laboratory, entitled 'The Long-term Damage to Roads Caused by Utility Reinstatements' was undertaken between December 2012 and March 2013. The Council were asked to take part and provide data for the project. This involved a detailed examination of 38 reinstatements in the city area between two and ten years old. Other Councils involved in the project were Aberdeenshire, East Lothian and North Lanarkshire. The project report has yet to be published and the findings announced however, initial findings seem to suggest that PU reinstatements do have an effect on the long term damage to roads. It is hoped that the report will make suggestions on how to avoid similar problems in the future.

Improvement Plan

2.18   A meeting was held on, 28 March 2013, with the General Manager of Scottish Water and his senior managers to discuss the poor performance throughout the year, particularly in respect of Defective Apparatus and Defective Reinstatements. At the meeting a commitment was received from Scottish Water to draft and submit an Improvement Plan for the coming year.

2.19   A subsequent meeting took place on 2 April 2013 with Scottish Water's contractors. Initial plans have been received showing the location of all outstanding items of defective apparatus. Information was also provided detailing how the work is to be carried out.

2.20 A further meeting took place on 18 June 2013, with Scottish Water to discuss progress of its improvement actions. Significant training has taken place with staff who are involved in setting out their signing, lighting and guarding of their works.

2.21 A commitment was received from Scottish Water and work started on repairing their defective apparatus in June 2013 in the North, City Centre & Leith and South Neighbourhoods. Work will be undertaken outwith peak times and will utilise evening and weekend working to minimise disruption to traffic. It will be subject to regular monitoring and it is planned to have the backlog of defects completed in 2013/14.

Performance Monitoring

2.22 Performance is the subject of regular measurement and monitoring by the Council. A comprehensive report showing the performance for 2012/13 is attached in Appendix A. Performance charts are shown for:

- **Graph 1** – Fixed Penalty Notices per Utility Company. The high failure rate by Scottish Power was identified during Quarter 2 of the year. Following discussions at Liaison meetings, Scottish Power employed additional dedicated staff to address the failures. At Quarter 4 the failure rate for Scottish Power was the lowest of the five Undertakers.

- **Graph 2** – Number of Inspections undertaken. In 2012/13 over 13,000 inspections were carried out. It is estimated that in 2013/14 approximately 20,000 inspections will be undertaken, ie 100% of PU reinstatements carried out.

- **Graph 3** – Core Results Pass/Fail performance for each Utility. The recognised acceptable failure rate for coring is 10%. Both Scottish Water and SGN were at 17%. Scottish Water is addressing this by updating its working methods and has assured the Council that this will be improved in the new financial year. SGN have been informed that its performance is unacceptable. Assurances have been received from SGN that its performance will show an improvement in the current financial year.

- **Graph 4** - Defective Apparatus Outstanding (Overall numbers that have yet to be repaired). It is widely known that the theft of metal, including access covers, manhole covers and toby lids, is a problem. Although this is not the only reason for the numbers shown in this graph, it is a contributory factor. The number outstanding for Scottish Water is a long standing issue. This has been raised as a specific problem and plans are being put in place by Scottish Water to address this early in the current financial year.

2.23   Figures showing trend information over the last three years are also shown in Appendix B. Performance charts are shown for:

- **Graph 5** - Road Works Registration – Notification Failures for CEC and other Councils for the past three years. The target Failure Rate for Edinburgh is 9% and a rate of 14% was achieved at the end of the year. The target for 2010-11 was 23%. The Quarter 4 rate in 2012/13 was 19% and was affected by the further changes detailed in paragraphs 2.5 involving the additional registration of work not previously registered. The Failure Rate for Quarters 1 to 3 was 19%, 6% and 12% respectively. Some registration failures were expected during this period of change and correlates to the increased number of works registered. The failures should reduce as the new procedures become embedded.

- **Graph 6** – Road Works Registration – Notification Failures for CEC and the major Utility Companies for the past three years as a comparison.

- **Graph 7** - Statutory Inspections pass rates for the past three years. The target pass rate is 90%. The trend for three out of the five major PUs is showing an improvement in the pass rates for statutory inspections. Both British Telecom/Openreach and Scottish Water showed a lower pass rate than the previous year. Both BT/Openreach and Scottish Water have been advised that an improvement is required in their performance, in the new/current financial year. Refer to paragraph 2.18.

- **Graph 8** – The number of FPN's accepted by Utilities for the past three years. There has been an improvement in four out of the five major PUs. It is believed this is due to monitoring the failures and raising the numbers of FPN's at the liaison meetings. The slight increase in the FPN's issued to SGN has been raised with them. However, they still remain the better performer of all five PUs. The target pass rate is 90% for all PUs.

- **Graph 9** – The number of Inspections carried out for the past three years. In 2012/13 over 13,000 inspections have been carried out. It is estimated that in 2013/14 nearly 20,000 inspections will be carried out.

- **Graph 10** – The amount of Defective Apparatus over the past three years. The amount of outstanding defective apparatus has reduced from last year. This is due to regular inspections, performance discussions at the Liaison meetings and additional resources allocated by Scottish Water. Scottish Water remains the poorest performer in 2012/13 and meetings with their senior management have resulted in improvement plans being required to address the high numbers that are outstanding. As detailed in paragraph 2.18.

- **Graph 11** – The average Core Failures for all Utilities for the past three years. Regular coring of reinstatements is carried out to check compliance with the required specification in reinstatements. Overall the performance is still below the required failure rate of 10% or less. This is a subject that will be closely monitored in 2013/14 and with the aid of two additional Inspectors will involve the inspection of 100% of PU reinstatements.

2.24 Figures showing performance information for the first quarter of 2013/14 are shown in:

- **Graph 12** - Fixed Penalty Notices per Utility Company; the failure rate by Scotland Gas Networks was the highest in quarter 1. This was due to their notices not being closed on time and no notice being received. These were the same reasons for the high fixed penalty rate of Scottish Water. These issues will be raised at their next liaison meetings. Requests will be made for an improvement by the next month's monitoring.

- **Graph 13** - Number of Inspections undertaken; in this quarter there were 5,352 inspections carried out. The number of inspections carried out per month depends on a number of variables, weather, staff available and proximity of inspections to one another. It is estimated that the target of 20,000 inspections will be achieved this year.

- **Graph 14** - Core Results Pass/Fail performance for each Utility; the recognised acceptable failure rate for coring is 10%. Both Scottish Water and Openreach were higher than the target.

Scottish Water failed 18/60 cores for the following reasons; depth of laid material (17%), compaction (2%), no bonding (2%) and the wrong material used (10%). Scottish Water is addressing this by updating their working methods and has assured the Council that this will be improved within this year. This includes training and talks with their contractors.

Openreach failed 2/15 cores and has been informed that this is unacceptable. The reasons were equally split between depth of laid material and the wrong material used. Assurances have been received that it will be improved. Specific improvement details will be gained at the next liaison meeting.

- **Graph 15** - Defective Apparatus Outstanding, (Overall numbers that have yet to be repaired); the number outstanding for Scottish Water (534) is a long standing issue. This has been raised as a specific problem and plans are being put in place to address this during the first few months of next year.

- **Graph 16** – Defective Reinstatements Outstanding, (Overall numbers waiting repair); the number of outstanding or defective reinstatements has gradually increased over quarter 1. Each PU has shown an increase in failed reinstatements, with the exception of Scottish Power and Vergin Media. It is believed this is a direct result of the additional inspections carried out in quarter 1 and therefore additional failed reinstatements were discovered.

3. Recommendations

3.1 It is recommended that the Transport and Environment Committee:

   3.1.1 agrees that a member/officer working group be established to develop proposals for the Edinburgh Road Works Ahead Agreement (ERWAA) brought back to Committee for final agreement on 14 January 2014;

   3.1.2 notes the performance information shown in Appendix A;

   3.1.3 notes the trend information shown in Appendices B and C; and

   3.1.4 agrees that quarterly performance reports will be submitted to future meetings of the Committee.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P28 Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.
	P33 Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.
Council outcomes	CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.
	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	A – Utility Company Performance Full Year 2012/13
	B - Utility Company Performance 3/Year Trends
	C - Utility Company Performance Quarter 1 April to June 2013

UTILITIES ACCEPTED FPNs 2012-13
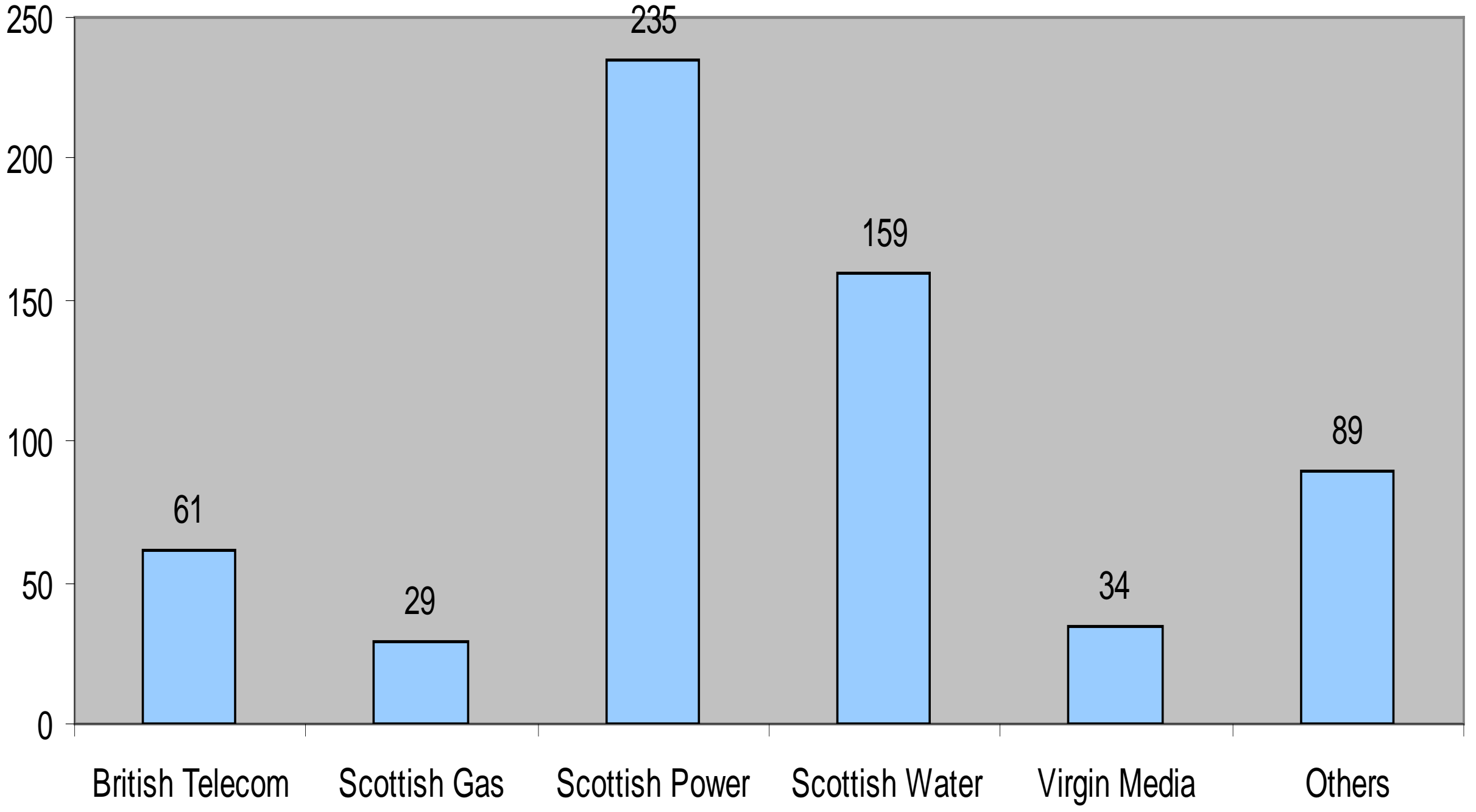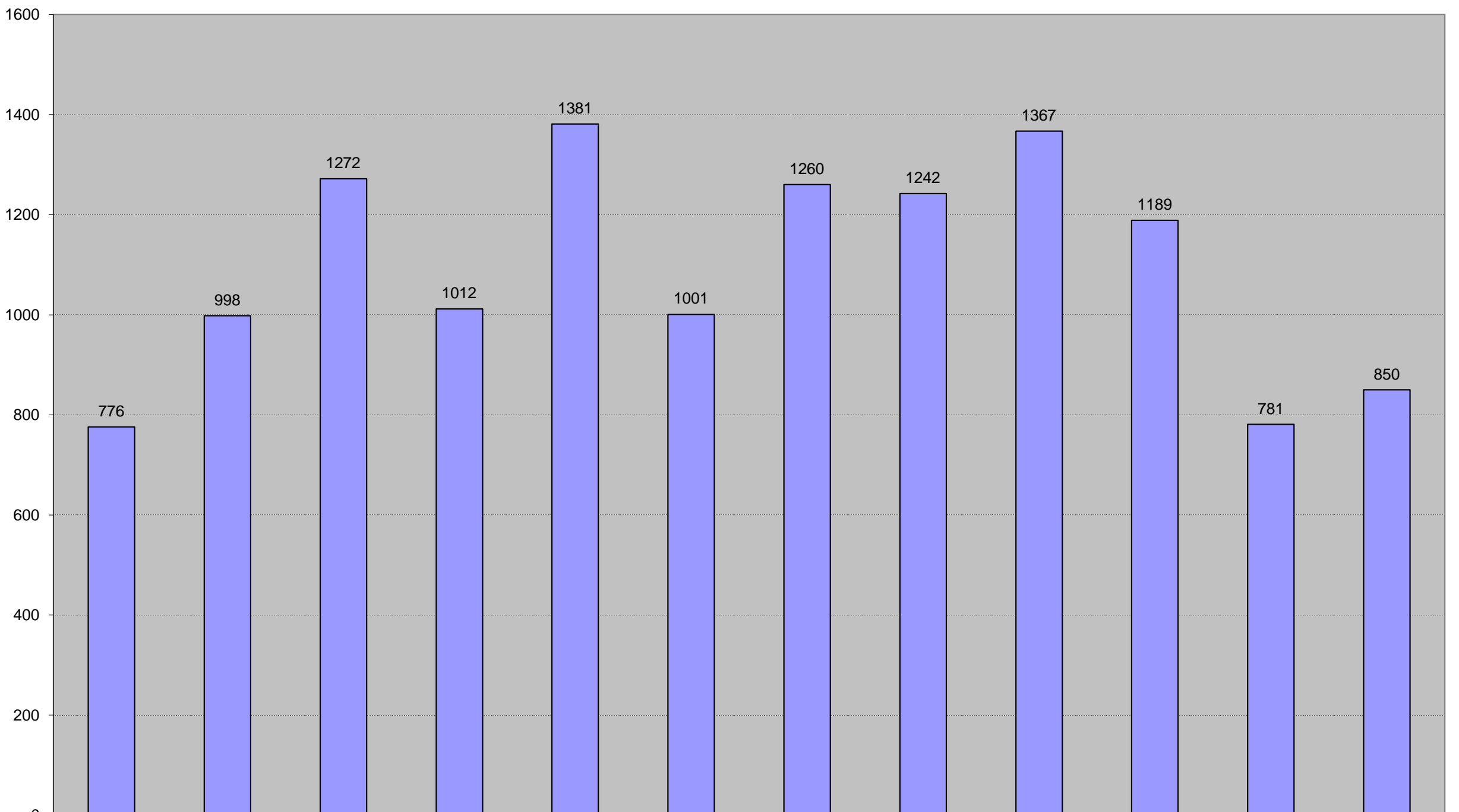
Category	Value
British Telecom	61
Scottish Gas	29
Scottish Power	235
Scottish Water	159
Virgin Media	34
Others	89

GRAPH No 2

INSPECTIONS DONE 2012-13

Value
776
998
1272
1012
1381
1001
1260
1242
1367
1189
781
850

GRAPH No 3

LOCAL CORING RESULTS 2012-13 FAIL %

Legend: CORED, FAIL #, FAIL %

	BT	VM	SP	SW	SGN
CORED	36	52	121	143	273
FAIL #	3	4	4	24	47
FAIL %	8%	8%	3%	17%	17%

GRAPH No 4

Outstanding Defective Apparatus

Legend: JAN, FEB, MAR

	British Telecom	Scotland Gas Network	Scottish Power	Scottish Water	Virgin Media
JAN	43	11	7	526	22
FEB	47	12	7	560	25
MAR	53	22	8	582	27
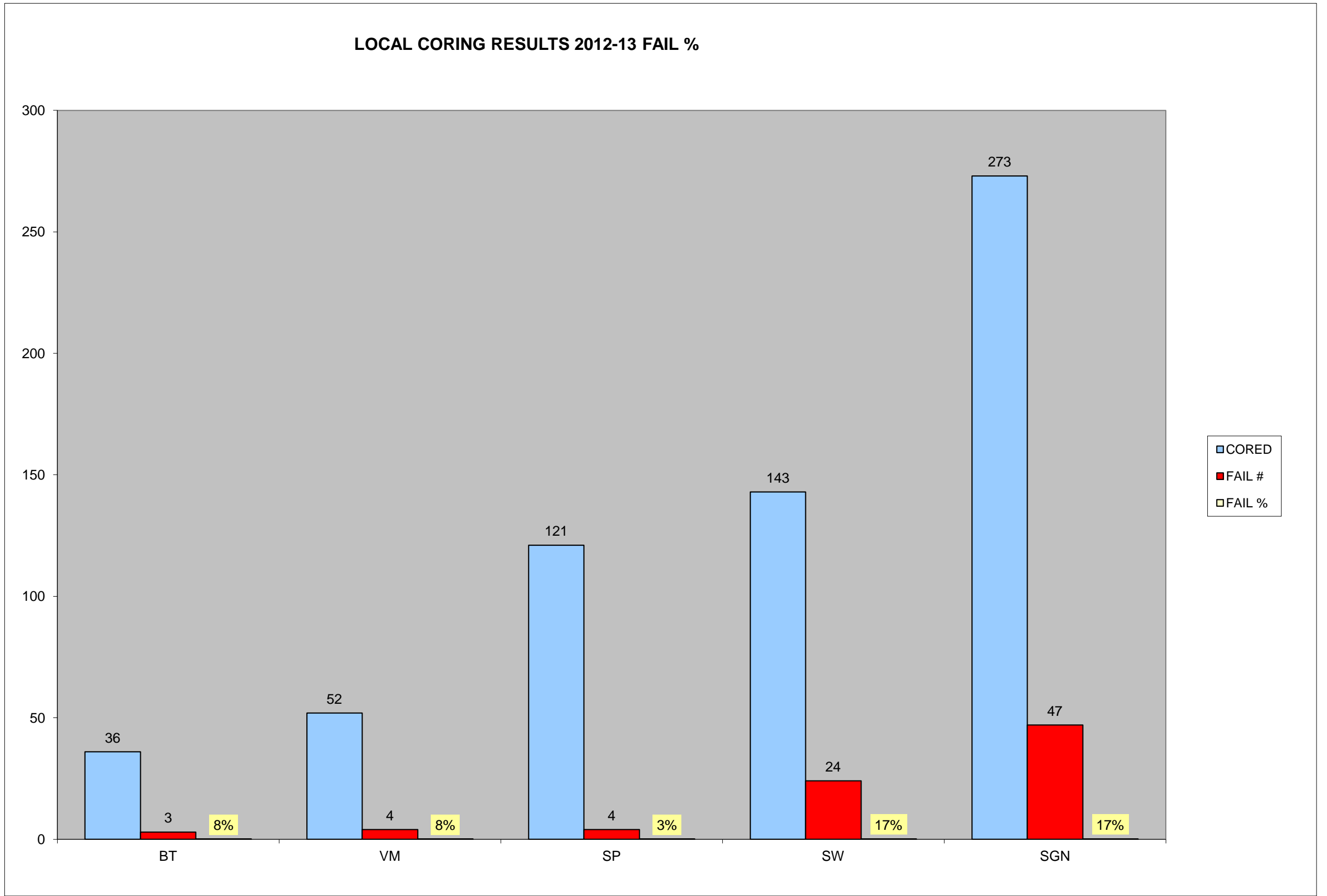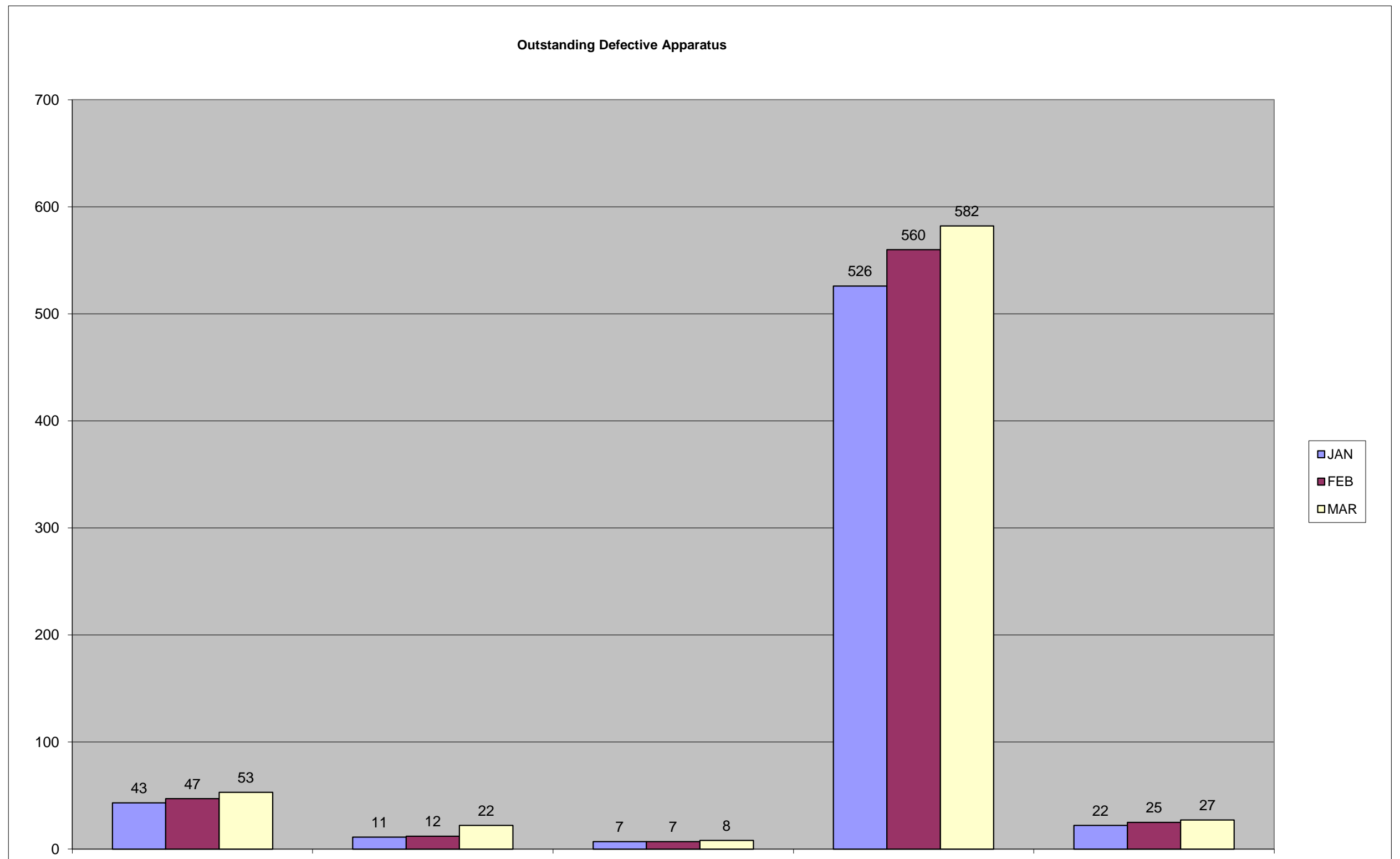
British Telecom	Scotland Gas Networks	Scottish Power	Scottish Water	Virgin Media Group

**Roadworks Registration Failures - CEC/Roads Authorities
Annual Average**
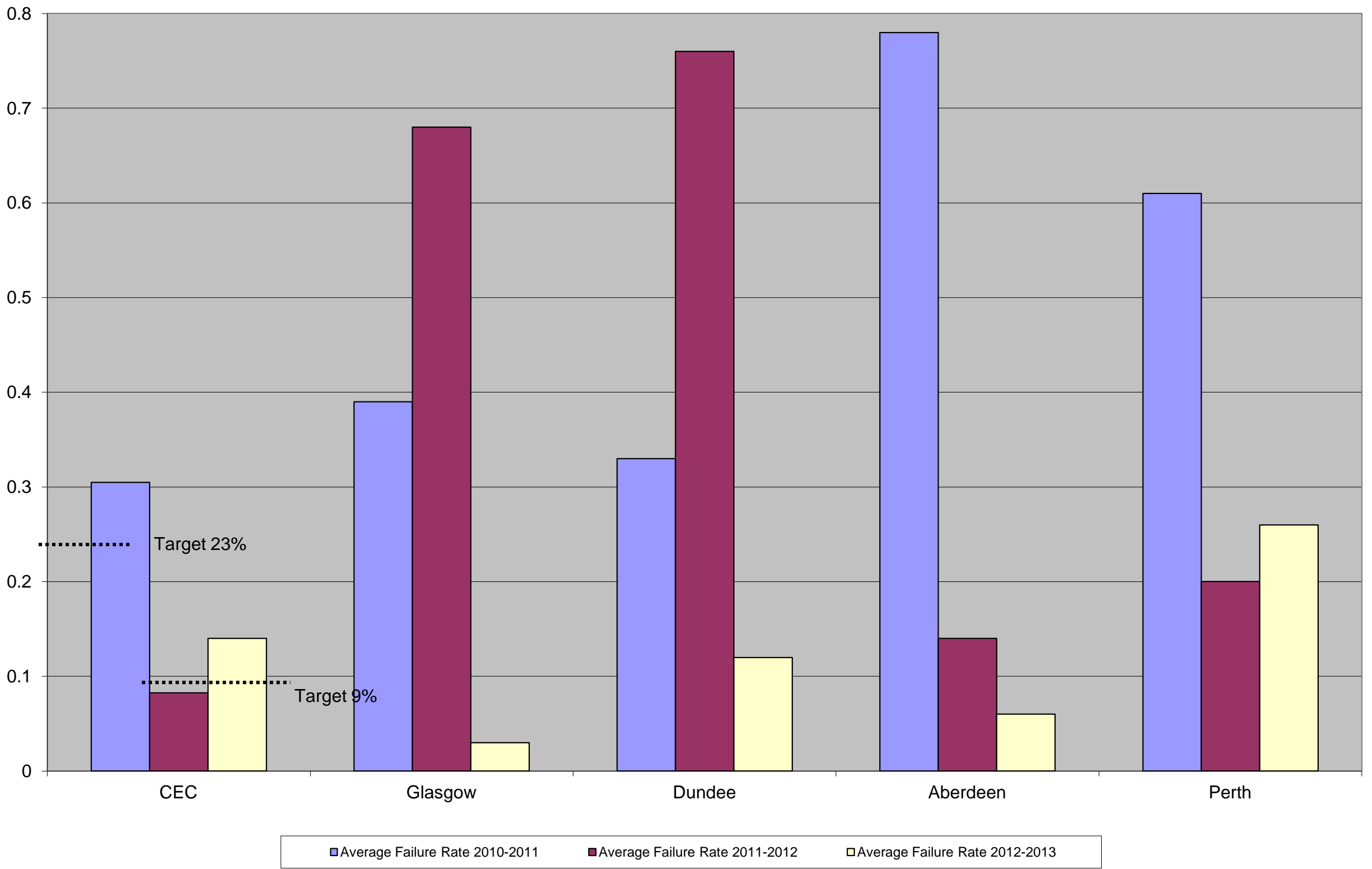
GRAPH No 6

**Roadworks Registration Failures - CEC/Utilities
Annual Average**

Statutory Inspections Pass %

	BT	SGN	SP	SW	VM
2010-11	84.4	80.8	90.3	79.1	89.5
2011-12	91.3	87.1	93.2	84.3	90.4
2012-13	81.5	90.3	93.6	81.7	94.3

■2010-11 ■2011-12 □2012-13

GRAPH No 8

Number of Accepted FPNs per Utility per Year

	SGN	Scottish Water	Scottish Power	BT	Virgin Media
2010-11	41	234	128	48	85
2011-12	27	209	399	87	58
2012-13	29	159	235	61	34

□2010-11 ■2011-12 □2012-13

GRAPH No 9

Number of Inspections Done per year

Year	Inspections
2010-11	5514
2011-12	11611
2012-13	13129

GRAPH No 10

Defective Apparatus Defected per utility per year

Utility	2010-11	2011-12	2012-13
British Telecom	114	130	128
Scottish Gas	66	75	64
Scottish Power	64	47	29
Scottish Water	821	801	582
Virgin Media	160	93	92

☐

Core Fail % all utilities per year

- 2010-11: 38
- 2011-12: 13
- 2012-13: 13

Year

Percentage Failure Rate (%)
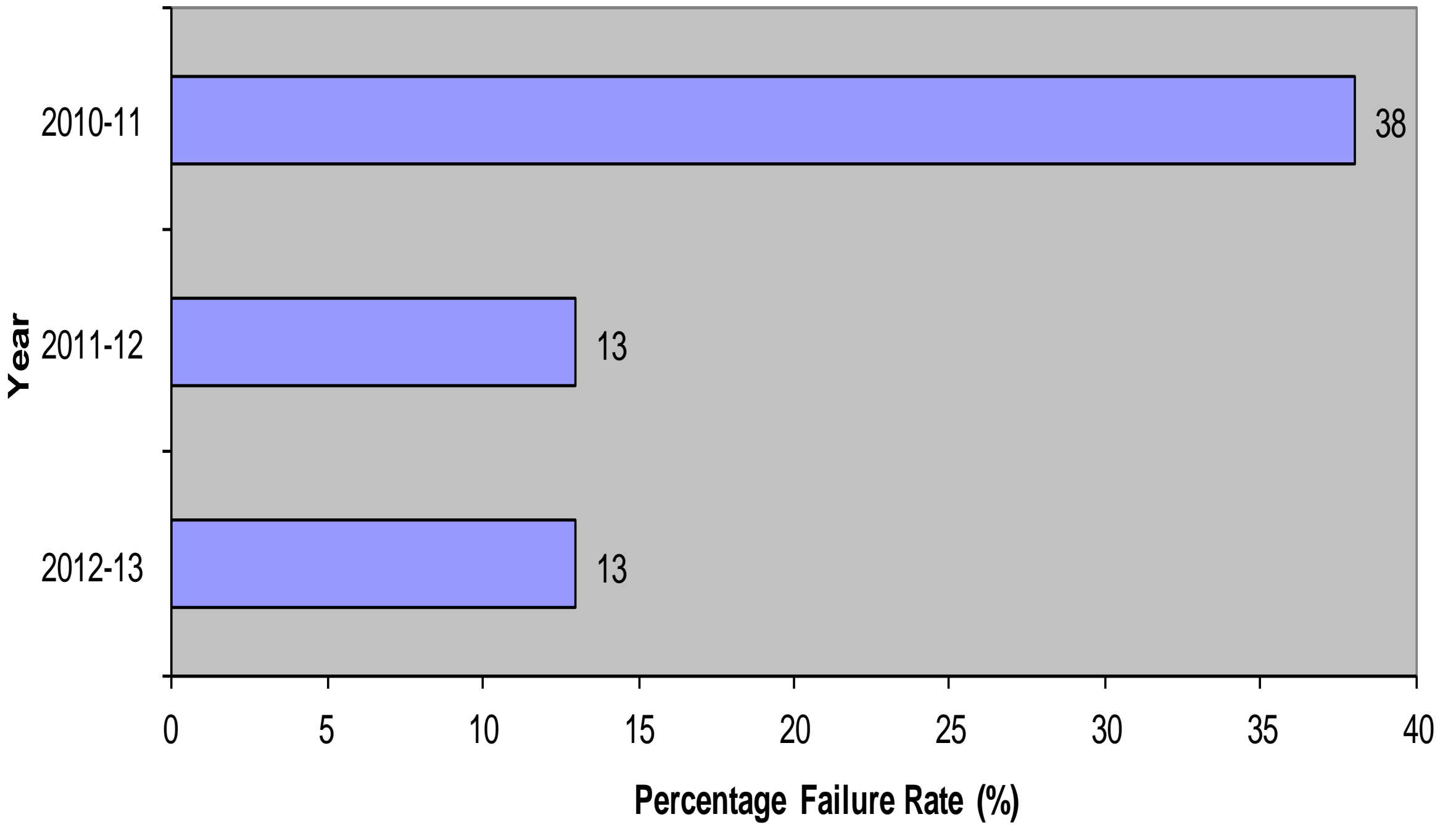
UTILITIES ACCEPTED FPNs 2013-14
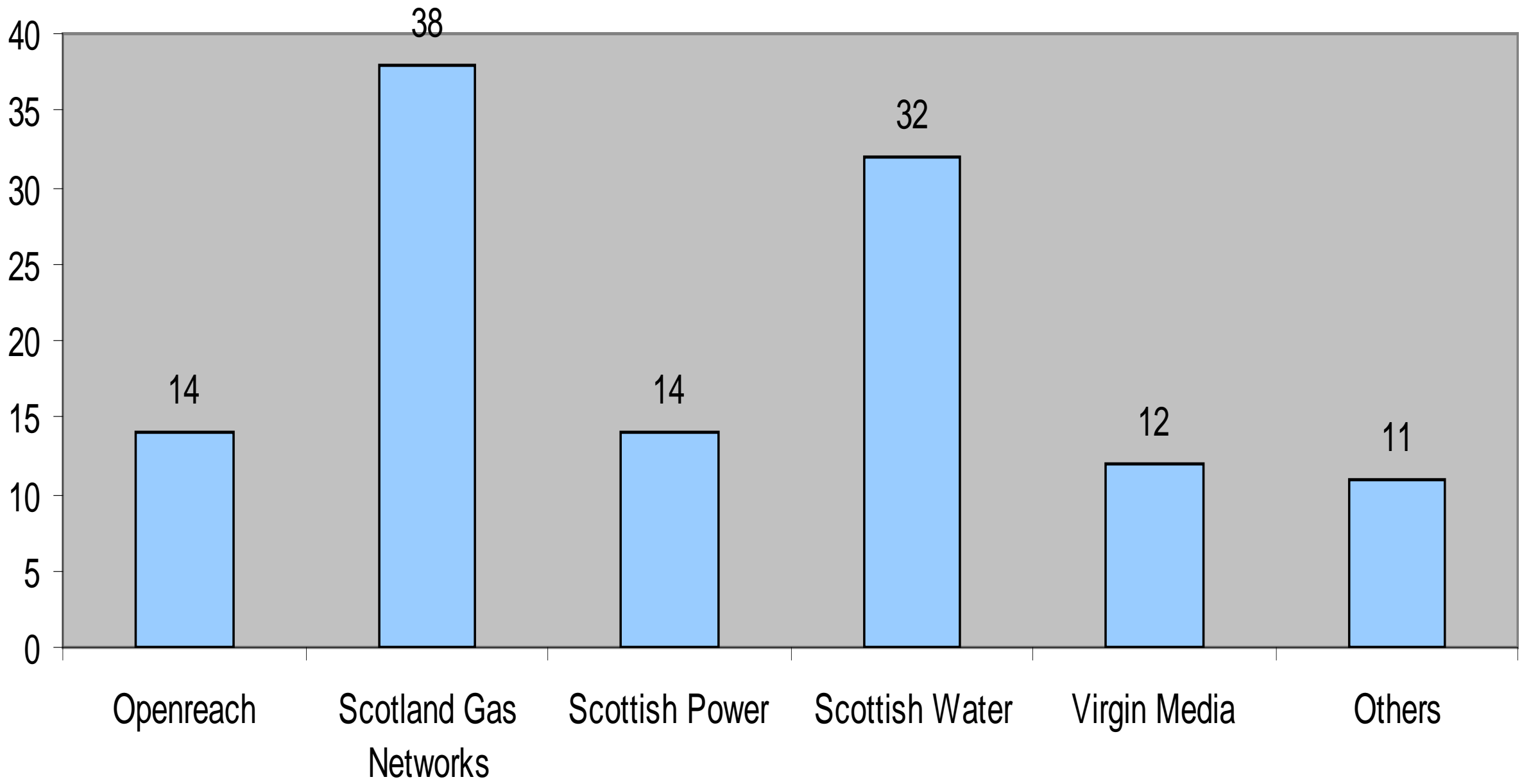
GRAPH No 13

INSPECTIONS DONE 2013-14
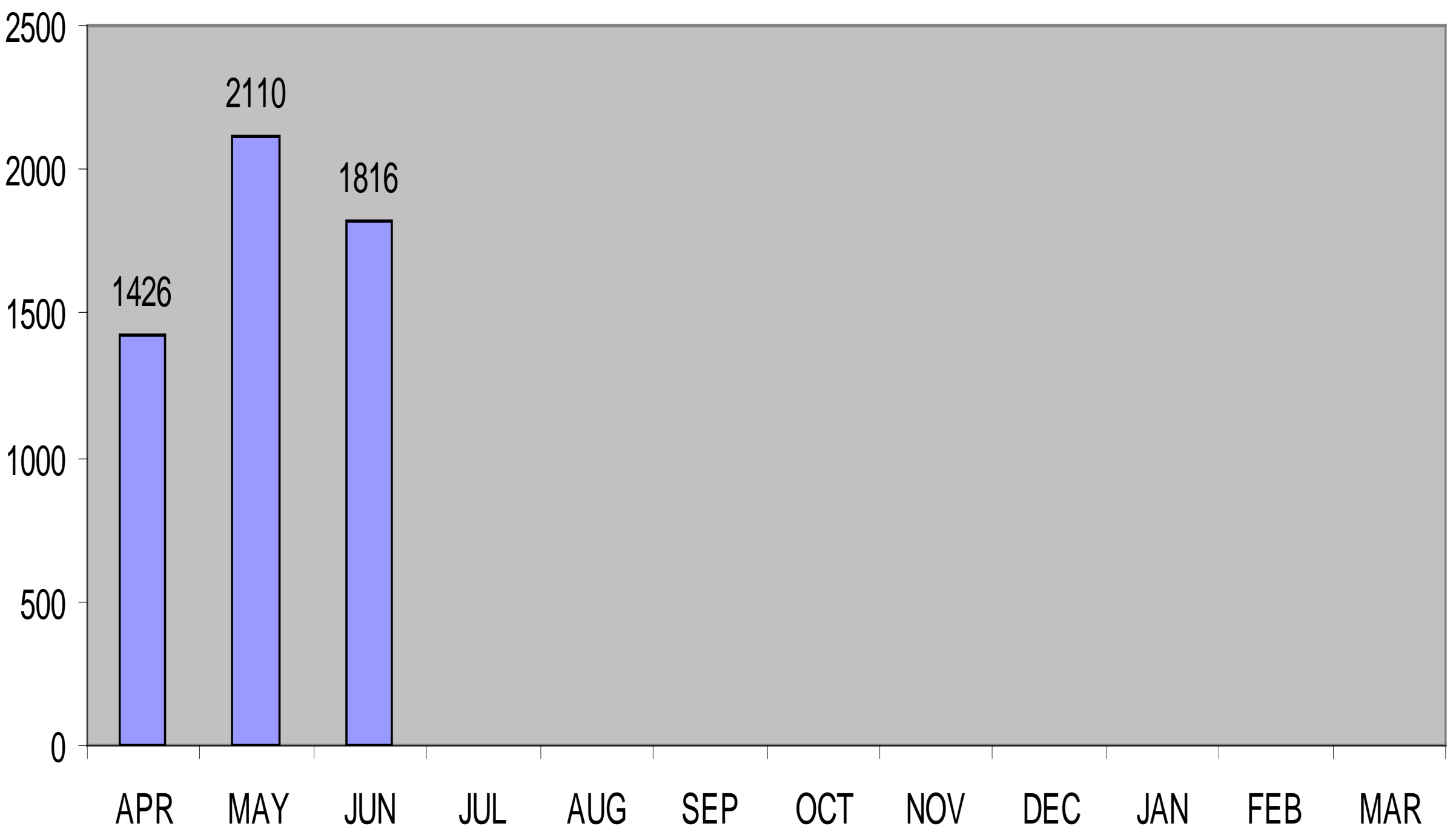
2013-14 EDINBURGH COUNCIL LOCAL CORING
(RESULTS OF 2012-13 LC5-6)

Legend:
- CORED
- FAIL #
- FAIL %

	OR	VM	SP	SW	SG
CORED	15	22	31	60	89
FAIL #	2	1	3	18	7
FAIL %	13%	5%	10%	30%	8%

Outstanding Defective Apparatus 2013-14

Legend:
- APR
- MAY
- JUN

	Cable & Wireless UK	Openreach	Scotland Gas Networks	Scottish Power	Scottish Water	Virgin Media Group
APR	3	54	19	4	586	19
MAY	2	43	10	8	508	5
JUN	2	41	6	8	534	16
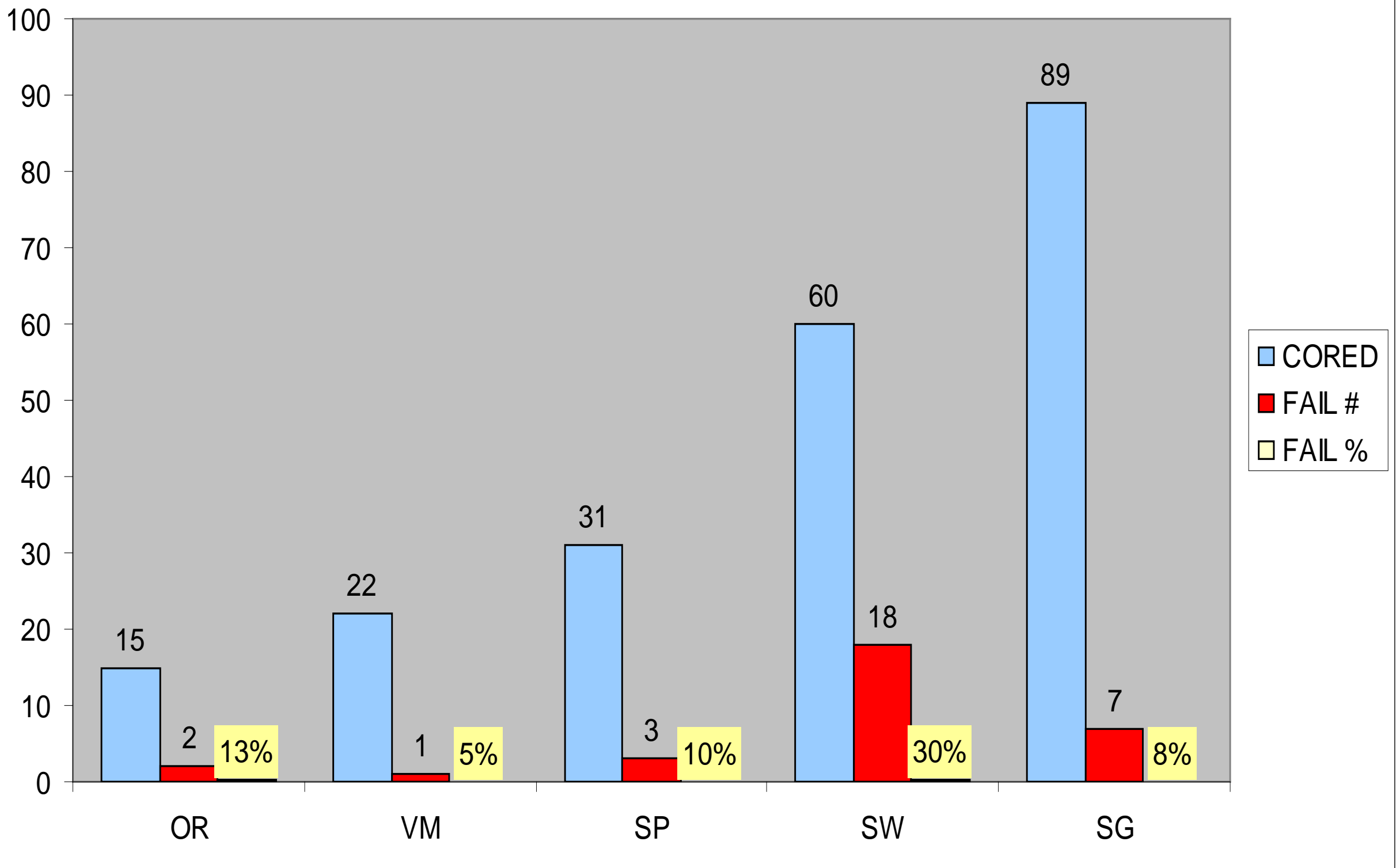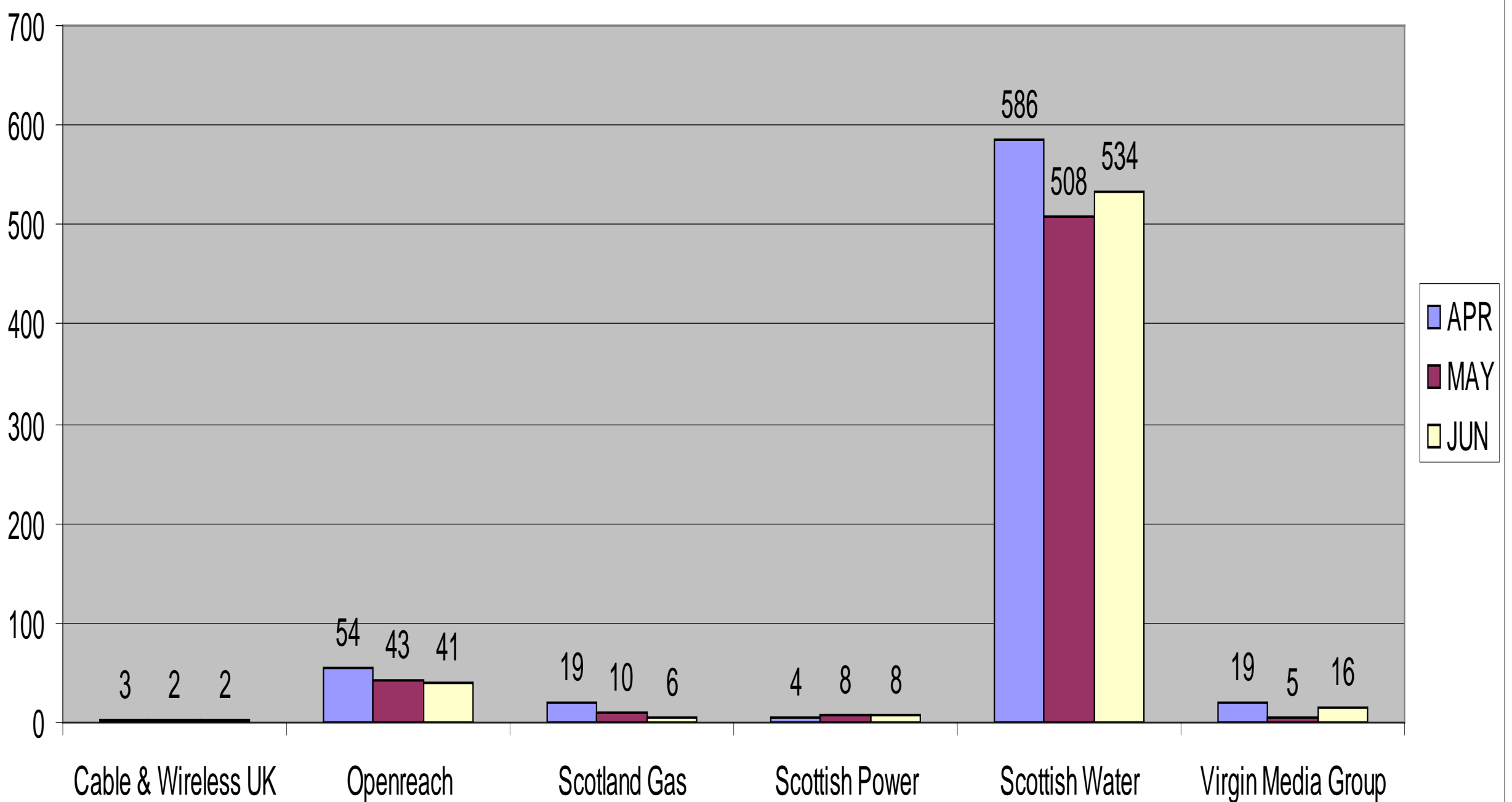
Outstanding Reinstatement Defects 2013-14

	APR	MAY	JUN
Cable & Wireless UK	0	1	1
Openreach	16	22	24
Scotland Gas Networks	64	77	80
Scottish Power	21	32	29
Scottish Water	155	198	202
Virgin Media Group	35	39	34
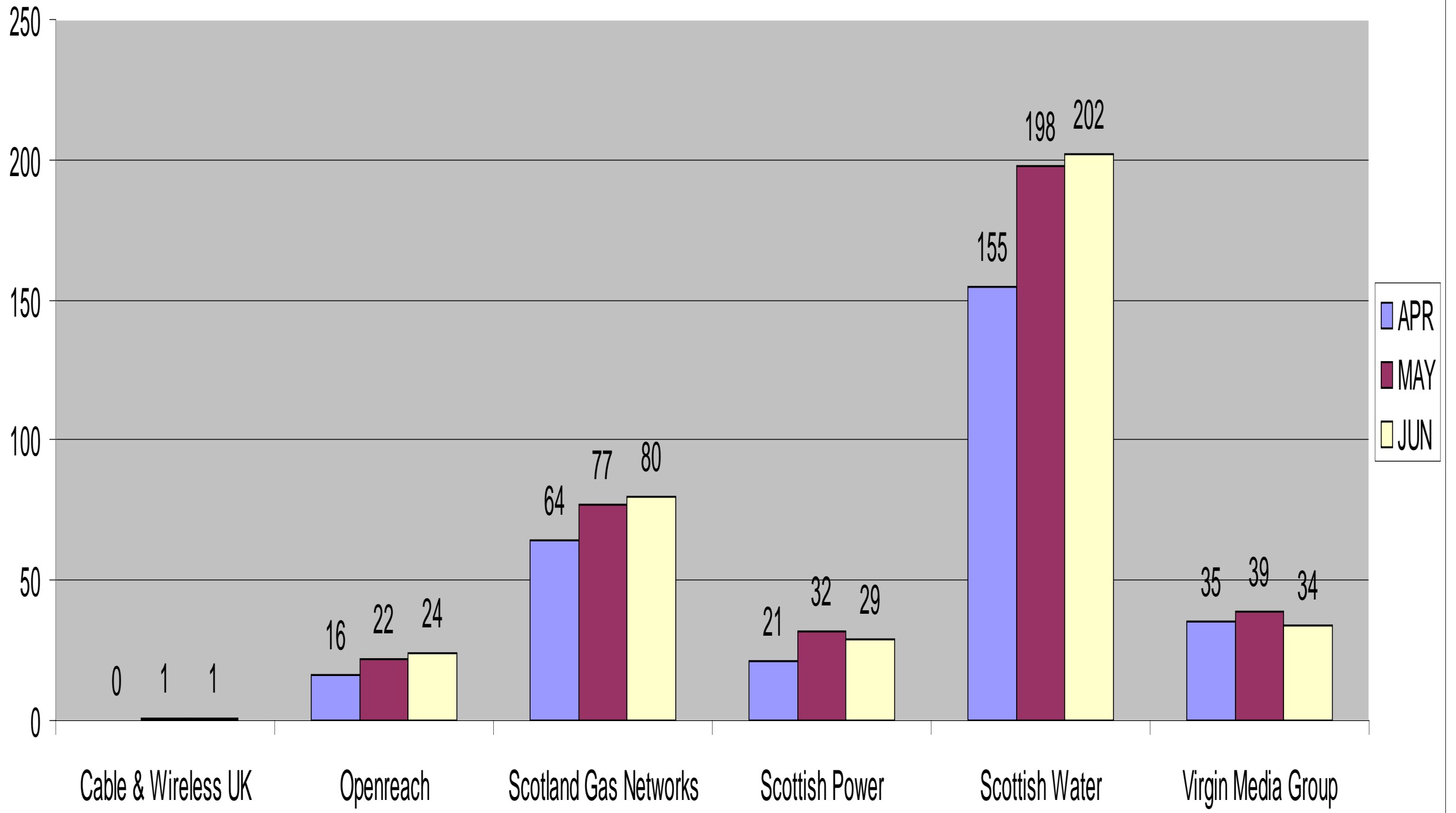
Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Bus Regulation (Scotland) Bill: Council Response to Consultation by Iain Gray MSP

Item number	7.7
Report number	
Wards	

Links

Coalition pledges	P19
Council outcomes	CO7, CO8
Single Outcome Agreement	SO2

Mark Turley

Director of Services for Communities

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Executive summary

Bus Regulation (Scotland) Bill: Council Response to Consultation by Iain Gray MSP

Summary

The report recommends a Council response to a consultation document by Iain Gray MSP on a proposed Bill to regulate local bus services.

The background to the proposed Bill is discussed and responses to seven specific questions are provided, along with general comments.

Recommendations

To approve the proposed response to the Consultation by Iain Gray MSP on the proposed Bus Regulation (Scotland) Bill.

Measures of success

Response submitted by 30 August 2013.

Financial impact

There are no financial impacts as a result of this report.

Equalities impact

As this report refers to a Scottish Parliament consultation, there are no Equalities Impacts for the Council as a result of this report.

Sustainability impact

As this report refers to a Scottish Parliament consultation, there are no Sustainability Impacts for the Council as a result of this report.

Consultation and engagement

No formal consultation has been carried out. However, bus operators are aware of the proposed Bill and also have the opportunity to respond to the consultation.

Background reading/external references

Consultation Document:

Bus Regulation (Scotland) Bill: *A proposal for a Bill to provide transport authorities with greater powers to set service levels for local bus services, including a power to group profitable routes with non-profitable routes before they are put out to tender with operators.*

Consultation by Iain Gray MSP May 2013

Report

Bus Regulation (Scotland) Bill: Council Response to Consultation by Iain Gray MSP

1. Background

1.1 In May 2013, a consultation was launched by Ian Gray MSP on his proposals for a Member's Bill to be put before the Scottish Parliament later in the same year. Responses were invited by 30 August 2013.

1.2 The aim of the proposed Member's Bill is to 'give transport authorities greater control over bus services in their area'. This would restore some controls over the provision of public transport in Scotland that were lost, following the Transport Act 1985 which took effect in October 1986.

1.3 The Transport Act 1985 effectively removed the barriers to open competition between bus operators that previously existed, together with the regulatory controls previously administered by the Traffic Commissioner.

1.4 The 1985 Act, allowing Councils to continue to own but not to operate bus companies. As a result, all municipal bus operations were reconfigured as free-standing companies, governed by their own board of directors and removed from Local Authorities' control.

1.5 This arrangement resulted in many municipal bus operations being sold to private companies. In Scotland, Lothian Buses plc is the only bus company that is still municipally owned.

1.6 The aim of the 1985 Act was to introduce competition to stimulate the public transport market and to reduce, or remove, the heavy subsidy borne by central government in maintaining the largely state-owned bus and coach networks.

1.7 The opening of the bus market to competition often involved aggressive competition between operators in their efforts to increase profits and market share.

1.8 After several years, the situation stabilised with the establishment of a few large groups, many smaller independent operators and a few surviving municipals, including Lothian Buses plc.

1.9 From a passenger viewpoint, the initial effects were lower fares and more frequent services. However, in the longer term, economic realities led to service reductions or withdrawals, particularly in rural areas. Unremunerative early morning, late evening and weekend services were particularly vulnerable.

1.10 In cities the outcomes were more positive, with denser networks catering for large movements of passengers in the peak periods. Strong competition produced lower fares, or at least slowed down fare increases. Often, however, even in cities the vulnerable off-peak services became sparse or disappeared altogether.

1.11 In Edinburgh, Lothian Buses retained a strong hold on its market sector despite challenges from a number of bus operators, most of whom withdrew with time. In the 1990s, FirstGroup mounted a strong competitive challenge to Lothian Buses in an attempt to increase their market share, but this strategy proved unsustainable in the longer term.

1.12 Local Authorities came under pressure to provide financial support for bus services at these unprofitable times, a situation that still pertains and continues to be costly.

Car Ownership and Other Transport Modes

1.13 The wider context, within which bus service are provided, must also be considered.

1.14 Car ownership in Scotland has steadily increased. In 1981, 51.3% of households in Scotland had one or more cars available. By 1991, this had risen to 57.4%, and by 2001 to 65.8 %. In Edinburgh, between 1996 and 2001, the number of private and light goods vehicles increased by 8.2%.

1.15 The real cost of 'all motoring' has fallen. An index set at 100 in 1980 would show equivalent motoring costs now as falling to around 85, whereas bus and coach fares have risen to 140. (Source: Office for National Statistics – *Transport Tends 2007*).

1.16 Bus patronage in Edinburgh has risen from 82 million journeys in 1998 to 111 million in 2011. Cycling and Walking in Edinburgh has also increased in recent years. Cycling rose by 16% from 2010 to 2012, and walking by 7% from 2009 and 2012.

1.17 Increased competition from car usage, cycling and walking tends to draw patronage away from bus travel however there remains a continued increase in bus patronage is gratifying.

2.   Main report

2.1 The aim of the proposed Bill is to give Local Authorities and Regional Transport Authorities control over the public transport network. It focuses on buses and particularly the expansion of the powers of the Traffic Commissioner, in policing the activities of operators and the operation of the public transport system generally.

2.2 The Bill would remove the current need to prove that 'market failure' had occurred in order to implement Quality Partnerships/Contracts and franchising of networks. This requirement explains the very small number of such arrangements in Scotland.

2.3 It would permit network franchising and bundling of profitable routes with unprofitable ones, along with the ability to set and enforce service quality standards are key aspects of the proposed Bill.

2.4 It would also permit local authority fleets to be used to provide socially useful services where there are gaps in provision.

2.5 To some Local Authorities, particularly rural ones and those that have felt the negative effects of the current unregulated bus market, these ideas will be attractive. Should the proposal pass into law, public expectation will probably be that such plans be implemented. However, circumstances in the cities, notably in Edinburgh, are very different, as set out in the proposed response below.

2.6   The Consultation asks eight questions as follows:

1.   *Do you support the general aim of the proposed Bill? Please indicate 'yes/no/undecided' and explain the reasons for your response.*

Proposed Council Response:

Yes. The aims of the Bill are relevant in many parts of Scotland, particularly in rural areas, and may well have applications even in cities such as Edinburgh, where the bus network is extensive and dense. Bus patronage in Edinburgh has grown from 82 million journeys in 1998 to 111 million in 2011, with a continuing growth trend. The main benefits of the proposed Bill in Edinburgh would be to address specific localised network deficiencies, such as in the rural West, where the proposed powers may help to meet local aspirations through, for example, the bundling of routes, which would also help with off-peak and weekend services in other parts of the city. It should be noted that although satisfaction with public transport services in many areas of Scotland may be low, Scottish Household Survey data shows that only 3.7% of Edinburgh residents rate local public transport as 'poor'. 69.1% rate it 'very convenient'.

2.   *What would be the main practical advantages of the legislation proposed? What would be the disadvantages?*

Proposed Council Response:

The main practical advantage of the Bill would be that Local Authorities would be able directly to influence and control the public transport network and its quality standards.

The main disadvantage, which requires to be addressed, is the potential heavy cost of providing the network under these arrangements.

3.   *In what ways do you envisage re-regulation being used to improve bus services?*

Proposed Council Response:

For some Local Authorities, particularly large rural ones, franchising seems an obvious method. It would provide stability and the opportunity to ensure maximum network coverage. Control of fare levels, frequency and service quality would also be possible. However, this would have only limited utility for this Council, bearing in mind the existing dense and high quality bus network in the city; although it would help to provide some local improvements

4.   *How can community transport be better utilised to serve communities and particularly low passenger volume routes?*

Proposed Council Response:

The Council is currently reviewing its Community Transport arrangements, working with partners such as the NHS. The vehicles used for these purposes are often specially adapted to the needs of their users, and may be unsuitable for more mainstream local service operation.

5.   *Do you agree that the Traffic Commissioner should be able to impose greater financial penalties on operators who a) fail to meet the terms of the franchise or b) walk away from the franchise altogether?*

Proposed Council Response:

Adequate contractual remedies should be built into any contract, partnership or franchising agreement and the extension of the Traffic Commisioner's powers in this respect may not be necessary. Additional contract requirements will be perceived by bus operators as risks, with a consequent inflationary effect on contract prices.

6.   *What is your assessment of the likely financial implications of the proposed Bill to you or your organisation? What other significant financial implications are likely to arise?*

Proposed Council Response:

Edinburgh benefits from a comprehensive bus network provided largely on a commercial basis by bus operators. The Council's annual spending on Supported Bus Services amounts to some £1.2m, a sum significantly lower than that spent by many large rural Authorities. The provisions of the proposed Bill are likely to lead to an increase in expenditure for Scottish Local Authorities, although in Edinburgh the effect may be limited, as alterations to the network are likely to be less significant. Enhancement of evening and weekend service provision would be the principal result, along with some new or reinstated links. If franchising the network is the method of implementation chosen, then the effective removal of on-street competition may well ameliorate the financial consequences of an expanded or enhanced bus network. However, without an idea of the final configuration of the proposed legislation, it is difficult to speculate on financial implications with any degree of accuracy.

7.   *Is the proposed Bill likely to have any substantial positive or negative implications for quality? If it is likely to have a substantial negative implication, how might this be minimised or avoided?*

Proposed Council Response:

The proposed Bill would allow any desired level of service quality to be stipulated. The quality standard of bus services in Edinburgh is already very high, and the Council's own Supported Bus Service contracts maintain that standard

The proposal would, however, allow a high level of public transport integration, in network terms as well as in ticketing and information provision.

8. *Do you have any other comment or suggestion that is relevant to the need for, or detail of, this Bill?*

Proposed Council Response:

The Bill would offer Local Authorities considerable power in establishing integrated public transport networks, and addressing issues of social inclusion, access to employment, education and leisure facilities.

Clarity must also be provided on existing legislation for example, the Transport Act 1985 and the Competition Act 1998, both of which are UK legislation, and may require modification.

3. Recommendations

3.1 To approve the proposed response to the Consultation by Iain Gray MSP on the proposed Bus Regulation (Scotland) Bill.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration.
	CO8 - Edinburgh's economy creates and sustains job opportunities.
Single Outcome Agreement	SO2 – Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.
Appendices	

Transport and Environment Committee

10:00am, Tuesday, 27 August 2013

Dumbiedykes Public Transport Access: Update

Item number	7.8
Report number	
Wards	15 - Southside/Newington

Links

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

Mark Turley

Director of Services for Communities

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Executive summary

Dumbiedykes Public Transport Access: Update

Summary

The report:

- discusses the results of a demographic study of the Dumbiedykes along with the views of the community of potential solutions;

- concludes that the provision of a stand-alone bus service is the preferred solution, however currently there is no funding to provide this;

- notes that options for this provision will be explored through the Council's Framework Agreement for the Provision of Local Bus Services; and

- notes the intention to explore the costs of providing a service through the Framework Agreement, and report to the Committee on the matter in due course.

Recommendations

It is recommended that the Committee:

1   notes the results of the demographic study of Dumbiedykes;

2   notes the intention to obtain costs for the provision of a stand-alone bus service under the Council's forthcoming Framework Agreement for the provision of Local Bus services;

3   notes that the results of the exercise will be reported to the Transport and Environment Committee later in 2013; and

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

Measures of success

Completion of the tendering exercise for a new subsidised bus service and preparation of a report on the issue to be considered by the Committee in October 2013.

Financial impact

No financial impact as a result of this report. It should be noted that the recommendations include the exploration of costs for the provision of a new subsidised bus service, which cannot be met from current budgets.

Equalities impact

There are no equalities impacts as a result of this report.

Sustainability impact

There are no sustainability impacts as a result of this report.

Consultation and engagement

A report on the new Framework Agreement for Supported Bus Services in Edinburgh, East Lothian and Midlothian will be considered by the Finance and Budget Committee on 29 August 2013.

Following approval of the Frame work Agreement, a mini-competition will be run between the participating bus operators for various service options for a Dumbiedykes bus service. The results of the mini-competition will be reported to the Transport and Environment Committee in October 2013.

The Braidwood Centre in Dumbiedykes has carried out a survey of resident's transport needs, which yielded comprehensive and detailed information, broken down by age group, on the reasons for and frequency of travel for residents from Dumbiedykes to the Southside. The survey results, which appear as Appendix 1 to this report, have been made available to the Council, and the information gained will be taken into account fully in developing service options.

Consultation with representatives of the Dumbiedykes community will continue as part of the preparation for the report to this Committee on the results of the mini-competition in October 2013.

Background reading/external references

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

Report

Dumbiedykes Public Transport Access: Update

1.   Background

1.1   At its meeting on 19 March 2013, the Committee considered a report in response to a public petition from residents of Dumbiedykes.

1.2   The petition called for the re-routing of Lothian Buses service 36 to link the community to the Southside, the traditional focus for shopping and other services.

1.3   Recommendations 1-4 of the report were as follows:

- *that a demographic study of the Dumbiedykes is planned to establish the transport needs of residents;*

- *that community representatives will be included in this process;*

- *that a comprehensive report detailing the results of the demographic study and proposals for addressing the issues raised in the Petition will be brought to the Committee in due course; and*

- *notes that further discussion will take place with bus operators with a view to bringing forward improvements to public transport access for Dumbiedykes.*

1.4   This report addresses these issues.

2.   Main report

2.1   The Dumbiedykes area is a largely discrete residential area comprising the following streets: Dumbiedykes Road, Viewcraig Street and Viewcraig Gardens.

2.2   The development consists of blocks of flats erected in the 1960s to house residents moving from other areas nearby.

2.3   The following information was obtained from Scottish Government data available on the Scottish Neighbourhood Statistics *(http://www.sns.gov.uk/).*

2.4   In 2011, the population of the area was 3,791. Of these some 89% were in receipt of benefits or pension credits, indicating a high proportion of low-income households. 9.4% of the population is of pensionable age.

2.5   Of those claiming key benefits, 7.56% are aged 16-24, 21.93% are aged 25-29 and 44.47% are aged from 50 to pensionable age. Of those aged over 60, 37.03% are claiming Guaranteed Pension Credits (*Source: Scottish Neighbourhood Statistics (http://www.sns.gov.uk/*).

2.6   Health statistics for the area show relatively high levels of emergency hospital admissions in the over-65 age range, together with significant admissions for drug misuse (*Source: Scottish Neighbourhood Statistics (http://www.sns.gov.uk/*).

2.7   The picture that these figures paints is one of low-income households where a higher than average proportion of residents have significant health problems of one sort or another.

2.8   For these people the relative difficulty of reaching the services they need in the Southside is exacerbated by mobility difficulties. For those not entitled to free travel through the Scotland-wide Free Bus Travel Scheme, it is necessary to pay two public transport fares each way for the trips they need to make.

2.9   Added to this is the time penalty involved in changing buses to reach the desired destination, exacerbated again for those with mobility difficulties, whether these are physical or for parents with prams or buggies.

2.10   The conventional public transport options currently available to Dumbiedykes were discussed in the previous report on this issue and, while they do exist, are at best inconvenient, time-consuming and relatively expensive for some residents. Some residents with mobility difficulties may struggle to access these bus services.

2.11   Equally, however, past experience has shown that the provision of a conventional bus service for Dumbiedykes is uneconomic from the commercial viewpoint of local bus operators and does not represent good value from the perspective of Council-subsidised bus services.

2.12   This latter aspect was discussed in some detail in the report to the Council's Transport, Infrastructure and Environment Committee (*Subsidised Local Bus Services*, 26 May 2009). In the intervening period, little has changed to alter that conclusion.

2.13   At that time the lowest tender for service 60 was £49,400 *per annum*, equating to £12.50 per person uniquely served in the area.

2.14   There is no doubt that the community wants access to a conventional bus service, open to all, capable of linking it to the services and opportunities in the Southside.

2.15   The Community Transport options currently available to local residents are not acceptable to them because they are restrictive and would, in their view, further damage the image of Dumbiedykes where it would be seen as a community with special needs, rather than one which has the same level of access to public transport enjoyed by most other areas in the city. Community Transport solutions have the added disadvantage that they are not included in the Scotland-Wide Free Bus Travel Scheme and their use would be a further drain for those on low incomes.

2.16   From consultation with representatives of the community, it is clear that the only option acceptable to them is the introduction of a new subsidised bus service.

2.17   In its petition the community asked specifically for Lothian Buses service 36 to be diverted to create the link to the Southside. This option is not acceptable to Lothian Buses; as such a diversion could have a seriously detrimental effect on the commercial viability of that service.

2.18   Similarly, Edinburgh Coach Lines has no interest in reinstating the former service 60 operated commercially by the company until 2008.

2.19   The community recognises that a bus service penetrating the estate itself is not practical, however, a stand-alone service could use Viewcraig Gardens as a terminus, as the former service 60 did in its final configuration, terminating near Potterrow at its western end.

2.20   The Council intends to introduce a Framework Agreement for the provision of local bus services. The procurement process for this was recently completed, and the results will be reported to the Finance and Budget Committee on 29 August 2013. The Framework Agreement will come into effect shortly thereafter.

2.21   Once in place, the Framework Agreement will allow the exploration of options for the provision of a bus service to link Dumbiedykes with the Southside. Various timetable options will be offered to the market, and it will be open to tenderers to offer alternative options that may be more cost-effective for the Council.

2.22   This process will establish the costs of these proposals, and allow the Council to decide whether funding should be made available to provide the public transport link that the Dumbiedykes community has requested.

2.23   A further report outlining the options and costs of a public transport solution for Dumbiedykes will be presented to the Committee in October 2013.

3. Recommendations

3.1 It is recommended that the Committee:

      3.1.1 notes the results of the demographic study of Dumbiedykes;

      3.1.2 notes the intention to obtains costs for the provision of a stand-alone bus service under the Council's forthcoming Framework Agreement for the provision of Local Bus services;

      3.1.3 notes that the results of the exercise will be reported to the Transport and Environment Committee later in 2013; and

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

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P33 – Strengthen Neighbourhood Partnerships and further involve people in decisions on how Council Resources are used.
Council outcomes	CO8 – Edinburgh's economy creates and sustains job opportunities.
	CO9 – Edinburgh residents are able to access job opportunities.
	CO10 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO1 – Edinburgh's economy delivers increased investment, jobs and opportunities
	SO2 – Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.
Appendices	Appendix 1: Braidwood Centre Transport Survey, July 2013.

DUMBIEDYKES TRANSPORT SURVEY

JULY 2013

During 13 weeks period between April and July this year, local campaigners undertook a survey of local residents in order to establish how often and why they visit the Southside, and, in particular the necessity to travel up the Pleasance in order to access everyday facilities.

106 people were asked for their views. A number of questions were asked the results of which are noted herein together with many additional comments which explain the difficulties experienced by many residents, particularly the elderly, in accessing facilities which are taken for granted by the bulk of the population of the city.

In addition, respondents were asked to include any comments they would wish to make. These are included and help to emphasise the strength of feeling around the issue of the lack of a proper bus service and the resultant impact on people, above all over the winter months.

Q1 – *What age are you?*

43% of those questioned were aged 70+ ; 29% aged 56-69 years old; 17% aged 41-55 and the remaining 12% being aged 40 or under.

Age Range of Respondents
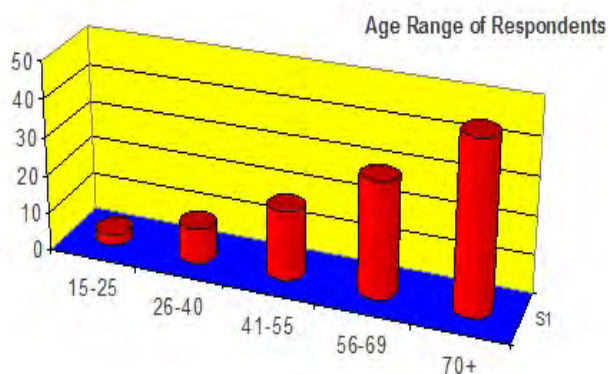
Comments

- I am not happy with bus service. Whenever or wherever I need to go I have to use two buses every time.

- Had to stay in the house most of the winter – it was terrible.

- The service is missed very much.

- The bus also helped people to keep in touch with people in the scheme. If a regular wasn't seen for a while you asked after them. Also the bus is missed for getting back from the shops. More so in the winter months. Between the ice and snow it is very difficult to walk down the hill and steps with shopping, more so the elderly

Age 56-69

- It's an utter disgrace that no one can get from the Dumbiedykes up cardiac hill to the doctors or chemist but there is a bus for the tourists to get to-and-from the parliament and the palace.

- I find it very tiring getting two buses, especially to the doctors.

- Very time consuming to get to Southside as you have to take 2 buses, 45 min each way when it is 5 min up the road if we had a bus.

- Please – we need bus service. Isolation in this community is very poor. Lack of bus service is depressing people

- Any snow or icy weather makes it almost impossible to negotiate the steep hills to reach Southside shops or doctors. The bus is a necessity and should be introduced to the scheme.

Age 41-55

- I am disgusted that after a petition and talks with MSPs that this matter is still not fixed. It saddens me to see the elderly neighbours stuck in the house.

- The bus should never stopped in the first place.

- How will we be informed of the progress and is there a committee or action group that we can join and who is speaking up for us?

- I would like to comment on ho the small bus up Southside is missed by me and other residents and is very inconvenient to all on the estate.

Age

26-40

- I think its shocking no bus service. The elderly are particularly affected.

- The hill to get up to the Southside is too steep for most people to get up easily. A bus service would be really beneficial to many people.

- It would be so good if there was a bus for the elderly that would make use of it instead of being cooped up in their home.

Q2 *Why do you go to the Southside?*

Out of the 106 people questioned over 92% visited the Southside to access their doctor, chemist and/or go shopping. The 27% *"Other"* included trips to the Hairdresser, dentist and/or visiting family etc

Reasons for Visiting Southside

Other; 27
Bank; 81
Doctor, 97
Chemist; 90
Shopping; 96
Leisure; 41

Comments

Age

70+

- I want a bus to go and meet up with family and friends, socialise more – I miss my bingo.

- I would like to go to my doctors and keep contact with family. My local amenities are all based in Southside. Re-direction will provide me access to all my amenities.

- Not able to walk much now and really miss our community bus. It was a life saver in more ways than one.

Age 26-40	• Visiting relatives is needed as they need more assistance as have no real access to main shopping with getting more than one bus.
Age 15-25	• I would like the bus to go to Southside to meet my pals. I do not like to walk through scheme.

Q3 *On average how often do you need to go to the Southside?*

Frequency of Visits to Southside
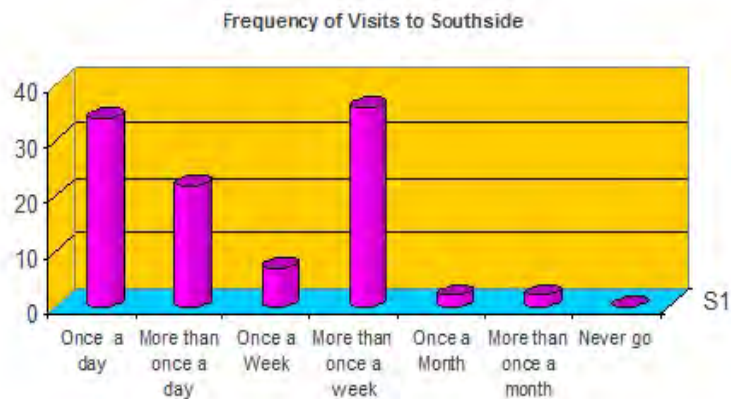
33% of respondents indicated that they needed to visit the Southside "*once a day*"; with a further 21% and 35% visiting *"more than once a day"* and *"more than once a week"* respectively.

Comments

Age 70+
Need to go to the doctor once a month to get my blood check as I am on warfarin - can't walk up hill as I am short of breath.

I find it difficult to walk up the hill to shops, due to bad knees.

Age 56-69
Bring back a bus going to the Southside.   It would make life a wee bit easier for everyone in Dumbiedykes. We also still need a bus that will take us into town.

More than once a day if I need medication.

Q4 *How do you generally get to the Southside?*

How do People Get to Southside
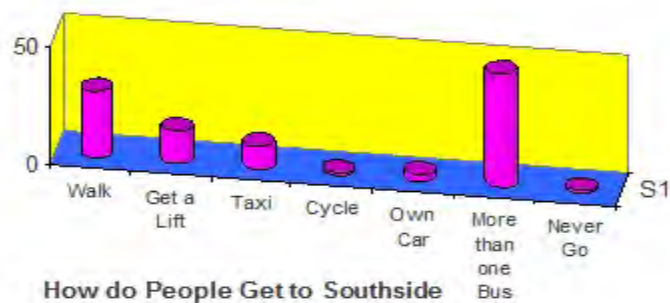
27% of respondents will walk to the Southside. Alternatively 46% need to take two busses with a further 13% and 10% requiring a lift or taking a taxi.

Comments

Age	Can't Walk up the Hill – It costs me money for a taxi and I am an OAP

70+	Can't get out without assistance. Can't climb hills. Need two buses to get to all of the services.
	Can't walk too far as I am short of breath and get breathless as I on wafarin for life and can't walk up hills.

Age 56-69	The 36 Bus would be beneficial to myself and give me more independence and not rely on others and family members to make time just for me.
	I find it difficult getting on and off 2 buses; one bus would be easier.
	I walk to Southside as two buses takes far too long. I am asthmatic but have regular rests when I walk.

Age 41-55	I find it extremely difficult to get to Southside as I have mobility problems. I should attend my doctors more frequently but cannot do this as the travelling on two buses and walking prevents me from doing so.
	The hills are too steep and most times I need to ask my neighbour to use his landline to phone a taxi to get to main street to get to the doctors, chemist and shops and I always need to get a tax back because of my bad legs.

Age 26-40	I rely on family and friends for lifts to local amenities as I have arthritis and need transport to get around.

Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Strategic Consultation on Works on Scottish Roads

Item number	7.9
Report number	
Wards	All

Links

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

Mark Turley

Director of Services for Communities

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EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Executive summary

Strategic Consultation on Works on Scottish Roads

Summary

The purpose of this report is to seek approval for a response to a consultation by Transport Scotland on the suggested changes to legislation that relates to Utilities and Roads Authorities road works.

Recommendations

It is recommended that the Transport and Environment Committee approves the draft response given in appendix A.

Measures of success

Assisting Transport Scotland in updating and improving the primary and secondary legislation, to bring it up to date.

Financial impact

There are no financial implications as a result of this report.

Equalities impact

There are no equalities impacts arising from this report.

Sustainability impact

There are no sustainability impacts arising from this report.

Consultation and engagement

The following Roads Authorities were consulted as part of the quarterly meeting of the Roads Authorities Liaison Group (RALG) on 29 May 2013:

- East Lothian Council

- West Lothian Council

- Mid Lothian Council

- Scottish Borders Council

All areas within Roads and Transport, including the Neighbourhood Roads Managers, were consulted for comments between 20 May 2013 and 28 June 2013.

Background reading/external references

New Roads and Street Works Act 1991, Chapter 22

Roads (Scotland) Act 1984, Chapter 54

Transport (Scotland) Act 2005

Code of Practice for the Co-ordination of Works in Roads, Version 1.0, April 2013

Specification for the Reinstatement of Openings in Roads, October 2003

Code of Practice for Inspections, 3rd Edition Version 1.1, November 2012

Code of Practice for Penalties, Version 1.2, March 2011

Safety at Street Works and Road Works, A Code of Practice, February 2002

Roads Authorities and Utilities Committee (Scotland) Advice Notes

Report

Strategic Consultation on Works on Scottish Roads

1. Background

1.1 The last major consultation into road works was held in 2003, when the focus was mainly on the regulation of utility company works.

1.2 There have been significant changes since then including the appointment in 2007 of a Scottish Road Works Commissioner, to monitor works in roads and to promote good practice.

1.3 The development of a range of Indicators has also been developed which provides information regarding the performance of both roads authorities and Utility companies, in relation to the management of works in roads.

1.4 The aims of the consultation proposals are to:

- Improve the safety of those who use or work on roads;

- Minimise the disruption and inconvenience caused by works; and

- Protect the structure of roads and the integrity of the pipes and cables under them.

1.5 The consultation is in the format of 30 questions and requests for views and three questions asking for any other comments.

2. Main report

2.1 The draft response to the consultation questions sets out the proposed Council response on the management and co-ordination of road works being carried out on the road network. The paragraphs below briefly outline the main issues raised within the consultation document.

2.2 The main sections (1-6) of the consultation are:

- The road network as an asset;

- Time taken to complete works;

- Compliance and enforcement;

- Review of other current and proposed legislation;

- Co-ordination of works; and

- Issues not covered.

2.3 The Council's response, within section one, is recommending that Utility companies makes a financial contribution to cover any long term damage to the road network.

2.4 Other suggestions within this section include increasing the exclusion period for excavations in a newly resurfaced road to three years, increasing the guarantee period of all reinstatements to five and six years and increasing the number of inspections carried out on utility work.

2.5 The response within section two does not agree to the suggestion of charging and permit systems for prolonged road occupation. This is because there are satisfactory existing sections within the current legislation and any addition to this would involve more administration. It is suggested, however, that the introduction of lane rental schemes would be welcomed by the Council.

2.6 Section three requests views on the extension to the current fixed penalty notice schemes, creating new summary offences and increasing other penalty amounts. The proposed response from the Council agrees with these suggestions. The remainder of this section asks for views of definitions within the legislation.

2.7 Section four relates to amending current and suggesting new legislation. It is currently mandatory for Utility companies to operate to the Code of practice for safety at street works and road works but not roads authorities. It is proposed that the Code should also become mandatory for roads authority works. This would make it clear that roads authorities and Utility companies are required to work to the same standards. It is suggested that the Council agrees that this should be the case.

2.8   The other areas where positive response is suggested are for the holding of electronic records of apparatus, using one section of legislation over another one to save confusion in consenting to work on the road, giving a minimum of three months notice for major works, the creation of a title of major road managers within organisations to ensure a point of responsibility for all organisations and making the early starting of works before their due date statutory.

2.9   It is suggested that the Council should not agree that there should be a relaxation of any requirements for roads that are not traffic sensitive as this could affect some roads being used for other purposes. The Council agrees to making early starting of works before their due date be made statutory.

2.10   Within section four, it is suggested that roads authorities should have to submit details of all their reinstatements in a similar way to utilities. The Council does not agree with this as it involves the maintenance of their asset, the roads and pavements.

2.11   The Council does agree to the introduction of both utilities and roads authorities entering actual start notices of their works, and the timescales involved in this process.

2.12   It is agreed that roads authorities should be given powers to impose maximum durations for work by a utility. It should also be given statutory powers to impose embargoes.

3.   Recommendations

3.1   It is recommended that the Transport and Environment Committee approves the draft response given in Appendix A.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P28 Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.
Council outcomes	CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.

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** | A – Response sheet

B – Consultation document and explanations |

Appendix A

STRATEGIC CONSULTATION ON WORKS ON SCOTTISH ROADS

Response Sheet

Views Sought	
01	**What contribution do you consider should be introduced? What are your reasons for coming to this view?**
	The City of Edinburgh Council, having taken part in research into the long term damage to the road network by Utility openings, has confirmed that excavation and reinstatement does cause long term damage to roads, even if the reinstatement is carried out properly. Information regarding the size of reinstatements obtained from the SRWR, allows the system to estimate the cost to individual organizations, based on their information entered on to the SRWR. Possibilities exist where Utilities may not register all, or part, of their reinstatements. An example could be where a Utility reinstates a $2m^2$ patch and should contribute £152 at 17% or £22 at 2.5%. Not registering these types of reinstatements would save a Utility a substantial sum over the years. Reinstatement details entered on the Register should be a statutory requirement. The penalty for not entering details of a site accurately should, at a minimum, be a Fixed Penalty Notice. At present, the additional costs arising from these failures are borne by Roads Authorities. The introduction of a Utility company contribution towards this cost would represent a transfer of part of the cost to the organisation causing the damage. This could be in the form of a contribution only if the failure was within an agreed timescale. Roads Authorities are expecting longer and better performance, from existing surfaces, and any reinstatement within this should last as long as the rest of the road and pavement. The advantage of transferring part of the cost to the organisation causing the damage, is that it would give them an incentive to change their behaviour, that could reduce the total cost to customers as a whole. There is considerable scope to reduce the amount of excavation necessary for Utility company works including the length of time excavations are left open to suffer from inclement weather. Greater use of ducts and access chambers would allow apparatus to be replaced without excavation. Transferring some of the long term damage costs from the Roads Authorities to the Utility companies, would give a strong economic incentive for more widespread and rapid introduction of such innovations. Regular inspections by Utilities of their apparatus in the roads and pavements would determine the potential for future use. Although on strictly economic grounds, the transfer of the entire cost of long term road damage to the Utility companies would be the best strategy, to ensure that costs were minimised, a more gradual approach may be preferable to reduce the risk of unintended side effects. A contribution of £38 per square metre of carriageway would represent half the estimated cost of the long term damage and could be regarded as a reasonable first step. This is 8.5%. This should be sufficient to start driving behaviour change but should be more manageable for the Utility companies than the transfer of the entire cost in one transaction.

Further research would be required to establish suitable contribution rates for long term damage caused by excavations in the footway and in the verge. The issues for footways are similar to those for carriageways, but a lower contribution rate would probably be appropriate. A lot of apparatus in rural roads is located in the verge, and although this practice reduces the damage and disruption arising from works, the reduction in lateral support, following an excavation in the verge, can still cause long term damage to the adjacent carriageway. As with footways, a lower contribution rate would probably be appropriate.

Costs of reinstatements carried out by Roads Authorities differ depending on their location, access etc. Major cities and especially city centres can be more expensive due to the traffic management and working time restrictions required to facilitate the work. It would be possible to divide Roads Authorities into different categories dependant on road usage. These factors have a differing affect on the deterioration rate of road surfaces.

Costs can also vary depending on the repair treatment and can be £70 per square metre for a plane & resurface treatment to £35 per square metre for simple patching work.

Views Sought	
02	**Do you think the period of restriction following resurfacing should be changed? Please can you explain your answer?**
	Yes. Edinburgh is of the opinion the informal RAUC(S) agreement to the timescale of three years (carriageway) and one year (footway) should be increased to 5 years for both carriageway and footway. If a Utility requires access, outwith the agreed service connections etc, footway reinstatements should be a minimum of 2m length by full width of footway and for the carriageway a 15m length by full panel should be reinstated. This is in line with the design manual. This timescale and minimum reinstatement should be incorporated into primary legislation.

Views Sought	
03	**What is an appropriate level of inspection for utility company road works where a fee can be charged by the roads authority? Please can you explain your answer?**
	Sample inspections have different purposes.

For co-ordination purposes:

The 10% of inspections during the works (Cat A) is NOT sufficient. Results from the coring of reinstatements have repeatedly shown that Utilitys are unable to adequately manage their contractors. When the number of inspections during actual works is considered, taking into account where sites are not found, not working at the time of inspection, work already completed by the time an Inspector arrives etc the 10% supervision by the owner of the asset is far too low. This should be increased to at least 30%.

The inspection 6 months after reinstatement (Cat B) remains useful in identifying immediate defects and is at an acceptable level at 10%. It may even be possible to remove Cat B inspections if and only if (Cat C) inspections were increased to 100%. |

For specification and workmanship compliance:

The inspections within 3 months of the guarantee period (Cat C) should be treated as the end of the warranty. Roads Authorities inspect all works undertaken by their own contractor or developers at the end of warranty and this should be applicable to all Utility works and would seek a 100% inspection ratio.

There is also a possibility of increasing the %age of inspections should the previous years results show a failure to comply. The sample rate could be increased by an additional 10% should a Utility fail to meet the required pass rate thus leaving those who do comply at the revised set %age.

04	**Should the arrangements for inspection fees be changed, and could this include a performance element?**
	Yes. High Risk defective apparatus failures are required to be repaired within two hours (or made safe within 2 hours with the permanent repair carried-out within 7 days), Low Risk, made safe within 10 days and permanently repaired within one month. The City of Edinburgh Council is of the opinion that the initial inspection should have no charge. This initial inspection is not an inspection of workmanship; the purpose of the inspection is to pass a report of wear and tear on the apparatus.

However, after the agreed time period in the Code of Practice has elapsed, further inspections by Roads Authorities are outwith their normal inspection duty, as the apparatus problem has passed to the Utility responsible for its' maintenance. Defective apparatus inspection follow ups, should it not be repaired, should be payable at the sample inspection rate to cover the costs of the staff time involved in this inspection.

It is agreed that a performance related fee for failure to repair or failure to comply with a statutory requirement would be welcomed. Further failures year on year to address any drop in performance should increase the fee payable. |

Views Sought	
05	**Do you agree that such increased periods be introduced? What are your reasons for coming to this view?**
	Yes. The City of Edinburgh Council submitted information to the OSRWC to support increased time periods. The results of the exercise and the information collected confirms, to Edinburgh Council officers, the guarantee periods should be increased to 5 years for "standard reinstatements" and 6 years for "deep reinstatements". The current guarantee periods are inadequate, as the design life of a road is greater, and any reinstatement should last as long as the road it is carried out on. Evidence has proved that a large percentage of reinstatements fail outside the guarantee period and/or affect the surrounding road structure to their detriment.

A further inspection near the end of the 5 years, for example at the 57th month should be introduced and be called a Cat D inspection? |

	Views Sought
06	**Scottish Ministers would welcome views on the introduction of a charge for occupation where work is unreasonably prolonged.**
	Under Section 133 a charge can be applied where works are not completed in a reasonable period. A reasonable period is defined as being 'agreed by the authority and utility to be reasonable'. The council considers Road Authorities do not have the technical expertise or knowledge to dictate or be involved in the setting of reasonable time periods for Utility works beyond that which already exists for Section 115 of the New Roads and Street Works Act 1991 timing directions. The City of Edinburgh Council supports the introduction of a charge where works are unreasonably prolonged. The definition of unreasonably prolonged should mean a Section 125 of the New Roads and Street Works Act 1991 direction has not been met, works have been extended without any agreement or discussion with the Roads Authority and Advice Note 17 or the Code of Practice for Co-ordination has not been adhered to. When the Utility and Roads Authority are in discussion and a valid reason for the over- run exists, or where a Section 125 direction is given and met, in the interests of co-operation, there should be no charge. For co-ordination purposes, a sliding scale of offence, per road type, would be particularly useful. The scale would be more severe for Traffic Sensitive roads. Utilities that are given a formal direction to reinstate a site on the strategic road network, would pay more than when they failed to meet a direction given for a less strategic or housing estate road. This would target specific situations when disruption is caused by inaction, rather than "one off" plant break downs etc. A problem with the introduction of a charge for occupation of the road where work is unreasonably prolonged is that the administration costs of such a scheme may be considerable.

	Views Sought
07	**Scottish Ministers would welcome views on the introduction of permit schemes.**
	The City of Edinburgh Council believes there is no benefit to a permit scheme. Existing penalties/provisions, properly used, are adequate. Permit schemes would have the potential to impose considerable additional administrative costs on the road works community as a whole. There is no obvious need for such a scheme in Scotland at present.

Views Sought	
08	**Scottish Ministers would welcome views on the introduction of lane rental schemes.**
	The City of Edinburgh Council is of the opinion that lane rental schemes would be a good idea especially if targeted on the strategic Road Network. It believes that the correct use of such a scheme would focus Utilities work durations to provide the Roads Authority with more accurate timescales for carrying out work. This would be essential for the proper co-ordination of roadwork in a major city, where traffic congestion is a great concern.

Views Sought	
09	**Should there be an extension of existing summary offences dischargeable by fixed penalty notice? Please can you explain your answer?**
	Yes. Sections listed here should have Fixed Penalty Notices:
	Section 110 of the New Roads and Street Works Act 1991 offences would put right the situation where a Roads (Scotland) Act (RSA) offence is committed, for example, when leaving mono-blocks on a pallet on a footway but not for excavating and reinstating those same mono-blocks. This would meet all the requirements for a new fixed penalty offence.
	Working in contravention of the New Roads and Street Works Act 1991 Section 115 direction should be a dischargeable offence. No RSA offence is committed when working without a valid permit. However, there is for occupying the road with building materials.
	Section 124 of the New Roads and Street Works Act 1991 should be used for failing to apply for a permit for traffic signals, rather than cases of blown over barriers.
	Section 130 of the New Roads and Street Works Act 1991 should be on a case by case basis - as is already the case for interim reinstatements over 6 months old. It is both an inspection and an FPN in the Code of Practice for Penalties. It should also be used where a joint inspection is not held and no agreement is in place to forgo one. When the New Roads and Street Works Act was first introduced, it was agreed, by both roads authorities and Utility companies that defect inspections should be charged at double the rate for other inspections. Subsequent reviews reduced this to the same rate as for other inspections. The introduction of a fixed penalty for not reinstating excavations in accordance with the specification, would reinstate the original intention of a disincentive for poor reinstatement performance.

	Views Sought
10	**Should we create the proposed new summary offences with a view to introducing fixed penalty notices? Please state the reasons for your view.**
	Yes. The City of Edinburgh Council believes that an expansion of the current range of FPNs is essential and the following FPN's be introduced: • Provision of reinstatement information. The reinstatement information is not always provided by Utilities and this is essential for co-ordination and location purposes. • Extensions to notices, without any discussion or agreement with the RA • Major Works notices starting without any traffic management arrangements being discussed or agreed with the Roads Authority. Notices remaining at 'All lanes open at all times' with lanes being closed on site or the use of different traffic management to that entered on the notice. The introduction of a new fixed penalty would, therefore, be welcomed. • Closure information is essential for co-ordination purposes. At this time it is required within 24 hours of physically leaving the site. If a notice expires without extension, as no specific offence has occurred, Utilities cannot be given an FPN for the period between when the notice expires and the closure information being submitted. Even although an occupation of the road has no valid notice. Remaining on site after a notice expires, should be a specific FPN. • An additional FPN for Defective Apparatus that fails two 17 day inspections should be introduced. The City of Edinburgh Council has a major problem with Utilities Apparatus that fail and are continually re-inspected without attempts to repair them, especially if designated Low Risk. The introduction of a new fixed penalty would, therefore, be welcomed. • Failure to rectify a defective reinstatement within a reasonable period. This is a particular area where stronger enforcement powers would assist Roads Authorities. It is in the public interest for defects to be rectified promptly. Under the present regime however, Roads Authorities sometimes have difficulty in getting Utility companies to respond within a reasonable time. The introduction of a new fixed penalty would, therefore, be welcomed.

Views Sought	
11	**Do you agree that the current fixed penalty notice amounts should be increased in line with inflation e.g. consumer price index?**
	Yes. Fixed Penalty Notices (FPN's) are a financial deterrent and there is no reason why inflation should not be added to maintain the level of deterrent. The City of Edinburgh Council is of the opinion the amount of an FPN should be linked to inflation. There should be a rounding-up increase to the nearest £5, and there should be no increase of less than £5. If the inflationary increase is less than £5, it should be deferred to the following year, adding both years together.
	The City of Edinburgh Council is of the opinion that different levels of FPNs should be levied for different types of offence. An FPN issued to the Utility when late recording a notice, should differ to them working without notifying their works.

Views Sought	
12	**What maximum level of penalty do you consider is required to ensure that it can influence the behaviour of utility companies and roads authorities which do not comply with their duties? Should this be increased in line with inflation eg consumer price index?**
	Utilities and Roads Authorities would probably regard the damage to their reputation of receiving a penalty from the Scottish Road Works Commissioner as more serious than the financial loss. However, standards of repair by utility companies remain a major concern and it is considered that an increase in the current maximum of £50,000 might be useful as a potential escalation if an organisation were to be seen to ignore an initial penalty. The Commissioner's recommendation of an increase in the maximum penalty to £200,000 is thought to be reasonable.

Views Sought	
13	**Do you agree that the definitions of co-operate and co-ordinate in sections 118 and 119 be revised as proposed? Please provide the reasons for your view.**
	Re 118 of the New Roads and Street Works Act 1991 - No, do not agree, if bullet point 3 remains "such practices as appears to the Scottish Road Works Commissioner to be desirable"
	Re 119 of the New Roads and Street Works Act 1991 - Yes, agree, or if the 'desirable elements' were clarified, as it could lead to disagreements as to what is desirable. There is always a danger that being too prescriptive could lead to disputes if it were "not on the list" type of arguments.

	Views Sought
14	**Do you agree that the Code of Practice for Safety at Street Works and Road Works should become mandatory for roads authorities? Please provide the reasons for your view.**
	Yes. This should be compulsory. The Code of Practice for Safety at Street Works and Road Works, however, is not detailed enough to cover the full range of activities carried out by Road Authorities. It refers heavily to Chapter 8 which Road Authorities are already obliged to comply with. There should be a constant and uniform approach for anyone working on a road using the same legislation and safety directions.

	Views Sought
15	**Do you agree that it should be made mandatory for all utility companies and roads authorities to hold digital records of their apparatus in roads and to provide such digital records for use on the SRWR? Please provide the reasons for your view.**
	Yes. The City of Edinburgh Council is of the opinion the digital recording of underground apparatus should be compulsory. However, safeguards must be in place. It is unreasonable to expect any organisation to be responsible for providing plans for apparatus that was placed by unknown third parties, or, for apparatus where the owner is no longer in business. An example could be, an unknown private water main may lie until it is accidentally exposed by new ongoing works. It is not reasonable to hold Scottish Water or the Road Authority responsible for providing those plans, when both parties were unaware of the apparatus. In addition, Road Authorities may reasonably be expected to have details of more recent installations such as traffic signals loops however, much of the drainage network is historical. Drainage pipes are virtually impossible to detect without excavating, although, camera surveys could be used. Whatever method is used to confirm the location of the drainage system, logging the information onto GIS would place an undue strain on existing administrative resources, be time consuming and therefore costly. Additional funding would be required by each Roads Authority if required to submit electronic plans of such networks. Whilst it might be desirable to make this mandatory over the longer term, a transition period of around five years would be necessary to give organisations time to digitise their records.

Questions	
16	**Do you agree that section 61 of the Roads (Scotland) Act 1984 be repealed and section 109(2) of NRSWA revised to provide more clarity as to where responsibility for record keeping of apparatus should lie? Please provide the reasons for your view.**
	Yes, this section should be repealed. Section 109 supersedes and gives a clear direction. The City of Edinburgh Council currently use primarily Section 109 already and has done so for a number of years successfully and has permit systems in place for that section.

It should be investigated if there are any other circumstances where Section 61 needs to be used and therefore not repealed but clarified as to its use. |

Views Sought	
17	**Do you agree that the designation of "major road managers" be created? Please provide the reasons for your view.**
	Yes. This would clarify all roads situations within Scotland whether public or private road networks. This would assist in the overall co-ordination of works. This would also allow for one single point of contact for the road network within a Roads Authority boundary.

All reports and performance information would be co-ordinated.

All SRWR information and co-ordination would be centralised.

One point of responsibility would be an advantage to all customers, Utilities and the Scottish Road Works Commissioner. |

Views Sought	
18	**What are your views on the 3 month advance notice period for major works?**
	The three months notice period for Major Works is an absolute minimum. It is crucial for the effective co-ordination of road works in Edinburgh and the ability to meet statutory obligations that the three month notice period remains.

Taken in isolation, three months may seem excessive, however, each Utility has more than one major project planned for any given year. Each of those major projects will generally be carried out on more than one road. A Roads Authority has responsibility for co-ordinating Utilities work as well as their own road repairs, plus, major events and other 'on road' activities that need to be co-ordinated with all the general road works and repairs.

There are several different functions and services per organisation with their own Major Works, and hundreds of minor and reactive works from these organisations. It is clear therefore that three months is the absolute minimum time that is required to meet and |

agree traffic management, and duration for Major Works.

No organisation that co-operates with the Road Authority is disadvantaged by a three month notice period. Major capital spends that involve work within the road network, should not be approved without detailed pre-planning. Notification is an obvious element of any pre-planning.

Allowing each Major Project to start in any less than three months from the initial notification of it, would require Road Authorities to only concentrate on issuing directions, to the detriment of any other duties they carry out. The City of Edinburgh Council has cases where the suggested traffic management is to use traffic lights. In practice a road closure is required. This leads to a situation where the notice period is shorter than the timescale required for promoting the road closure. The Utility will therefore either incur a delay, or proceed without a road closure, which could lead to Roads Authorities stopping on-going work

The current definition of "major works" is rather wide and can include some works that are rather minor in nature. A revision to narrow the current criteria might be beneficial.

19	Do you consider that the requirement to provide advance notice for works on non traffic sensitive roads should be removed? If you do, what benefits do you consider this would bring?
	No. Roads may only be designated as "traffic sensitive" if they carry particularly high traffic flows. Works on such roads have the potential to cause substantial disruption and so it is appropriate that advance notice should be required. However, substantial disruption can also be caused on roads that do not qualify as "traffic sensitive" if they involve a closure with a lengthy diversion route. It is therefore appropriate to retain the advance notice requirement to cover such cases.

The City of Edinburgh Council does not agree with the relaxation of notices for non-traffic sensitive routes as these works are often critical in the coordination role undertaken by Roads Authorities. This is particularly valid in avoidance of works being undertaken by one organisation on the diversion route for other works |

Views Sought	
20	Should the early start procedure be a statutory requirement?
	Yes. The City of Edinburgh Council is of the opinion this is essential for co-ordination purposes. The early start process is current voluntary and has been working well so it would be appropriate to place it on a statutory footing.

Views Sought	
21	**What are your views on making noon the following day a statutory requirement for commencing urgent works?**
	The City of Edinburgh Council is of the opinion if works have not started by noon the following day, the work cannot be considered urgent.
	This could apply to Non Traffic Sensitive only but NOT on traffic Sensitive roads as this requires a 2 hour notice of starting.

Views Sought	
22	**Should legislation be introduced to ensure that roads authorities are required to provide the same information as utility companies and to the same timescales?**
	No, not for all work. Where information relates to co-ordination, for example timing and location of works, then roads authorities and Utility companies should be required to place the same information on the register and to the same timescale. Where information relates to excavations and reinstatements, for example areas locations and dates of reinstatements then it should only be required from the Utility companies. It is the Council's asset that Utilities are working on and if the Council choose to repair it, they should not need to provide reinstatement sizes etc. It is the responsibility of others to inform Roads Authorities of what they are doing to the roads and pavements.
	The City of Edinburgh Council is of the opinion that 'works starts', 'urgent', and 'emergency works' should have the same notification periods as at present. However, Edinburgh is of the opinion there is no gain to requiring Roads Authorities to register reinstatements.
	Defective reinstatements belonging to the Roads Authorities are the sole responsibility of the Roads Authority. If all works by third parties are correctly registered, the remaining works can only belong to Roads Authorities, making the need for the Council's own reinstatement details redundant.

Views Sought	
23	**Should regulations be introduced to allow roads authorities the flexibility around placing notices for works involving no or minimal excavation on non-traffic sensitive roads?**
	Yes. For co-ordination purposes works should be notified by all works promoters. Disruption is caused by the works, regardless of the promoter. The City of Edinburgh Council is of the opinion all promoters should notify all works on all occasions.
	It should be noted however that works involving no excavation can cause disruption if it

	requires traffic management. The existing legislation and guidance requires updating to include for any disruption to the roads and pavements.
	Another example would be in a city centre where footway trips occur frequently. These may not need to be reported as they require a quick response, involving no or minimal excavation and traffic management. These operations involve minimal disruption to the public.

Views Sought	
24	**Should regulations be introduced to require roads authorities and utility companies to enter actual start notices on to the Scottish Road Works Register?**
	Yes. Actual start dates on the SRWR provide a number of benefits including a full audit trail of the dates of road occupations, and it is agreed that regulations should be introduced requiring them to be entered.

25	**Is the current requirement for actual start notices to be lodged by noon the following day for all works in roads, including traffic sensitive routes, acceptable? Please can you explain your answer.**
	Yes. For co-ordination purposes this information should not be issued any later and, in practice, may be impossible to achieve any earlier. The current timescales are practicable and realistic.

Views Sought	
26	**Is the current requirement for works closed notices to be lodged by the end of the next working day a reasonable period? What alternative period would you propose for traffic sensitive roads and what are the advantages or disadvantages?**
	Yes. For co-ordination purposes this information should not be issued any later and, in practice, may be impossible to achieve any earlier. The current timescales are practicable and realistic. However, there may be a benefit in requiring a greater accuracy of the information that is provided. This is especially important for the most disruptive works being carried out or for work on a strategic road. Registering a "works closed", i.e. the road is now open, on the day of completion of such works, might be more appropriate. This would allow for better co-ordination of the road network and allow Roads Authorities to notify customers of changes and an end to delays.

Views Sought	
27	**Should we reduce the validity period to a maximum of 2 days and should it apply to both utility companies and roads authorities alike? If you consider that a different validity period would be appropriate, please state the period and provide the reasons for your view.**
	No. Validity should be kept at the timescales currently in place at this time. The works promoter should be targeting works to start on the first available date. The built-in flexibility that can cause Roads Authorities co-ordination issues should be redundant if "actual start" notices are compulsory.

Contractors are often moving from one job to the next and therefore a delay in the first scheme can result in a delay to the next. Add to this the weather conditions, particularly snow in the winter, results quickly in notices becoming problematic. Current flexibility is adequate. |

Views Sought	
28	**Should roads authorities be provided with statutory powers to impose maximum durations for works on utility companies?**
	Yes. It is agreed that there might be merit in giving roads authorities the power to issue a direction to a Utility company on the maximum duration of works. However, very few directions have been issued under current powers relating to the timing of works, so it is likely that such matters will continue to be resolved by agreement in most cases.

Thought should be given to Section 115 Penalties. These should reflect a works promoter ignoring a direction from the Roads Authority. Durations dictated by Roads Authorities would only be suitable for a specific reason, like works created in conflict with other works, over-run, conflicting with an event like a parade, over-run conflicting with Road (Scotland) Act road occupation.

Roads Authorities cannot determine the actual time required for Utility works, due to health and safety issues however, co-ordination of the road network requires a Roads Authority to have such powers, which would help the principle of coordination and accountability. |

Views Sought	
29	**Should roads authorities be given statutory powers to impose embargoes on works for reasons other than traffic disruption?**
	Yes. Major sporting events, Major venue concerts, Festival / Fringe, Hogmanay, visits by VIPs, long planned charity events, marches & protests etc have the potential to be seriously disrupted by Utility works. Such events also use the road asset and are an important for the communities that Councils serve. Especially in the Capital City and being the seat of the Scottish Parliament.

The City of Edinburgh Council believe that the current Voluntary Agreements should be regularised and Roads Authorities given statutory powers to impose embargoes on Utility works. |

Views Sought	
30	**Do you agree with the definition of a working day given above?**
	Yes, it is agreed that the current definition is perfectly adequate.

It should be remembered that all work being carried out is on the Council's asset and so the co-ordination of all work, for which the Council has a responsibility, is during normal Council working hours. Roads Authorities need to view all notices so it makes sense to keep the current definition. |

Views Sought	
31	**Please identify any further issues which should be addressed that you think could contribute towards improving the way in which works in roads are managed and undertaken.**
	1. New innovations are always being introduced and are to be welcomed. The City of Edinburgh Council believe that trialling any new method is essential, to determine performance, durability and the long term effect the new methods have on the roads and pavements.

It is suggested that prior to any new method or innovation being adopted for use by an organisation, a specification should be written and issued for agreement, to RAUC(s), by the Organisation introducing a new method of working. This means that, when organisations try to get agreements from individual Roads Authorities the specification should be capable of use by others.

The primary role of a Roads Authority is to co-ordinate work and to protect their asset. Without proper trials and an agreed and tested specification, Roads Authorities cannot be expected to agree to new methods and innovations. Consistency must be maintained by getting any new specification agreed by RAUC(s). If this does not happen, the only |

specification that can be followed is the one that currently exists. In these cases, if the new method of working and manner in which the roads are reinstated, does not comply with the existing specification, it will be deemed to have failed.

2. Reinstatement details should be a statutory requirement. The penalty for not entering details of a site accurately should, at a minimum, be a Fixed Penalty Notice.

3. When works are not registered at the time of completion, it should be the Utilities' duty to prove the date of the reinstatement. A photograph, taken at the time of the reinstatement, could be deemed sufficient. It would have to be date stamped and show a near-by landmark. If evidence of the date is not available, the reinstatement date, for guarantee purposes, should be the date that it is entered into the SRWR.

4. Stepped joints for ALL reinstatements should be mandatory. This would help seal the underlying areas to ingress water ingress which has a detrimental affect of the road.

5. Where Utility excavations are carried out within a newly surfaced road or pavement or within the 5 year exclusion period, the final surface shall be returned to as new a condition as possible. This would be achieved by the Roads Authority insisting that a full panel width reinstatement be carried out. This would preserve the road structure and provide a better ride quality for road users.   The length of this reinstatement would be to a similar length as detailed in the Design Manual for Roads & Bridges. The same would apply to work on a pavement.

6. Improvements to pedestrian/cyclist facilities/routes during the works should be improved e.g. clear routes, suitable widths, provision for disabled users and clear routes for cyclists.

7. Erection of signs informing public of why there is any delay. Requirement for constant updates to the site notice board the reason why any site is not currently being worked on and estimated start and end dates.

8. Section 56 of the Roads (Scotland) Act 1984 should also be added into Transport (Scotland) Act 2005. It is currently missing from the Transport (Scotland) Act 2005 and can be issued for significant road works which do not involve installation of apparatus e.g. new road junction or construction of roundabout.

9. A Code of Practice, similar to the Code of Practice for Well Maintained Highways, for Utilities to inspect their own reinstatements, should be developed. This would apply and be applicable up to the end of the guarantee period.   It would ensure Utilities inspect their apparatus on a regular basis. At present there appears to be no inspection regime by Utilities. They seem to have a reliance on Roads Authorities to report Utility defects to the particular Utility. A formalised Code of Practice, with inspection timescales and specific responsibilities, would ensure reinstatements and apparatus were inspected regularly and maintained as required, therefore reducing defects and the necessity for urgent & emergency works. The City of Edinburgh Council regularly receives returned accident claims from Utilities stating it is the Roads Authorities responsibility to inspect the road and therefore they are responsible for any claim from customers, even if the claim relates to Defective Apparatus.

Views Sought	
32	**Please identify any potential innovations which you think could contribute towards improving the way in which works in roads are managed and undertaken.**
	No Comment

Views Sought	
33	**Please outline the potential impact of any additional costs.**
	No Comment

STRATEGIC CONSULTATION ON WORKS ON SCOTTISH ROADS

April 2013

INTRODUCTION

Purpose of Consultation

The last major consultation into road works was held in 2003 when the focus was mainly on the regulation of utility company works. There have been significant changes since then including:

* The appointment in 2007 of a Scottish Road Works Commissioner (the Commissioner) to monitor works in roads and to promote good practice;

* Further development of the Scottish Road Works Register (SRWR) internet database to become one of the best works co-ordination systems in the world; and

* The development of a range of Indicators which provide information regarding the performance of both roads authorities and utility companies in relation to the management of works in roads.

The Commissioner has been monitoring activity for the last 4 years and has been working with the Scottish Road Works Policy Development Group to identify areas where further improvement could be made to the planning, co-ordination and quality of works in roads in Scotland. This consultation not only identifies issues but also presents proposals which could support the further improvement sought.

In addition the consultation sets out specific issues which the Minister for Transport and Veterans tasked the Commissioner to consider as part of the Scottish Roads Maintenance Review, details of which can be found at http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j234327-00.htm.

The aims of the consultation proposals are to:
* Improve the safety of those who use or work on roads;
* Minimise the disruption and inconvenience caused by works; and
* Protect the structure of roads and the integrity of the pipes and cables under them.

Context

Road works are a necessary fact of life if we wish to have a safe and well maintained road network and to continue to enjoy essential utility services such as gas, water, drainage, electricity and telecommunications.

The vast majority of road works are either:

- **utility company works to place, repair, renew or improve utility service pipes and cables; or**

- **roads authority works to repair, renew or improve roads.**

The legislation under which works in roads are undertaken in Scotland is the New Roads and Street Works Act 1991 (NRSWA). This was revised and updated by the Transport (Scotland) Act 2005 and then supported by a series of regulations. Under NRSWA, roads authorities are deemed to be "road works authorities" and as such have an obligation to co-ordinate their own works and the works of utility companies on the roads for which they are responsible.

Utility companies have statutory rights which allow them to place, repair, renew or improve their pipes or cables in roads, subject to meeting certain duties. Under the NRSWA such utility companies are known as "undertakers". The roads authorities and utility companies currently operating in Scotland are listed at Annex B.

At 55,515 km, the Scottish road network is a significant asset. Within it there are over 300,000km of electricity cables, gas pipes, water pipes, sewers and drains. In addition there is estimated to be well over 100,000 km of telecommunications cables.

With such a significant asset, it is inevitable that works in roads will be required to ensure that the structure of our roads and pipes and cables under them are well maintained and that they remain available now and for future generations. In the last full year there were more than 110,000 works identified on the Scottish Road Works Register (SRWR) of which 95,000 were excavations or surfacing. This does not include short duration localised works such as filling in potholes. If there are any issues not covered by the consultation where you consider that improvements could be made, we would be pleased to hear from you. We would also wish to know of any situations where current procedures or legislation might be stifling innovation.

1. THE ROAD NETWORK AS AN ASSET

Introduction

1.1 Scotland's roads are vital for economic prosperity and for the quality of life of its people. The value of the Scottish road network is estimated at more than £38 billion[1] and it is vital that it is maintained in an appropriate condition. In this section we set out and explore a number of issues and bring forward proposals whose aim would be to protect the road network as an asset going forward.

CONTRIBUTIONS TO COSTS OF MAKING GOOD LONG TERM DAMAGE

1.2 When the Minister for Transport and Veterans announced the Scottish Roads Maintenance Review in March 2011, he asked the Commissioner to consider the possible long term damage to roads which utility company works might cause and the use of existing legislation to ensure that utility companies contribute to the costs of making good such long term damage.

1.3 Long term damage in this context is the reduction in the service life of a road due to utility company reinstatements, even when such reinstatements fully comply with the specification[2].   The analogy often used is cutting a slice from a cake; no matter how carefully you put the slice back, the cake is never the same.

1.4 In May 2011, consulting engineers URS-Scott Wilson were commissioned to undertake a literature review to consider the topic of long term damage to roads due to reinstatement trenches. The main objective of the review was to determine if reinstatement trenches reduce the service life of roads and if so by how much. The report was completed in October 2011 and a copy can be found on the Commissioner's website www.roadworksscotland.gov.uk.

1.5 Section 137 of the NRSWA includes provision for regulations to be made requiring a utility company executing road works to contribute to the costs incurred or likely to be incurred, by a roads authority in works of reconstruction or re-surfacing of the road.
The regulations may provide -

      (a) for a contribution to the cost of particular remedial works; or

      (b) for a general contribution calculated in such manner as may be prescribed.

1.6 As the URS-Scott Wilson report considers that there is potential for compliant reinstatements to reduce the service life of a road, it is proposed that section 137 of the NRSWA be enacted to require contributions from utility companies to the

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[1] Maintaining Scotland's Roads – A Follow Up Report – February 2011.
[2] Specification for the Reinstatement of Openings in Roads.

costs of making good long term damage to roads.

1.7 It is suggested that such a general contribution scheme might operate as follows:

- Utility companies would pay a contribution on all road openings based on the area of the opening.
- The contribution rates would need to be agreed and could be based on the class of road.
- SRWR would be configured to identify the monies due from each utility company to each roads authority.
- These monies would be accounted for separately by the roads authority and could only be used for road resurfacing works and within specific criteria.
- Criteria would be developed regarding the types of road on which the monies collected could be used for resurfacing and the proportion of the monies which could be used on any one scheme.
- Roads authorities would have to report publicly how and where the monies collected were used.

1.8 In developing a contribution scheme there will need to be transparency as to the level of contribution which utility companies will be expected to make. The most recent TRL report suggests a 17% reduction in the service life of roads affected by utility company trenches. This means that roads subject to utility company trenches will require to be resurfaced earlier than if there had been no such excavations, resulting in additional work and costs year on year.

1.9 In 2009/10, SCOTS estimated that councils would spend £122.5 million on maintaining the carriageways of local roads[3]. Using say £120 million pounds per annum for illustrative purposes and starting at an upper limit of 17% based on the foregoing figure for service life reduction, the following percentage contribution towards road resurfacing costs would be as follows:

Contribution	Annual Contribution Amount
17%	£20.4 million / annum
10%	£12 million / annum
5%	£6 million / annum
2.5%	£3 million / annum

1.10 From the information submitted in notices placed on to the SRWR, the area of carriageway reinstated each year by utility companies is estimated to be in the region of 270,000 square metres. To provide some context, this area would be equivalent to almost 40 kilometres of 7 metre wide road surface. To recover the

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[3] Maintaining Scotland's Roads – A Follow Up Report – February 2011

contribution values set out in paragraph 1.9 above, the contribution per square metre of carriageway excavated would require to be:

Contribution	Square metre cost
17%	£76 / square metre
10%	£45 / square metre
5%	£22 / square metre
2.5%	£11 / square metre

based on 270,000 square metres per annum of reinstatement.

1.11 The URS – Scott Wilson report suggested that further research be undertaken to determine the reduction in service life in a Scottish context. TRL has been appointed to undertake this additional research work. It is considered however, that enough evidence already exists to conclude that utility company excavations do reduce the service life of roads and that a scheme can be developed and introduced. It is proposed that this be done initially with a relatively modest contribution rate set somewhere between 5 and 10%. This would also take into account the exclusion of those parts of the road network which do not have any significant utility company activity. The contribution per square metre would then be reviewed in future years as the results of specific Scottish research became available.

1.12 This analysis has only considered the impact on carriageways. Such a scheme could be widened to encompass footways where around 180,000 square metres of reinstatement is undertaken each year. In such a situation a lower contribution rate would be used.

Views Sought

01	What contribution do you consider should be introduced? What are your reasons for coming to this view?

Road Restrictions

1.13 The current legislation allows for a one year period after a road has been resurfaced before it can be excavated again by a utility company. The Scottish road works community has recognised that this period is too short and has voluntarily adopted a 3 year period. It is proposed that the 3 year period be adopted into legislation.

Views Sought	
02	Do you think the period of restriction following resurfacing should be changed? Please can you explain your answer?

Road Works Inspections

1.14 The number of inspections which a roads authority may carry out on utility company road works for which it can charge a fee to recover its costs is set out in regulations. Such chargeable inspections may be undertaken:

- during the works;

- within 6 months of reinstatement; and

- within 3 months of the end of the guarantee period.

1.15 The number of inspections where a fee can be charged is based on the length of time the works take to complete. The way in which the regulations are framed means that just over 10% of any of the above three phases will be inspected. In effect this means that almost 70% of all utility company works will not be inspected by a roads authority, either during or after the works.

1.16 Of the inspections carried out within 6 months of reinstatement, the national failure rate is 8.9%. However there is a wide variation depending upon the roads authority area, ranging from 1% to 40% failure rates. There is also a wide variation across the major utility companies ranging from 3.1% to 35.7% failure rates nationally.

1.17 For inspections carried out within 3 months of the end of the guarantee period the national failure rate is 6.6%. Again there are significant variations depending on the roads authority ranging from 0% to 34% failure rates. There is also a wide variation across the major utility companies ranging from 1.9% to 29.2% failure rates nationally.

1.18 It has been proposed by some roads authorities that the percentage of inspections where the roads authority can recover its costs should be increased to provide a better coverage of inspections with a view to improving compliance with codes and specifications.

1.19 An alternative is that within any roads authority area, where the results from inspections show a poor performance from a specific utility company, the percentage of chargeable inspections be increased for that company alone until such time as the performance improves to within an acceptable level.

Views Sought	
03	**What is an appropriate level of inspection for utility company road works where a fee can be charged by the roads authority? Please can you explain your answer?**
04	**Should the arrangements for inspection fees be changed, and could this include a performance element?**

Guarantee Periods

1.20 The current guarantee periods after utility company works are completed is currently 2 years and 3 years for deeper excavations. Given that road reinstatements are expected to have a service life of 20 years or more, it is proposed that the guarantee periods could be increased from 2 years and 3 years up to 5 years and 6 years for deeper excavations. Evidence on this issue has been sought as part of the consultation for the Code of Practice – Specification for the Reinstatement of Openings in Roads.

Views Sought	
05	**Do you agree that such increased periods be introduced? What are your reasons for coming to this view?**

2. TIME TAKEN TO COMPLETE WORKS

Introduction

2.1 One aspect of road works over which the public are especially critical is when the works appear to take too long to complete. The NRSWA allows utility companies free access to roads to place and thereafter repair and maintain their pipes and cables. This section considers financial mechanisms which could be adopted with a view to encouraging utility companies not to take any longer than is absolutely necessary to carry out their works.

2.2 Under section 125 of the NRSWA, there is a requirement that utility companies ***"…executing road works … shall carry on and complete the works with all such dispatch as is reasonably practicable."*** A utility company which fails to do so commits an offence and is liable, on summary conviction, to a fine of up to £5,000.The Commissioner is not aware of any Scottish roads authorities pursuing a prosecution for such an offence for many years.

2.3 Where a utility company takes longer than is deemed necessary to complete road works, the roads authority can issue them with a formal notice under section 125 requiring that the works are completed within a specified timescale. Over the last 12 month period there have only been 111 such notices issued in Scotland. Given that there were over 67,000 utility company excavations in this period, it might be inferred that this is a limited problem. Discussions with roads authorities suggests that in a bid to retain good relationships with the utility companies involved, they will explore all other avenues and will only use this provision as a last resort.

2.4 Although roads authorities are reluctant to issue section 125 notices, the Commissioner considers that works are often not undertaken with all such dispatch as is reasonably practicable and that this is an issue which needs to be addressed.

The following are a range of possible initiatives for consideration which aim to ensure that works are completed within reasonable periods:

Charge for Occupation Where Work is Unreasonably Prolonged

2.5 Section 133 of the NRSWA includes provisions for regulations to be made requiring a utility company executing road works to pay a charge to the roads authority where:

> (a) the duration of the works exceeds such period as may be prescribed; and

> (b) the works are not completed within a reasonable period.

2.6. The equivalent section of the NRSWA covering England has been enacted by regulations. The charges depend on the type of road, whether it is traffic sensitive and the nature of the works. The current rates range from £250 per day up to £5,000 per day for the first 3 days rising to £10,000 for each subsequent day. In the English model, any surpluses from such schemes are used to develop or implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within their area.

2.7 As well as the section 125 notices discussed previously, the numbers of over-running utility company works are also recorded. Over the last 12 months this happened on 1,198 occasions and represents around 2.0% of all works undertaken. It is possible that in many of these cases the roads authority would have been content for the works period to be extended. If it is assumed that half of these instances (600 No) might have attracted a charge at say an average of £500 per instance, the total charged would have been £300,000. However, it is important to keep in mind the costs of administering such a scheme.

2.8 In developing such a scheme care would have to be taken to ensure that no unintended consequences ensued. The Commissioner has repeatedly stressed the message that the estimated work durations recorded in the SRWR should be as accurate as possible. What we don't wish to create is a culture where works periods are over-estimated with a view to avoiding possible charges. This would just lead to tensions between roads authorities and utility companies and the creation of "dead time" within the SRWR when other works could not be planned because of overly conservative proposed durations.

2.9 The Commissioner considers that if it is possible to develop a process which has a light touch administratively, it could lead to a reduction in the time taken to complete works.

Views Sought	
06	**Scottish Ministers would welcome views on the introduction of a charge for occupation where work is unreasonably prolonged.**

Permit Schemes

2.10 Local authorities in England are being urged by the Department for Transport (DfT) to consider the use of permit schemes as they are of the view that such schemes can reduce the disruption caused by road works and give roads authorities more power to co-ordinate road works. A permit scheme gives the roads authority more control over utility companies by being able to impose conditions relating to the duration of the works and the days and times when works can be undertaken. Conditions can also relate to the areas which can be

occupied, the details of the traffic management, the manner in which the works are carried out, the consultation and publicity required and notification on progress. Anyone who breaks the terms of their permit, or works without a permit, can be prosecuted and face a fine of up to £5,000.

2.11 Permits were considered during the progress of the Bill introducing the Transport (Scotland) Act 2005, but were not introduced.

2.12 Following the English model, roads authorities would be able to charge a fee for the issue of a permit and could issue fixed penalty notices for working without a permit or for breaking the conditions of a permit in lieu of a potential fine. It would be for each roads authority to decide whether or not to adopt such a scheme. However, as with overstay charges, there would be costs involved in administering such a scheme. The fees charged would be set to cover the additional costs of running such a scheme.

2.13 Roads authorities in Scotland already have powers under section 115 of the 1991 Act to place restrictions as to the timing of utility works and under section 125 to direct utility companies to complete works which take longer than necessary.

2.14 The Commissioner has not received any requests from either roads authorities or utility companies for the introduction of such schemes.

2.15 Such schemes have now been put into place by a number of councils in England and although some claim that they have provided benefits, the evidence currently available is limited. At this time the Commissioner does not recommend the introduction of permit schemes.

Views Sought	
07	**Scottish Ministers would welcome views on the introduction of permit schemes.**

Lane Rental Schemes

2.16 Following a consultation exercise in 2011, DfT announced in January 2012 its intention to allow trials of lane rental schemes in up to three locations. A London trial commenced in June 2012.

2.17 A lane rental scheme would require utility companies to pay a daily charge for the duration of their works, with exemptions where works are carried out at less disruptive times. Such schemes would be:

- **targeted** - i.e. focused only on those critical parts of the road network where road works cause the greatest disruption; and
- **avoidable** - i.e. designed in a way that enables utility companies to reduce or avoid their exposure to charges by carrying out their works at night or off-peak (rather than merely operating as an unavoidable tax on them).

2.18 Charges would only apply to roads on the most critical part of the roads authority network. These roads would require to be currently designated as „traffic sensitive' with charges only being applied if the works occupied the road during the busiest times. The maximum daily charge being used in London is £2,500.

2.19 In the London scheme, any additional revenue raised, once operating costs have been recovered, will be put towards further measures to reduce roadwork delays. These include improved 'plating' technology, which would allow excavations to be temporarily covered so roads could return to use more quickly.

2.20 Such schemes would only be likely to provide benefits on the most heavily trafficked parts of major Scottish cities.

Views Sought	
08	**Scottish Ministers would welcome views on the introduction of lane rental schemes.**

3. COMPLIANCE AND ENFORCEMENT

Introduction

3.1 The NRSWA places duties on both roads authorities and utility companies on a wide range of issues relating to how works in roads are managed and undertaken. Failure by utility companies to comply with some of these duties is an offence and roads authorities can seek prosecution which can lead to fines. In some cases roads authorities can issue fixed penalties which discharge the liabilities for the offences. Furthermore, the Commissioner can also impose penalties on roads authorities and utility companies which fail to comply with their duties under sections 118 and 119 of the NRSWA.

3.2 Given that Commissioner penalties and roads authority fixed penalties have been in place since 2007 and 2008 respectively, this is an appropriate time to review how they have been operated and to consider whether or not extending the scope of the provisions or revising them might act a driver to further improve performance.

Offences under NRSWA

3.3 There are a number of situations within the NRSWA where a utility company which fails to meet its obligations commits an offence and on summary conviction can be fined up to £5,000. The main areas where offences can be committed relate to:
- the safety of the works;
- the timing of placing notices on the SRWR;
- works taking longer than necessary to complete; and
- reinstatements not meeting the specification.

3.4 Should a roads authority decide to seek a prosecution, it requires to collect evidence to present to a Procurator Fiscal who would then have to agree to proceed with a prosecution. This can be a time consuming and costly process for a roads authority which, if the case is successful, may recover its costs. Although offences are being committed, the first Commissioner was not aware of any prosecutions having been sought or undertaken in Scotland since he took up post in July 2007.

3.5 Discussions with roads authorities suggest that in a bid to retain good relationships with the utility companies, they explore all other avenues and are reluctant to pursue court action. Going to court is perceived as being a disproportionate response and very much as being a sledgehammer to crack a nut. Now that the Commissioner is in place there is also a perception that the role of enforcement is his responsibility alone.

3.6 Some roads authorities have suggested that some of these offences could perhaps become fixed penalty notice offences, with the Commissioner settling

any disputes between the parties and with a final appeal to a Sheriff. There would have to be clear guidelines produced as to what would be deemed to constitute an offence. The clear advantage would be that these specific local issues would be dealt with at a local level, that the process would be straightforward, they would not take up valuable court time, would not incur legal expenses and that the issues could be dealt with quickly.

3.7 The use of fixed penalty notices for offences relating to the timing of the placing of information on to the SRWR and reinstatements not being made permanent within 6 months have been in place since 1 April 2008 and the process for their use in now well understood within the road works community. The extension of fixed penalties to discharge other offences directly related to work being undertaken on the road should therefore be relatively simple to introduce.

3.8 The levels of the current maximum fines for each offence are given at Schedule 3 of the Transport (Scotland) Act 2005. The current values of fine levels are level 4 - £2,500 and level 5 - £5,000.

3.9 The following have been suggested as areas where roads authorities should be able to issue fixed penalty notices for current summary offences under the NRSWA:

- Section 110 –prohibition of unauthorised road works ;

- Section 124 - signing, lighting and guarding failure;

- Section 130 - not reinstating excavations in accordance with the specification.

Views Sought	
09	**Should there be an extension of existing summary offences dischargeable by fixed penalty notice? Please can you explain your answer?**

New Offences Dischargeable by Fixed Penalties

3.10 With a view to improving road works management some roads authorities have suggested that the legislation should be strengthened by the introduction of the following as new offences under NRSWA. These could be discharged by the giving of a fixed penalty:

- misclassification of works as urgent or emergency to circumvent longer planned work notice periods;

- not noticing "actual start" notices by the due time (should actual start notices become a legal requirement);

- failure to rectify a defective reinstatement within a reasonable period; and,

- failure to rectify defective utility company apparatus within a reasonable timescale.

Views Sought	
10	**Should we create the proposed new summary offences with a view to introducing fixed penalty notices? Please state the reasons for your view.**

Fixed Penalty Amounts

3.11 The current fixed penalty amount of £120 with a discounted amount of £80 for early payment came into force on 1 October 2008. These are the amounts for offences under both the NRSWA and the Roads (Scotland) Act 1984. In some roads authority areas the cost of the fixed penalty can be less than the cost of obtaining the appropriate permit or consent e.g. the placing of a skip or scaffolding on a road. In some council areas a culture of non-compliance has developed.

3.12 Given that the current amounts of fixed penalty have been in place for almost 4 years, it is appropriate that the levels be reviewed to determine if they continue to drive the correct behaviour.

3.13 The Commissioner considers that fixed penalty notices continue to be an appropriate mechanism to encourage the noticing of works to carried out to a higher standard and that they have contributed to the improved standard we now see. The Commissioner considers that the original values were set at an appropriate level, but that to maintain their effectiveness they should be increased in line with inflation over the period.

3.14 Annex D provides details of the numbers of fixed penalty notices issued to utility companies over the last 3 years for offences under the NRSWA together with an indication of the likely revenues collected by roads authorities.   Also shown are details of the numbers of noticing offences which have been recorded on the SRWR over the same period.

Views Sought	
11	**Do you agree that the current fixed penalty notice amounts should be increased in line with inflation e.g. consumer price index?**

Commissioner Penalty Limit

3.15 The current level of penalty which the Commissioner can impose on roads authorities and utility companies who fail to comply with their duties is £50,000. This was established on 1 October 2007. Whilst this is a significant sum of money, for organisations with large turnovers this may not be enough to encourage them to continue to improve their performance in complying with their statutory duties and the value should be increased.

3.16 The Commissioner issued his first penalties in January 2012. The highest penalty was for £38,500. Given the size and turnover of some of the utility companies operating in Scotland and the value of penalties which can levied by other regulators in the utility sector, the Commissioner recommends that the maximum level of penalty be increased to £200,000. Annex F provides details as to the penalties which can be imposed by other regulatory monitoring bodies.

Views Sought	
12	**What maximum level of penalty do you consider is required to ensure that it can influence the behaviour of utility companies and roads authorities which do not comply with their duties? Should this be increased in line with inflation e.g. consumer price index?**

Definitions of Co-operate and Co-ordinate

3.17 The Commissioner can only impose penalties on roads authorities which fail to carry out their duty to **co-ordinate** works in the road, under section 118 of the NRSWA and utility companies which fail to fulfil their duty to **co-operate** in this process, under section 119 of the NRSWA. This could lead to an interpretation that focuses very narrowly on the definitions of the words co-ordinate and co-operate. The first Commissioner was of the view that the policy intent underpinning the creation of his role under the Transport (Scotland) Act 2005 was to have the power to penalise utility companies and roads authorities which were failing to suitably undertake any of their duties under the NRSWA.

3.18 The Commissioner therefore recommends that for clarity, the legislation should be revised to state that:

"Failure to comply with

- *any duty under the NRSWA and supporting regulations; or*

- *any requirement in a statutory code of practice; or*

- *such practice as appears to the Scottish Road Works Commissioner to be desirable*

shall be deemed to be a failure to comply with sections 118 and 119 of the NRSWA. "

3.19 This would provide the Commissioner and the roads authorities and utility companies with much greater certainty and clarity as to the extent of Commissioner powers and the scope for issuing penalties in appropriate circumstances across a wide range of issues.

Views Sought	
13	**Do you agree that the definitions of co-operate and co-ordinate in sections 118 and 119 be revised as proposed? Please provide the reasons for your view.**

4. REVIEW OF OTHER CURRENT AND PROPOSED LEGISLATION

Introduction

4.1 With the appointment of a Commissioner in 2007 and the creation of the Policy Development Group with representatives from both roads authorities and utility companies, there has been much closer attention paid in recent years to the legislation under which road works are undertaken. The following are issues over and above those already discussed which have been identified by the Group and which it and the Commissioner consider could be improved by revisions to legislation:

Safety at Road Works

4.2 A revised version of the „Code of Practice Safety at Street Works and Road Works', which details how the signing lighting and guarding of works on roads should be undertaken, was consulted on by DfT in 2010. It is currently mandatory for utility companies to operate to the Code but not roads authorities. It is proposed that the Code should also become mandatory for roads authority works. This would make it clear that roads authorities and utility companies are required to work to the same standards.

Views Sought

14	Do you agree that the Code of Practice for Safety at Street Works and Road Works should become mandatory for roads authorities? Please provide the reasons for your view.

Apparatus Records

4.3 The legislation relating to making available records of utility company underground apparatus was developed over 20 years ago in a pre digital age when paper records were kept in local offices. The only requirement is that utility companies "… *shall make his records available for inspection at all reasonable hours and free of charge by any person having authority to execute works ....".* RAUC(S) Advice Note 1 has been in place since 1995 and provides practical advice on the exchange of apparatus information using the SRWR.

4.4 In March 2012 the VAULT system for accessing underground apparatus records via the SRWR came into operation. Annex E provides details of the system. This is currently operating on a voluntary basis and utility companies and roads authorities are not obliged to submit their records.

4.5 Section 138(2) of the NRSWA provides that "The records … shall be kept in such form and manner as may be prescribed." It is proposed that all utility companies and roads authorities be required to keep their apparatus records in a digital format.

4.6 The Commissioner considers that the benefits of VAULT will not be fully maximised until all utility companies and roads authorities have submitted their records. It is therefore proposed that it should be made mandatory for all utility companies and roads authorities not only to hold digital records of their apparatus in roads but also to provide such digital records for use in VAULT on the SRWR.

Views Sought	
15	**Do you agree that it should be made mandatory for all utility companies and roads authorities to hold digital records of their apparatus in roads and to provide such digital records for use on the SRWR? Please provide the reasons for your view.**

Section 109 Permissions

4.7 Where an organisation which is not a utility company with a statutory right wishes to place apparatus in a road it requires the permission of the roads authority. The roads authority can issue this under section 109 of NRSWA or under section 61 of the Roads (Scotland) Act 1984. Section 61 is seen as being less onerous by roads authorities as it does not require that they retain records of the apparatus placed.

4.8 It is proposed that section 61 of the Roads (Scotland) Act 1984 be repealed and section 109(2) of NRSWA revised to provide more clarity as to where responsibility for record keeping of apparatus should lie.

Questions	
16	**Do you agree that section 61 of the Roads (Scotland) Act 1984 be repealed and section 109(2) of NRSWA revised to provide more clarity as to where responsibility for record keeping of apparatus should lie? Please provide the reasons for your view.**

Road Managers

4.9 Section 112A(3) of the NRSWA requires the Commissioner to give access to the SRWR to those who are required to enter a notice and this includes "road

managers". Given that road managers can range from major organisations such as airport and seaport owners down to individuals whose property has a frontage on an unadopted road, it is not possible, nor would it be desirable to provide them all with direct access.

4.10 The Commissioner proposes creating a new legal entity of "major road manager", each of which would be individually identifiable. This would require those organisations responsible for the more significant roads not under roads authority control to place notices of their works on the SRWR. This would aid the overall co-ordination of works on roads. It is envisaged that major road managers would be the major airport and seaport operators which own significant lengths of road open to the public. Small road managers such as individual household frontagers would be excluded.

Views Sought	
17	**Do you agree that the designation of "major road managers" be created? Please provide the reasons for your view.**

Training and Accreditation

4.11 Regulations regarding the qualifications of supervisors and operatives are part of a separate review and will be the subject of a separate consultation in due course.

5. CO-ORDINATION OF WORKS

Introduction

5.1 The NRSWA provides a legislative framework for all ‚works in roads' in Scotland. This includes road works by utility companies and works for road purposes by roads authorities – to the extent that these must be co-ordinated by the roads authorities. The aim is to balance the statutory rights of roads authorities and utility companies to carry out works, with the expectation of road users that disruption from works shall be kept to a minimum.

5.2 A Roads Authorities and Utilities Committee (Scotland) [RAUC(S)] Working Group chaired by the Commissioner has recently reviewed and re-drafted the Code of Practice for Co-ordination, consolidating all existing advice and providing a more user friendly guide for those with responsibility for the planning, co-ordination and management of works in roads. This is the core document for anyone involved in organising and managing road works.

5.3 The Code of Practice for Co-ordination is intended to help roads authorities carry out their duty to co-ordinate works in the road, under section 118 of the NRSWA, and utility companies to fulfil their duty to co-operate in this process, under section 119 of the NRSWA. In undertaking these duties to co-ordinate and co-operate, the roads authorities and utility companies are required to undertake all of their duties under the NRSWA and supporting regulations and to apply any guidance provided in any other codes of practice issued or approved under the NRSWA or such practice as appears to the Commissioner to be desirable.

5.4 A consultation on the revised Code of Practice was undertaken recently, closing on 12 October 2012. A copy of the consultation version can be found on the Transport Scotland website.

5.5 In reviewing the Code, the Working Group identified a number of more technical issues where it was felt that the existing legislation could be a barrier to improving co-ordination and where new or revised legislation could improve the situation.

Advance Notice Periods

5.6 The Commissioner is aware that individuals within some roads authorities and utility companies are of the view that the 3 month advance notice period for major works is too long and can in some situations be perceived as a barrier to good co-ordination. Some individuals also question the need for advance notice on non-traffic sensitive roads as the impacts of the works on traffic and the inconvenience caused are not likely to be significant. There would still be a requirement to place a notice of expected starting date at least 7 days before the works commence and it has been suggested that this could be sufficient to allow

co-ordination.

5.7 The Commissioner considers that the three month notice period for major works is appropriate in all situations, that it aids co-ordination and that the early start procedure provides flexibility in appropriate circumstances.

Views Sought	
18	**What are your views on the 3 month advance notice period for major works?**
19	**Do you consider that the requirement to provide advance notice for works on non traffic sensitive roads should be removed? If you do, what benefits do you consider this would bring?**

Early Start Procedure

5.8 An early start procedure has been created and endorsed by the Commissioner to provide flexibility to allow works to start without providing the statutory minimum notice period for an „advance notice' and in some circumstances for a „notice of expected starting date'. This means that works can be brought forward in situations where there is no good reason to delay them. The road works community agrees that this is required to manage and co-ordinate works effectively and has adopted the procedure into RAUC(S) Advice Note 17, with this procedure being introduced into the draft revised Co-ordination Code of Practice. This means however that the statutory requirement for the provision of advance notices within prescribed minimum notice periods, as set out in regulations, is not met when the early start procedure is used.

5.9 Although the previous Commissioner reported that to date the voluntary use of the non-statutory RAUC(S) Advice Note 17 had worked well and has been accepted by both roads authorities and utility companies, his opinion was that as the procedure will now form part of a statutory code of practice, its use should be placed on a statutory footing.

Views Sought	
20	**Should the early start procedure be a statutory requirement?**

Urgent Works

5.10 The draft revised Code of Practice for Co-ordination now proposes that under normal circumstances it would be expected that urgent works would be commenced as soon as is reasonably practicable and in any event within hours

of the need being identified, with an absolute maximum period of noon the following day. This has been introduced because of concerns regarding proposed works being entered on to the SRWR categorising them as being urgent but with the actual works not being commenced for days or even weeks.

5.11 By definition there should be a level of urgency in starting such works and it is proposed that the maximum period of noon the following day should become a statutory requirement.

Views Sought	
21	**What are your views on making noon the following day a statutory requirement for commencing urgent works?**

Roads Authority Noticing Obligations

5.12 The rules under which roads authorities enter information on to the SRWR differ from those under which utility companies operate. The differences are outlined at Annex C.   Roads authorities are not presently required to enter on to the SRWR details of all expected starting dates, urgent works and emergency works. There is also no time limit set within which the completion of works requires to be entered. Although the roads authorities have agreed to operate in the same way as utility companies with regard to the information placed on the SRWR and its timing, it is proposed that they should also be under the same statutory obligations.

5.13 Having a situation where roads authorities are under the same obligations to enter information on to the SRWR will remove any uncertainties as to what is required and will strengthen the position of the Commissioner when considering the performance of roads authorities.

Views Sought	
22	**Should legislation be introduced to ensure that roads authorities are required to provide the same information as utility companies and to the same timescales?**

Minor Works Involving No or Minimal Excavation

5.14 Regulations are already in place which allow utility companies the flexibility of not requiring to place notices for works involving no or minimal excavation on non-traffic sensitive roads. [Regulation 7(3) of the Road Works (Scottish Road Works Register, Notices, Directions and Designations) (Scotland) Regulations

2008]. The wording of this regulation would suggest that the original policy intent was that it should encompass both utility companies and roads authorities. However the exact wording does not reflect this intent.

5.15 In February 2010 the then Commissioner issued an Advice Paper stating that until such time as the appropriate legislation can be promoted and brought into force, he was content that it would be appropriate for roads authorities to operate on the same basis as utility companies. The revised Code of Practice for Co-ordination reflects this advice, and it is proposed that regulations are introduced.

Views Sought	
23	**Should regulations be introduced to allow roads authorities the flexibility around placing notices for works involving no or minimal excavation on non-traffic sensitive roads?**

Actual Start Notices

5.16 Although there is currently no statutory obligation on roads authorities or utility companies to place notices on to the Scottish Road Works Register when works commence, the road works community has recognised the value of "actual start" notices as a co-ordination tool and they have formed part of the existing Code of Practice for Co-ordination for some time and are again included within the draft revised version. It is proposed that entering a notice when works actually commence should become a legal requirement.

5.17 As well as the co-ordination benefits to roads authorities and utility companies of being aware that works are under way, there are also significant potential benefits for third party organisations and the public to know that works have actually commenced.

5.18 The draft revised Code requires that actual start notices should be issued by noon the following day after works commence. Although this appears to be appropriate to allow general co-ordination to be undertaken, it does mean there is a time lag and reduces the value of the information for use by roads authorities in say, adjusting their traffic signal timings, by the public for journey planning or bus companies in relation to the effect on their timetables. This is an issue particular to traffic sensitive roads.

Views Sought	
24	**Should regulations be introduced to require roads authorities and utility companies to enter actual start notices on to the Scottish Road**

	Works Register?
25	**Is the current requirement for actual start notices to be lodged by noon the following day for all works in roads, including traffic sensitive routes, acceptable? Please can you explain your answer.**

Works Closed Notices

5.19 The current legislation requires a utility company to place a works closed notice by the end of the next working day on completion of their works. (It is proposed at 5.12 that this also becomes a roads authority requirement). In effect, if a works is closed early in the morning, then the best part of 2 working days can elapse before a works closed notice requires to be entered.

5.20 As with actual start notices, although this appears to be appropriate to allow general co-ordination to be undertaken, it does mean there is a time lag and reduces the value of the information for use by roads authorities in say adjusting their traffic signal timings, by the public for journey planning or bus companies in relation to the effect on their timetables. This is an issue particular to traffic sensitive roads.

	Views Sought
26	**Is the current requirement for works closed notices to be lodged by the end of the next working day a reasonable period? What alternative period would you propose for traffic sensitive roads and what are the advantages or disadvantages?**

Validity Periods

5.21 The current legislation states that when a „notice of expected starting date' is placed by a utility company, depending on the type of works and whether or not the road is traffic sensitive, the company has a period of up to seven working days from the expected start date given for the works to actually commence on site. These validity periods do not currently apply to roads authorities, however the revised Code of Practice for Co-ordination states that they should apply, to provide a level playing field of requirements between road authorities and utility companies.

5.22 The current legislation relating to validity periods was part of the framework for co-ordinating works 20 years ago when, at best, information was being exchanged by fax. Given that the flexibility now provided by the SRWR allows proposed works dates to be easily revised at the press of a button, these extensive validity periods are considered to be far too long and it is proposed that

they be shortened to a maximum of 2 days and apply to both utility companies and roads authorities.

5.23 It is considered that this would aid co-ordination by giving greater certainty as to when works will actually commence. It will also reduce the extent of dead time within the SRWR e.g. currently works of 5 working days with a validity period of 7 days will effectively "book" a 12 day window in the SRWR. With a 2 day validity period the "booked" time will be reduced to a 7 day window.

Views Sought	
27	Should we reduce the validity period to a maximum of 2 days and should it apply to both utility companies and roads authorities alike? If you consider that a different validity period would be appropriate, please state the period and provide the reasons for your view.

Duration of Works

5.24 Roads authorities have powers to give directions to utility companies with regard to the timing of works, but have no powers to issue directions as to the duration of works where they consider that the period proposed is longer than required.   Roads authorities do discuss such issues with utility companies but have no powers to require the proposed period to be revised before the works commence. They can only use their powers under section 125 of NRSWA once works have commenced and they have evidence that works are not being undertaken with all such dispatch as is reasonably practical.

5.25 The Commissioner considers that there might be merit in giving roads authorities powers to challenge the proposed durations of works and impose maximum periods within which the works must be completed if they consider the period proposed to be excessive.

Views Sought	
28	Should roads authorities be provided with statutory powers to impose maximum durations for works on utility companies?

Embargoes

5.26 RAUC(S) Advice Note 20 published in October 2009 provides advice on roads authority embargoes on works in roads. This advice has been incorporated into the draft revised Code of Practice for Co-ordination. Part of the advice relates to voluntary embargoes where the roads authority seeks a

voluntary agreement with the utility companies to place an embargo based on economic factors rather than because of potential significant traffic disruption. This is mainly related to the pre-Christmas and New Year periods in city and town centres and around shopping centres. It is proposed that this situation be regularised and that roads authorities might be given statutory powers to impose such embargoes on utility company works.

Views Sought	
29	Should roads authorities be given statutory powers to impose embargoes on works for reasons other than traffic disruption?

Definition of "working day"

5.27 The definition of working day at section 157(2) of NRSWA includes a definition for bank holiday exclusions. Given that many organisations now do not take bank holidays and others use local holidays, the Scottish road works community has agreed that the following definition be used.

"Working day (regulation 2(1) of SI 2008 No88), which is a day other than a Saturday, Sunday or the public holidays for Christmas Day, Boxing Day, New Year's Day and the day following New Year's Day; and a notice given after 16:30 on a working day is to be treated as given on the next working day."

5.28 The importance of the definition is that the time periods relating to providing notice of works are based on working days. The above definition is included in the revised version of the Code of Practice for Co-ordination. It is proposed that regulations be introduced to reflect the revised definition of working day currently being used.

Views Sought	
30	Do you agree with the definition of a working day given above?

6. ISSUES NOT COVERED

Issues Not Covered In The Foregoing

6.1 As well as seeking your comments regarding the issues identified, we are seeking views on any issues we might have missed and if there are any innovations in ways of working which current processes or legislation might be getting in the way of implementing. We welcome your views on any other issues which could contribute towards improving the way in which works in roads are managed and undertaken.

Views Sought	
31	**Please identify any further issues which should be addressed that you think could contribute towards improving the way in which works in roads are managed and undertaken.**

Innovation

6.2 We welcome your views on any potential innovations which could contribute towards improving the way in which works in roads are managed and undertaken.

Views Sought	
32	**Please identify any potential innovations which you think could contribute towards improving the way in which works in roads are managed and undertaken.**

Financial Implications

6.3 There may be financial costs associated with some of the proposals outlined above should they be introduced.

Views Sought	
33	**Please outline the potential impact of any additional costs.**

Annex A

Glossary of Terms

(Note: References in this Glossary to numbered sections are to sections of the New Roads and Street Works Act 1991, unless otherwise indicated)

Term	Explanation
Apparatus	Includes any structure for the lodging therein of apparatus or for gaining access to apparatus (section 164).
Commissioner	The Scottish Road Works Commissioner.
Emergency Works	As defined in the following table.
Major Works	As defined in the following table.
Minor Works	As defined in the following table.
Notice	A set of specified information which should be entered in the SRWR by a specified point in time.
NRSWA	The New Roads and Street Works Act 1991.
Permanent Reinstatement	The placement and proper compaction of reinstatement layers up to and including the finished surface level.
RAUC(S)	Road Authorities and Utilities Committee (Scotland).
Road	Any way (other than a waterway) over which there is a public right of passage (by whatever means) and includes the road's verge, and any bridge (whether permanent or temporary) over which, or tunnel through which, the road passes; and any reference to a road includes a part thereof.
Roads Authority	In relation to a road or proposed road, the regional or islands council within whose area the road is (such council being in this Act referred to as a "local roads authority"); and In relation to a trunk road (whether existing or in course of construction) or, without prejudice to a special road provided (or to be provided) or to any other road constructed (or to be constructed) by the Scottish Ministers.
Road Manager	In relation to a road which is not a public road, the authority, body or person liable to the public to maintain or repair the road, or if there is none, any authority, body or person having the management or control of the road (section 108).
Road Works Authority	If the road is a public road, it is the roads authority and if it is not a public road, the road manager.
Road Works	Works for any purposes other than roads purposes, being works of any of the following kinds executed in a road

	pursuance of a statutory right or with permission granted under section 109 (NRSWA):
	• placing apparatus or
	• inspecting, maintaining, adjusting, repairing, altering or renewing apparatus, changing the position of apparatus or removing it or works required for or incidental to any such works (including in particular, breaking up or opening the road, or any sewer, drain or tunnel under it, or tunnelling or boring under the road).
Road Works Permission	Permission granted by a roads authority to a person to carry out road works.
Scottish Road Works Register (SRWR)	The register of all road works and related events in Scotland.
Standard Works	As defined in the following table.
Traffic Sensitive Situation	A traffic sensitive road or that part of it which is designated traffic sensitive and in the case of a limited designation the dates or times to which the designation applies (based upon section 123 of the NRSWA).
Undertaker	The person in whom the relevant statutory right is exercisable or a person having permission under section 109 of the NRSWA (see section 107(4) of the NRSWA).
Urgent Works	As defined in the following table.
Utility Company	An undertaker by whom a statutory right to execute road works is exercised.
Works For Road Purposes	(a) works for the maintenance of a road, (b) works for any purpose falling within the definition of "improvement" in section 151 of the Roads (Scotland) Act 1984, (c) the erection, maintenance, alteration or removal of traffic signs, or (d) the construction of a crossing for vehicles across a footway or the strengthening or adaptation of a footway for use as a crossing for vehicles.
Works In Roads	This encompasses both „road works' and „works for roads purposes'.

DEFINITIONS FOR EACH WORKS CATEGORY

Works Category	Definition
EMERGENCY (INCLUDING REMEDIAL - DANGEROUS)	Emergency works means works whose execution at the time when they are executed is required in order to put an end to, or to prevent the occurrence of, circumstances then existing or imminent (or which the person responsible for the works believes on reasonable grounds to be existing or imminent) which are likely to cause danger to persons or property. Where works comprise items some of which fall within the preceding definition, the expression "emergency works" shall be taken to include such of the items as do not fall within that definition as cannot reasonably be severed from those that do.
URGENT	These are works which fall short of emergency works as defined in the NRSWA, but are of sufficient urgency to warrant immediate action either to prevent further deterioration of an existing situation or to avoid an undertaker breaching a statutory obligation. "urgent works" means: (a) road works (not being emergency works) whose execution at the time they are executed is required (or which the person responsible for the works believes on reasonable grounds to be required): - to prevent or put an end to an unplanned interruption of any supply or service provided by the undertaker; - to avoid substantial loss to the undertaker in relation to an existing service; or - to reconnect supplies or services where the undertaker would be under a civil or criminal liability if the reconnection is delayed until after the expiration of the normal notice period. and include works that cannot reasonably be severed from such works: and (b) works for road purposes (not being emergency works) whose execution at the time they are executed is required (or which the person responsible for the works believes on reasonable grounds to be required) to prevent or put an end to an unplanned obstruction of any part of the road and includes works that cannot reasonably be severed from such works
MINOR WORKS	To qualify as minor works the works must: (a)　not be emergency or urgent works, and (b)　not be of a planned duration of more than 3 days, and (c)　not form part of a rolling programme, and (d)　not involve at any one time more than 30 metres of works or 20 square metres of reinstatement, or leave less than the minimum width of carriageway necessary for one-way traffic in accordance with the Code of Practice for Safety at Street Works and Road Works.
MINOR WORKS (WITHOUT EXCAVATION)	Where a works promoter proposes to execute minor works (as defined above) in a road which is not traffic sensitive, no notice is required in the case of: (a) minor works not involving breaking up the road. This could include works at manholes and chambers, operating valves or works of a similar nature: or (b) the replacement of poles, lamps, columns and signs, pole testing and similar

	works involving minimal breaking up of the road.
MINOR WORKS (MOBILE & SHORT DURATION)	Mobile and Short Duration Works are continuous mobile operations, as well as those which involve movement with periodic stops and short duration static works. It also includes minor works (as defined above) which do not include excavation and pothole repairs of less than one square metre, involving the use of a single vehicle or a small number of vehicles. Mobile and short duration working shall cover all works at any specific location where the work involved takes no longer than 30 minutes in total, including setting up and clearing away all signing, lighting, guarding and spoil.
REMEDIAL WORKS (NON-DANGEROUS)	Remedial works are works in a road required to repair a defect which has developed on a road reinstatement.
STANDARD WORKS	These are road works which are not emergency works, urgent works, minor works or major works.
MAJOR WORKS	Major Works means road works by a works promoter (other than minor works): • which have been identified specifically in the Works Promoter's annual operating programme or which, if not specifically identified in that programme, are normally planned at least six months in advance of work commencing; • where an order is required under section 14 of the Road Traffic Regulation Act 1984 for any works other than emergency works; • other than emergency works and urgent works, in a multi lane road (more than one lane in each direction) that is traffic sensitive where one or more lanes are closed to enable the works to take place; or • other than emergency works, which have a duration in excess of 10 days and for which traffic control is required for three or more of those days, in accordance with the Code of Practice "Safety at Street Works and Road Works".
SUBSTANTIAL WORKS FOR ROAD PURPOSES	Substantial works means works for road purposes which comprise a reconstruction, widening, alteration in the level, resurfacing or specialist non skid surface dressing of the part of the road concerned and– (a) if executed in a footpath, footway, bridleway or cycle track, extend for more than 30 metres of continuous length and result in the width of the footpath, footway, bridleway or cycle track available for pedestrians, cyclists, or others having right to use the way as the case may be, being reduced by more than two thirds; or (b)if carried out in the carriageway, extend for more than 30 metres of continuous length and result in the use by vehicles of the carriageway being prohibited or the width of the carriageway available for vehicular traffic being reduced by more than one third.

Annex B

List of Scottish roads authorities

Aberdeen City Council
Aberdeenshire Council
Angus Council
Argyll and Bute Council
City of Edinburgh Council
Clackmannanshire Council
Comhairle nan Eilean Siar
Dumfries and Galloway Council
Dundee City Council
East Ayrshire Council
East Dunbartonshire Council
East Lothian Council
East Renfrewshire Council
Falkirk Council
Fife Council
Glasgow City Council
Highland Council

Inverclyde Council
Midlothian Council
Moray Council
North Ayrshire Council
North Lanarkshire Council
Orkney Islands Council
Perth and Kinross Council
Renfrewshire Council
Scottish Borders Council
Scottish Ministers (through Transport Scotland)
Shetland Islands Council
South Ayrshire Council
South Lanarkshire Council
Stirling Council
West Dunbartonshire Council
West Lothian Council

List of utility companies currently operating in Scotland

Oil and Pipeline Agency
BP
BSkyB Telecommunications Services Ltd (formerly Easynet Telecommunications Ltd)
Business Stream (a Scottish Water Company)
Cable & Wireless Worldwide (powers under Cable and Wireless UK)
CityFibre Metro Networks Ltd
Energetics (powers under Energetics Electricity Ltd and Energetics Gas Ltd)
ES Pipelines
Everything Everywhere Ltd (formerly T Mobile)
Fulcrum Pipelines Ltd
Gamma Telecom Holdings Ltd
GTC Pipelines Ltd
GEO Networks Ltd
Global Crossing (UK) Telecommunications Ltd
Hutchison 3G UK Ltd
Independent Pipelines Limited

INEOS Enterprises Ltd
National Grid Gas plc
Network Rail
Openreach (powers under British Telecommunications plc)
Orange Personal Communications Services Ltd
Royal Mail
Scotland Gas Networks plc
Scottish & Southern Energy (powers under Scottish Hydro Electric Power Distribution plc and Scottish Hydro Electric Transmission Ltd)
Scottish Power (powers under SP Distribution Ltd and SP Transmission Ltd)
Scottish Water
Shell
Smallworld Media Communications Ltd
Talk Talk (powers under Opal Telecom Ltd)
Telefonica (formerly O2 (UK) Ltd)
Verizon UK Ltd
Virgin Media Ltd
Vodafone Ltd

Annex C - STATUTORY AND NON STATUTORY OBLIGATIONS

The following tables show the notice periods used in the Co-ordination Code of Practice and highlight those which are statutory and those which are not.

Roads Authorities- Non Traffic Sensitive Situations

Minimum Notice Periods				
	Advance Notice	**Notice of Expected Starting Date**	**Actual Start Notice**	**Works Closed/Clear Notice**
EMERGENCY (INCLUDING REMEDIAL - DANGEROUS)			WITHIN 2 HOURS OF WORK STARTING	BY THE END OF THE NEXT WORKING DAY
URGENT			WITHIN 2 HOURS OF WORK STARTING	BY THE END OF THE NEXT WORKING DAY
MINOR WORKS (WITHOUT EXCAVATION)				
MINOR WORKS (WITH EXCAVATION)		24 HOUR NOTICE - BY NOON ON THE DAY BEFORE Reg 3(4)(v)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY
REMEDIAL WORKS (NON-DANGEROUS)		24 HOUR NOTICE - BY NOON ON THE DAY BEFORE	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY
STANDARD WORKS		7 DAYS NOTICE Reg 3(4)(iii)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY
MAJOR WORKS	THREE MONTHS NOTICE Reg 3(4)(i)	7 DAYS NOTICE	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY

Those marked green indicate a statutory requirement. Regulations are from The Road Works (Scottish Road Works Register, Notices, Directions and Designations) (Scotland) Regulations 2008. Sections are from the New Roads and Street Works Act 1991.

Those marked blue indicate that although regulation 3(6)(a) requires the date of completion to be entered, there is no time limit for doing so.

Those marked red are non-statutory. Notwithstanding the foregoing, all of the above timings are included within the Code of Practice for Coordination.

Roads Authorities- Traffic Sensitive Situations

Minimum Notice Periods				
	Advance Notice	**Notice of Expected Starting Date**	**Actual Start Notice**	**Works Closed/Clear Notice**
EMERGENCY (INCLUDING REMEDIAL - DANGEROUS)			WITHIN 2 HOURS OF WORK STARTING	BY THE END OF THE NEXT WORKING DAY
URGENT			AT LEAST 2 HOURS IN ADVANCE OF WORK STARTING	BY THE END OF THE NEXT WORKING DAY
MINOR WORKS (WITHOUT EXCAVATION)		3 DAYS NOTICE Reg 3(4)(vi)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY
MINOR WORKS (WITH EXCAVATION)	ONE MONTH NOTICE Reg 3(4)(iv)	7 DAYS NOTICE	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY
REMEDIAL WORKS (NON-DANGEROUS)		3 DAYS NOTICE	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY
STANDARD WORKS	ONE MONTH NOTICE Reg 3(4)(ii)	7 DAYS NOTICE	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY
MAJOR WORKS	THREE MONTHS NOTICE Reg 3(4)(i)	7 DAYS NOTICE	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY

Those marked green indicate a statutory requirement. Regulations are from The Road Works (Scottish Road Works Register, Notices, Directions and Designations) (Scotland) Regulations 2008. Sections are from the New Roads and Street Works Act 1991.

Those marked blue indicate that although regulation 3(6)(a) requires the date of completion to be entered, there is no time limit for doing so.

Those marked red are non statutory. Notwithstanding the foregoing, all of the above timings are included within the Code of Practice for Coordination.

Undertakers- Non Traffic Sensitive Situations

Minimum Notice Periods				
	Advance Notice	**Notice of Expected Starting Date**	**Actual Start Notice**	**Works Closed/Clear Notice**
EMERGENCY (INCLUDING REMEDIAL - DANGEROUS)			WITHIN 2 HOURS OF WORK STARTING Section 116(2)	BY THE END OF THE NEXT WORKING DAY Section 129(3)
URGENT			WITHIN 2 HOURS OF WORK STARTING Reg 7(2)	BY THE END OF THE NEXT WORKING DAY Section 129(3)
MINOR WORKS (WITHOUT EXCAVATION)				
MINOR WORKS (WITH EXCAVATION)		24 HOUR NOTICE - BY NOON ON THE DAY BEFORE Reg 7(2)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY Section 129(3)
REMEDIAL WORKS (NON-DANGEROUS)		24 HOUR NOTICE - BY NOON ON THE DAY BEFORE Reg 7(2)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY Section 129(3)
STANDARD WORKS		7 DAYS NOTICE Section 114(1)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY Section 129(3)
MAJOR WORKS	THREE MONTHS NOTICE Reg 6	7 DAYS NOTICE Section 114(1)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY Section 129(3)

Those marked green indicate a statutory requirement. Regulations are from The Road Works (Scottish Road Works Register, Notices, Directions and Designations) (Scotland) Regulations 2008. Sections are from the New Roads and Street Works Act 1991.

Those marked red are non statutory. Notwithstanding the foregoing, all of the above timings are included within the Code of Practice for Coordination.
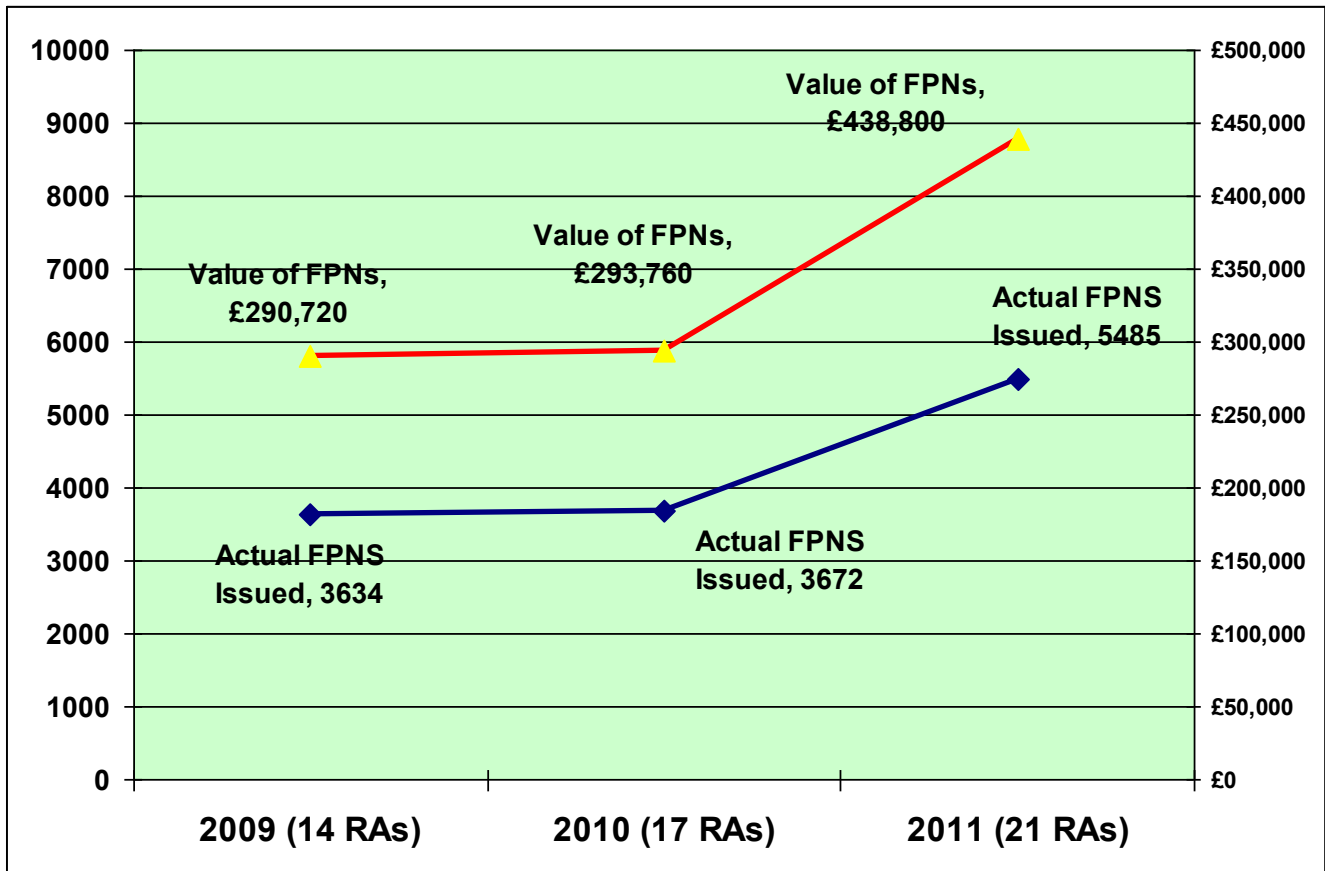
Undertakers- Traffic Sensitive Situations

Minimum Notice Periods				
	Advance Notice	**Notice of Expected Starting Date**	**Actual Start Notice**	**Works Closed/Clear Notice**
EMERGENCY (INCLUDING REMEDIAL - DANGEROUS)			WITHIN 2 HOURS OF WORK STARTING Section 116(2)	BY THE END OF THE NEXT WORKING DAY Section 129(3)
URGENT			AT LEAST 2 HOURS IN ADVANCE OF WORK STARTING Reg 7(1)	BY THE END OF THE NEXT WORKING DAY Section 129(3)
MINOR WORKS (WITHOUT EXCAVATION)		3 DAYS NOTICE Reg 7(1)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY Section 129(3)
MINOR WORKS (WITH EXCAVATION)	ONE MONTH NOTICE Reg 6	7 DAYS NOTICE Section 114(1)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY Section 129(3)
REMEDIAL WORKS (NON-DANGEROUS)		3 DAYS NOTICE Reg 7(1)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY Section 129(3)
STANDARD WORKS	ONE MONTH NOTICE Reg 6	7 DAYS NOTICE Section 114(1)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY Section 129(3)
MAJOR WORKS	THREE MONTHS NOTICE Reg 6	7 DAYS NOTICE Section 114(1)	BY NOON THE FOLLOWING DAY AFTER WORKS COMMENCE	BY THE END OF THE NEXT WORKING DAY Section 129(3)

Those marked green indicate a statutory requirement. Regulations are from The Road Works (Scottish Road Works Register, Notices, Directions and Designations) (Scotland) Regulations 2008. Sections are from the New Roads and Street Works Act 1991.

Those marked red are non statutory. Notwithstanding the foregoing, all of the above timings are included within the Code of Practice for Coordination.

Annex D – Fixed Penalty Notices Given to Utility Companies

Value of FPNs, £290,720

Value of FPNs, £293,760

Value of FPNs, £438,800

Actual FPNS Issued, 5485

Actual FPNS Issued, 3634

Actual FPNS Issued, 3672

2009 (14 RAs)   2010 (17 RAs)   2011 (21 RAs)

Annex E

PROJECT VAULT - *Instant access to maps of underground cables and pipes*

OVERVIEW

Scotland is leading the world with a new way to share and access information on the location of underground pipes and cables. This major new development known as the Scottish Community Apparatus Data Vault (or VAULT for short - a vault being an underground storage place for precious items, in this case information about our buried assets), will make underground pipe and cable information accessible via the Scottish Road Works Register (SRWR) (Scotland's existing national database for the electronic transfer, retention and management of road works data).

The aim of the service is to enable access to information about all underground pipes and cables from one centralised location.

THE IMPORTANCE OF UTILITY RECORDS

The pipes and cables in roads are necessary to supply the services we take for granted in a modern society – electricity, water, gas, sewers, and telecommunications. In Scotland there are 33 roads authorities and 34 utility companies who own such pipes and cables. Within the 55,500 km of roads in Scotland there are over 120,000 km of gas, water and drainage pipes and over 200,000 km of electricity and telecommunication cables.

Before any excavation takes place, it is essential the workers on site have accurate and up to date information about what lies beneath a road. This is a requirement under Health and Safety regulations and helps prevent injury to operatives carrying out work. Sadly, there are a significant number of incidents every year where workers are injured or even killed as a result of damage to underground pipes and cables. Even in instances where no one is hurt, a strike to a pipe or cable can often lead to costly damage with lengthy disruption to services vital to the community.

Emergencies can occur at any time of the day or night, so fast access to underground information can be crucial. At the planning stage of works, this information is vital, allowing utility companies to select routes for new cables and pipes in the full knowledge of where existing cables and pipes are located.

THE CHALLENGE

Currently underground apparatus information is provided in a variety of formats including:

- Maps provided via e-mail
- CDs containing Geographic Information System (GIS) data
- Separate web sites showing the location of apparatus
- Traditional paper copies of plans

Every organisation needs staff resources to provide and distribute this information.

Until recently Scottish roads authorities and utility companies have never had a common approach to the recording and storage of this information. GIS are now commonplace for the storage of underground pipe and cable information, however:

- what is stored;
- how it is stored; and
- how it is represented

can vary considerably from one organisation to the next. For example, although Ordnance Survey (OS) maps are commonly used as the standard background layer for these plans, different types of OS maps to different standards of accuracy are used by different organisations.

WHAT DOES VAULT DO?

What VAULT does is take the information from each individual GIS and transform it into a common GIS format as shown on the following diagram. The information is then available to users via the SRWR internet interface.

This development will provide significant administrative benefits to those who hold such records and those who require access to them. It also means that with the aid of a handheld device or laptop, anyone needing to dig in a road will be able to access the records on site and instantly see what pipes and cables are likely to be encountered, providing significant safety benefits when excavating.
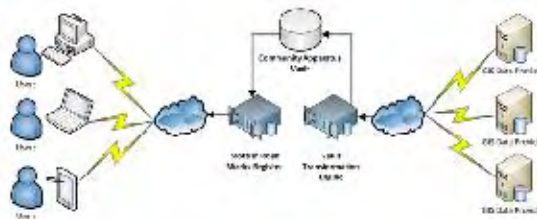
The picture below shows how the underground pipe and cable information on the SRWR is displayed. Each organisation's pipes or cables are held as a separate layer within the system and can be displayed to show the pipes and cables of all organisations or any specific organisations as required. On the map layers, other information such as proposed works or the locations of bus stops can also be accessed as individual or overlying layers.
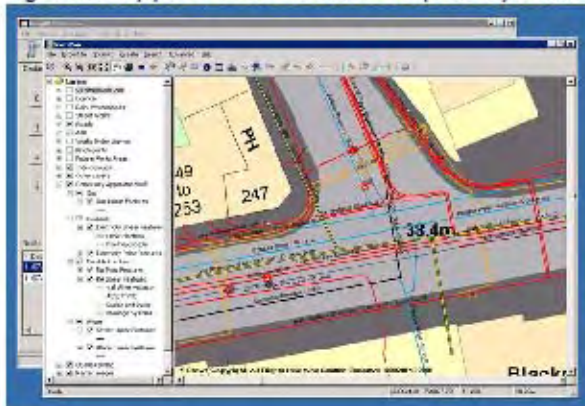
All information can be interrogated on-line or printed or shared as A3 or A4 maps.

IMPLEMENTATION

Following the success of two trials, RAUC(S) and the Scottish Road Works Commissioner gave approval in the Spring of 2011 for VAULT functionality to be included in the SRWR permanently.

Access to VAULT will be limited to roads authorities and utility companies and will be securely controlled using the existing SRWR security systems. A full audit trail of what information was accessed, when and by whom is also available.

FURTHER INFORMATION

If you are interested in supplying data for use in VAULT or simply wish more information on the service please contact Iain Ross (iain.ross@susiephone.co.uk).

The images included in this document are owned by VISTA Project Board, Symology Ltd and Ordnance Survey. They should not be used elsewhere without the owner's consent.

Annex F - Penalties Which Can Be Imposed By Other Regulatory Monitoring Bodies

Bodies	Penalties
OFCOM	Communications Act 2003 –section 97(1) - "The amount of a penalty imposed under section 96 is to be such amount not exceeding ten per cent. of the turnover of the notified provider's relevant business for the relevant period as OFCOM determine …."
OFGEM	Electricity Act 1989 – section 27A(8) - "No penalty imposed by the Authority under this section may exceed 10 per cent of the turnover of the licence holder."
Office of Rail Regulation	Railways Act 1993 – section 57A(3) – The amount of a penalty imposed on a relevant operator may not exceed 10 per cent of his turnover…"
Water Industry Commission for Scotland	Water Services etc (Scotland) Act 2005 – section 11(1) – "…the Commission may impose on the provider a financial penalty of such amount as it considers reasonable in the circumstances of the case."
Information Commissioner	Data Protection Act 1998 – section 55A(5) – "The amount determined by the Commissioner must not exceed the prescribed amount."; and The Data Protection (Monetary Penalties) (Maximum Penalty and Notices) Regulations 2012 – regulation 2 – "The prescribed amount for the purpose of section 55A(5) is £500,000."

It is also worth noting that under the ScotRail franchise the operator receives bonuses for above benchmark performance and penalties for areas that fall below benchmark. Penalties for the 12 months to 27 June 2009 totalled £938,959.

Further copies of this document are available, on request, in audio and large print formats and in community languages (Urdu; Bengali; Gaelic; Hindi; Punjabi; Cantonese; Arabic; Polish).

اس دستاویز کی مزید کاپیاں آڈیوکیسیٹ پر اور بڑے حروف کی چھپائی میں اورکمیونٹی کی زبانوں میں طلب کیے جانے پر دستیاب ہیں، براۓ مہربانی اس پتہ پر رابطہ کریں:

এই ডকুমেন্ট-এর (দলিল) অতিরিক্ত কপি, অডিও এবং বড়ো ছাপার অক্ষর আকারে এবং সম্প্রদায়গত লোর ভাষায় অনুরোধের মাধ্যমে পাওয়া যাবে, অনুগ্রহ করে যোগাযোগ করুন:

Gheibhear lethbhreacan a bharrachd ann an cruth ris an èistear, ann an clò mòr agus ann an cànain coimhearsnachd. Cuir fios gu:

इस दस्तावेज़/कागज़ात की और प्रतियाँ, माँगे जाने पर, ऑडियो टैप पर और बडे अक्षरों में तथा कम्युनिटी भाषाओं में मिल सकती हैं, कृपया संपर्क करें:

ਇਸ ਦਸਤਾਵੇਜ਼/ਕਾਗਜ਼ਾਤ ਦੀਆਂ ਹੋਰ ਕਾਪੀਆਂ, ਮੰਗੇ ਜਾਣ 'ਤੇ, ਆਡਿਓ ਟੇਪ ਉੱਪਰ ਅਤੇ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਅਤੇ ਕੰਮਿਊਨਿਟੀ ਭਾਸ਼ਾਵਾਂ ਦੇ ਵਿਚ ਮਿਲ ਸਕਦੀਆਂ ਹਨ, ਕ੍ਰਿਪਾ ਕਰਕੇ ਸੰਪਰਕ ਕਰੋ:

此文件有更多備份，如果需要，語音版本和大字體版本及少數種族語言版本也可提供，請聯絡：

يمكن أن تطلب النسخ الأخرى من هذا المستند كالتسجيل الصوتي والخط المكبر ونسخ بلغات أخرى، يرجى الإتصال على:

Aby otrzymać niniejszy dokument w innej wersji językowej, na kasecie lub w wersji z powiększonym drukiem, prosimy o kontakt:

Transport Scotland, Buchanan House,
58 Port Dundas Road, Glasgow, G4 0HF
0141 272 7100
info@transportscotland.gsi.gov.uk
www.transportscotland.gov.uk

Any responses to this consultation can be sent to: WorksInRoads@transportscotland.gsi.gov.uk

This document is also available on the Transport Scotland website: www.transportscotland.gov.uk

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